

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Light Rail Station Subarea Planning - Preferred Alternative to be Analyzed in Final Environmental Impact Statement
DEPARTMENT:	Planning & Community Development
PRESENTED BY:	Miranda Redinger, Senior Planner Rachael Markle, AICP, Director, P&CD
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:

On July 10, 2014, the Planning Commission held a public hearing and made a recommendation on the Draft Environmental Impact Statement (Draft EIS) for the 185th Street Station Subarea Plan (185SSSP), including a Preferred Alternative for zoning to be analyzed in the Final Environmental Impact Statement (Final EIS). Tonight Council will discuss the Preferred Alternative, and make a decision on what zoning to analyze in the Final EIS on August 25. Following this decision, the consultant team at OTAK will begin drafting the Final EIS, Subarea Plan, and Planning Action Ordinance for adoption in early 2015.

Given that following the Planning Commission Public Hearing, the Planning Commission made recommendations to increase the density zoning in certain areas in the Preferred Alternative recommendation, staff is recommending that the City Council waive Council Rule 6.1.A regarding public testimony at Business Meetings and allow public comment on this item following the staff report and prior to Council deliberations.

RESOURCE/FINANCIAL IMPACT:

No direct financial or resource impacts are anticipated as a result of this update, although decisions about the Preferred Alternative may have an impact on the project timeline.

RECOMMENDATION

Staff recommends that Council waive Council Rule of Procedures 6.1.A to allow public comment on this item following the staff report. Staff also recommends that Council discuss all alternatives considered in the Draft EIS and at the July 10 Planning Commission public hearing, in preparation for making a decision on the Preferred Alternative at the August 25 Council meeting.

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

DISCUSSION

DRAFT ENVIRONMENTAL IMPACT STATEMENT

According to the Washington Department of Ecology State Environmental Policy Act (SEPA) Handbook, the EIS process is a tool for identifying and analyzing probable adverse environmental impacts, reasonable alternatives, and possible mitigation for projects meeting certain thresholds. The EIS process provides opportunities for the public, agencies, and tribes to participate in developing and analyzing information; improves proposals from an environmental perspective; provides decision-makers with environmental information; and provides the information necessary for conditioning or denying the proposal.

The Draft EIS for the 185SSSP was published on June 9, 2014, and an outline of the topics covered is below:

- Environmental Summary
- Description of Alternatives
- Affected Environment, Analysis of Potential Impacts, and Mitigation Measures
 - Land Use Patterns, Plans, and Policies
 - Population, Housing, and Employment
 - Multi-Modal Transportation
 - Public Services
 - Utilities
- References
- Distribution List
- Appendix

Attachments A, B, and C to this staff report are maps of the three zoning scenarios analyzed in the Draft EIS as Alternative 1 - No Action (Attachment A), Alternative 2 - Some Growth (Attachment B), and Alternative 3 - Most Growth (Attachment C). The Draft EIS analyzed full build-out scenarios of these alternatives with respect to impacts and potential mitigation measures for the categories listed above. It also analyzed likely growth (based on a rate of 1.5% to 2.5%) over the next 20 years, which represents the planning horizon of the Draft EIS analysis. Additional description of each alternative is provided below.

Alternative 1 - No Action

This scenario would retain existing zoning in the station subarea. It is important to clarify that “no action” does not mean “no growth” because property owners within the subarea could still maximize zoning potential within the existing (mostly R-6) zoning designations, including building to a 35 foot height limit, adding Accessory Dwelling Units, etc.

Alternative 2 - Some Growth

This scenario would adopt a new framework for land use and supporting improvements in the station subarea, with changes in zoning focused along the 185th Street, 10th Avenue NE, and NE 180th Street connecting corridor between Aurora Avenue N and North City. It is anticipated that build-out of this scenario would likely take approximately 30-50 years or longer to be realized.

Alternative 3 - Most Growth

This scenario would adopt a new framework for land use and supporting improvements, with more extensive changes in zoning (proposing higher densities and affecting a larger area than under Alternative 2) surrounding the proposed light rail station, but still focused along the 185th Street, 10th Avenue NE, and NE 180th Street connecting corridor. It is anticipated that build-out of this scenario would likely take approximately 60-100 years or longer to be realized.

On July 10, 2014, the Planning Commission held a public hearing on the Draft EIS, and made a recommendation to Council regarding a Preferred Alternative for zoning to be analyzed in the Final EIS. Attachment D is a map showing options that the Commission considered during the public hearing, and a description of each option is included later in this staff report. Attachment E is a map representing the Commission's recommended Preferred Alternative, henceforth referred to as Alternative 4.

The remainder of this staff report and attachments contain information about the Planning Commission decision-making process, considerations the Council should discuss as it decides on the Preferred Alternative, and comments received during the Draft EIS process. Comments about content in the Draft EIS not related to the zoning alternatives will be addressed in the Final EIS.

REVISING ZONING DESIGNATIONS

Before getting into a discussion of options analyzed in the Draft EIS and considered by the Planning Commission, it is important to clarify terms related to current and future zoning designations.

The R-48 zoning designation as currently written does not allow for the mix of uses envisioned for the 185th Street corridor, and when speaking about this during public meetings, staff has included the disclaimer that the current category does not completely represent standards that will be developed in more refined versions. R-48 was used in the Draft EIS because height and other bulk standards were expected to be consistent with the revised designation, and this allowed the consultants to model traffic and other impacts of potential redevelopment.

Currently, the height limit in R-48 is 40 feet (with pitched roof) when adjacent to single-family zones, 50 feet when adjacent to multi-family or mixed-use zones, and may be increased to a maximum of 60 feet with the approval of a Conditional Use Permit. Under the revised category Mixed-Use Residential – 45 (MUR-45), staff will likely recommend that the height be limited to 45 feet, regardless of adjacent zoning or roof pitch, but that maximum density be determined by other factors.

The revision of the R-48 category to MUR-45 also represents a more 'form-based' approach to residential zoning categories. Form-based zoning specifies the height, lot coverage, setbacks, and other ways to define the development's bulk and building footprint, including restrictions such as parking requirements, but does not specify maximum densities in the same way that more traditional zoning code language does. Current Development Code language classifies all residential zoning by their density maximum, so this revision to more form-based standards also necessitates a name

change. This is why all proposed MUR categories are followed by a number that refers to their maximum height.

For purposes of discussion during the public hearing, staff, Planning Commissioners, and the public still referred to this category as R-48 because people are more familiar with that name and it was used in zoning alternatives analyzed in the Draft EIS. However, in the Final EIS and at Commission meetings in August and beyond, when discussing standards for this revised category, the name MUR-45 is proposed by staff. This mix of uses and height limit are consistent with the vision for the 185th Street corridor as articulated through community discussion to date.

The same principle and name change would apply to two other zoning categories analyzed in the Draft EIS: R-18 and MUR. Initial discussion of standards for the R-18 designation also considers a more form-based approach, allowing for a greater mix of uses along streets not classified as “local.” The current height limit for R-18 zoning is 35 feet (40 with pitched roof), and staff will likely recommend retaining this 35 foot height limit in a newly renamed MUR-35 zone (Mixed-Use Residential, 35 foot height limit), regardless of roof pitch.

In the Draft EIS, one of the proposed zoning designations was called MUR (for Mixed-Use Residential, although the Draft EIS actually refers to this category as Multi-Residential). Because the proposal is now to call multiple zoning designations mixed-use as opposed to purely residential, this necessitates additional clarity. Therefore, in future discussions and analysis, this designation will be referred to as MUR-85 (Mixed-Use Residential, 85 foot height limit.)

OPTIONS CONSIDERED FOR PREFERRED ALTERNATIVE AT JULY 10, 2014 PLANNING COMMISSION PUBLIC HEARING

This section requires reference to the companion map, included as Attachment D. Each area is labeled and the corresponding description is below, along with the Planning Commission’s recommendation. Minutes from the public hearing are included as Attachment F, and the public comments that are the origin of many of these options are included in Attachment G.

Options below all use the base map of Alternative 3 - Most Growth from the Draft EIS. Council should discuss the merits of Alternatives 1 - No Action and 2 - Some Growth before delving into the options below. The Planning Commission considered Alternatives 1 and 2, but decided to base their recommendation on Alternative 3, and ended up creating an Alternative 4.

The reasons they cited for not recommending Alternatives 1 or 2 are based on policy guidance in the Comprehensive Plan, specifically those that provided direction for light rail station subarea planning (LU20-43), included as Attachment H. The Commission felt that Alternative 1 did not fulfill recommendations in most of the policies; while Alternative 2 had the potential to promote many desired aspects, but specifically fell short of LU25 and LU26, which suggest that densities within a quarter-mile radius of the stations should be R-48 or greater, and R-18 or greater within the half-mile radius.

Options Considered

- A- The proposal for this area is to change from its current R-6 zoning designation to a higher density consistent with zoning shown to the north and across the street (staff interpreted this to mean MUR-35 [R-18] because that designation is proposed for adjacent parcels). This area was the subject of discussion at one of the break-out tables during the February 20 Design Dialogue Workshop. Unfortunately, the resident who made the suggestion did not provide her name. The reason for the proposed change was to have consistent zoning on both sides of 5th Avenue NE.
- Benefit of including this recommendation in the Preferred Alternative - the request came from a resident of the area.
 - Disadvantage of including this recommendation in the Preferred Alternative - staff has no information about whether others in this area would prefer to retain current zoning or increase development potential.
 - Ø July 10 Planning Commission recommendation for this area was to change the zoning being studied from R-6 to MUR-35 (R-18) (unanimous vote).
- B- The proposal for this area is to change from its current R-6 zoning designation to a higher density consistent with zoning shown to the north, east, and west (staff interpreted this to mean MUR-35 [R-18] because that designation is proposed for adjacent parcels). The specific request came from a resident of 11th Ave. NE, within the block under consideration.
- Benefit - the request came from a resident of the area.
 - Disadvantage - staff has no information about whether others in this area would prefer to retain current zoning or increase development potential.
 - Ø July 10 Planning Commission recommendation for this area was to change the zoning being studied from R-6 to MUR-35 (R-18) (unanimous vote).
- C- The proposal for this area is to change from its current R-6 zoning designation to a higher density consistent with zoning shown to the west (staff interpreted this to mean MUR-35 [R-18] because that designation is proposed for adjacent parcels). The specific requests came from an owner of four (4) properties within the “hook” area of NE Perkins Way and another homeowner who lives off of NE Perkins Way.
- Benefit - the request came from more than one property owner in the area, and was supported by testimony of three property owners at the public hearing.
 - Disadvantage - staff has not received comments directly from other property owners in this area.
 - Additional Consideration - Comments received to date have stated that this segment of NE Perkins Way will be a popular route for residents from Lake Forest Park to access the 185th Street Station. Traffic is likely to increase on this topographically challenged road section creating a need for multi-modal transportation improvements. The character of this area would also likely change if it becomes a well traveled east/west route to and from the 185th Street Station. In recognition of this potential, it makes sense to analyze these impacts further, and possibly amend zoning if land use solutions are required in addition to transportation improvements.

- Ø July 10 Planning Commission recommendation for this area was to change the zoning being studied from R-6 to MUR-35 (R-18) (4-3 vote).

D- The proposal for this area is to change from its current R-6 zoning designation to a higher density consistent with zoning shown to the south (staff confirmed that the person who submitted the request meant MUR-35 [R-18]). The specific request came from a resident of NE 195th Street, within the block under consideration.

- Benefit - the request came from a resident of the area. Previous public discussion suggested that additional density may be appropriate for areas surrounding parks because they provide amenities and visual and sound barriers to mitigate impacts associated with redevelopment.
- Disadvantage - staff has no information about whether others in this area would prefer to retain current zoning or increase development potential. Commissioners felt that this area was not appropriate for higher density or a necessary transition to single-family to the north because the North City Park already provides a buffer from potential redevelopment.

- Ø July 10 Planning Commission recommendation for this area was to retain R-6 zoning analyzed in Draft EIS. The motion to amend failed by a vote of 2 to 5.

E- The proposal for this area is to change from the R-48 and R-18 zoning analyzed in the Draft EIS to MUR-85. The specific request came from Councilmembers McGlashan and Hall at the May 19 Council meeting.

- Benefit - Councilmembers McGlashan and Hall stated that this area is immediately adjacent to the interstate and could provide more residential units within close proximity to the light rail station. With regard to the area north of 185th Street, the topography is lower than areas to the west, which would create less visual impact, and taller buildings could potentially provide a noise barrier for homes to the west.
- Disadvantage - Staff has no information about whether property owners in this area would prefer to retain current zoning or increase development potential.
- Additional Consideration - With regard to the Final EIS, this change may require additional mitigation, such as sidewalk and roadway improvements, increasing capacity for utilities and triggering additional public services, which could be seen as a positive or a negative from the residents' perspective.

- Ø July 10 Planning Commission recommendation for this area was to change the zoning being studied from R-48 and R-18 to MUR-85 (unanimous vote).

F- The proposal for this area is to change from the Neighborhood Business zoning analyzed in the Draft EIS to MUR-45 (R-48). This is a staff recommendation based on an evolving concept of what the revised R-48/MUR-45) zoning designation may be. As mentioned previously, the current R-48 designation does not meet the intent to create the "station boulevard" or "signature street" character envisioned for the 185th Street corridor, and will likely be revised.

- Benefit - As staff drafts allowable uses for a revised R-48/MUR-45 zone, there may be little distinction between the new zone and the existing NB designation, so in order to avoid confusion and the potential for split-zoning if parcels are aggregated for redevelopment, zoning should be consistent with neighboring parcels.
- Disadvantage - Staff can think of no disadvantage to making this change. The original intent of labeling these parcels NB was to create a distinct opportunity for mixed-use on larger parcels near the Shoreline Center, but current thinking is that zoning consistent with the rest of the block makes more sense. However, if the newly named zone and refined uses and standards proposed to replace R-48 in the 185th Street Station Subarea are not embraced by the Council, then the NB zone may still be appropriate.
 - Ø July 10 Planning Commission recommendation for this area was to change zoning from NB to MUR-45 (R-48) (unanimous vote).

G- The proposal for this area is to change from the R-24 zoning analyzed in the Draft EIS to MUR-35 (R-18). This is a staff recommendation similar to Area F. The original intent was to provide additional transition to step down from the R-48 zoning proposed for the 185th Street corridor. However, preliminary discussions about revised standards for both the R-48/MUR-45 and R-18/MUR-35 zones indicate that transition could effectively be covered through design standards, rather than through zoning.

- Benefit - Zoning this area MUR-35 (R-18) creates consistency with proposed zoning to the north, as well as with the rest of the subarea, which transitions from MUR-45 (R-48) to MUR-35 (R-18) with no intermediary zoning. It would also reduce the possibility for split-zoning if parcels are aggregated for redevelopment.
- Disadvantage - Staff can think of no disadvantage to making this change.
 - Ø July 10 Planning Commission recommendation for this area was to change the zoning being studied from R-24 to MUR-35 (R-18) (unanimous vote).

H- This represents another option for zoning along 185th Street with regard to depth of zoning and transitions between MUR-45 (R-48), MUR-35 (R-18), and R-6. The depth of zoning analyzed in Alternative 3 in the Draft EIS was based on comments from City transportation staff that in order to reduce congestion along the 185th Street corridor, no new curb cuts (driveways) should be allowed, and instead access through side-streets and internal circulation within developments should be encouraged. In order to promote these design elements, the depth of the MUR-45 (R-48) and MUR-35 (R-18) zoning was increased. Staff then began hearing from developers and building industry professionals that the MUR-45 (R-48) zoning was too deep.

This is one of the reasons that the City contracted with the Clark Design Group to “ground-truth” proposed zoning by sketching out potential scenarios of building footprints and block redevelopment based on their experience working with similar zoning in Seattle, which more closely correlates to the type of redevelopment envisioned along the 185th Street corridor. More discussion of this additional

analysis will be provided as the Commission begins considering height and bulk standards, but Area H represents the recommendation of Scott Clark, AIA, NCARB, Partner at the Clark Design Group. This recommendation is based on a 300 foot zoning depth, which allows for walkable blocks while providing sufficient room for internal circulation, creation of alleyways for access, etc.

Mr. Clark also suggested slightly revising the MUR-35 (R-18) areas to provide transition to the R-6 zones along the street, rather than mid-block. This means that in the area south of 185th Street, parcels analyzed in the Draft EIS as R-18 would be included in the Preferred Alternative as R-6, while north of 185th Street, the opposite is true, and the MUR-35 (R-18) zoning would be extended further north to N 188th, 189th, or 190th Streets moving eastward towards Meridian Avenue N.

- Benefit - This recommendation seems to fulfill all intended transition and circulation goals identified, while providing walkable blocks, without extending further than necessary into existing single-family neighborhoods. The City's Economic Development Manager stated, "The proposed 300 foot depth on either side of the station corridor is intended to be right-sized to allow significant area for redevelopment along with a proven pedestrian-friendly street grid. If the area were much deeper, its pedestrian-required focus would be compromised; if the area were much narrower, the corridor as a whole would lack the density needed to be truly energized."
 - Disadvantage - Moving forward with the option analyzed in the Draft EIS would not necessarily be detrimental, it just might not be ideal.
 - Ø July 10 Planning Commission recommendation was to accept part of this recommendation and reject the rest. Commissioners did not share Mr. Clark's concern about deeper zoning compromising walkability since it could promote internal circulation for pedestrians as well as vehicles. Therefore, they chose not to recommend changing the depth of zoning south of 185th. They did concur with Mr. Scott that transition between MUR-35 (R-18) and R-6 to the north of 185th should occur at the street rather than mid-block. The motion reflected this change and was approved unanimously.
- I- The proposal for this area is to change from the MUR-45 (R-48) and MUR-35 (R-18) zoning analyzed in the Draft EIS to MUR- 85). This option was proposed by Commissioner Maul during the July 10 meeting.
- Benefit - Commissioner Maul reasoned that this amendment would increase options for redevelopment in an area that is close to the station and Shoreline Center, and bounded by a park to the south and a cemetery to the north. He said that if he were looking to develop or live in a taller building in this area, the area to the east (labeled E on the map) that is directly adjacent to the freeway would be a less desirable location and he would prefer to build or live up on the hill, overlooking the park and Shoreline Center with potential views of Cascade and Olympic mountains.
 - Disadvantage - Commissioner Scully countered that if the goal is to create a dense urban core that transitions to single-family neighborhoods, this proposal dilutes that vision.

- Additional Considerations - Proposals I, J, and K were introduced for the first time the night of the public hearing, so staff has no information about whether people in these areas would support additional zoning capacity. It is worth mentioning, however, that for those interested in preserving the single-family character of the neighborhood, a more intensive zoning that includes a minimum density may actually discourage redevelopment until the market is ready to build this style in the more distant future. Conversely, creating development incentives through zoning on more property may lead to sporadic redevelopment patterns over time. The goal should be to target the zoning to manage redevelopment to successfully transition from single family development patterns to transit supportive development patterns. Economic Development Manager Dan Eernisse concurred, adding that it is critical to focus higher intensity development zoning tightly along the station area corridor; a concentrated, limited focus provides investors long-term confidence that the value they add through reinvestment of single-family property or new investment in scarce higher density properties will not be diluted.
 - Ø July 10 Planning Commission recommendation for this area was to change zoning from MUR-45 (R-48) and MUR-35 (R-18) to MUR-85 (6-1 vote).

J- The proposal for this area is to change from R-24, R-18, and R-6 designations analyzed in the Draft EIS to MUR-45 (R-48). This motion was amended additional times and eventually created separate areas (J and K). This motion amended changes recommended earlier for the eastern half of Area G, changing it from the previously recommended MUR-35 (R-18) to MUR-45 (R-48) (it was analyzed in the Draft EIS as R-24).

- Benefit - This change complements the previous recommendation to add zoning capacity to Area I by creating a transition between proposed higher density to the east and proposed MUR-35 (R-18) to the west. Commissioners Maul and Moss mentioned that they heard support for up-zoning parcels west of 1st Avenue at multiple public meetings from residents of this area because of proximity to the park and Shoreline Center, and because 1st Avenue will likely be a popular arterial for those accessing the station from the north.
- Disadvantage - Proposals I, J, and K were introduced for the first time the night of the public hearing, so staff has no information (other than similar conversations with residents at public meetings earlier in the process) about whether people in these areas would support additional zoning capacity. A primary concern is that because this area was shown in all alternatives analyzed in the Draft EIS as retaining single family (R-6) zoning, residents of the area who previously saw any of the published maps may have thought that their homes would be unaffected by zoning change and stopped following the process.

Other R-6 zones within the subarea (A, B, C, and D) were recommended for additional zoning capacity, but these requests were initiated by residents of the area because blocks surrounding them were proposed for higher capacity and they felt “left out”. In contrast, this request came from the Planning

Commission, and while it is adjacent to areas recommended for additional density to the east and south, it is not surrounded in the same way as other areas. Director Markle expressed concern about potential piecemeal development in these areas. This is partly because these areas are further away from the station. Adding more development capacity, spread out over a larger area would take longer to fill in, possibly creating a lack of transition between the “old and the new” for many years.

- Ø July 10 Planning Commission recommendation for this area was to change the zoning to be studied from R-24, MUR-35 (R-18), and R-6 to MUR-45 (R-48) (6-1 vote).

K- The proposal for this area was to change from R-6 zoning designation analyzed in the Draft EIS to MUR-35 (R-18), and was initiated by Commissioners during the July 10 meeting.

- Benefit - If proposed changes in areas to the east (J and I) are included as part of the Preferred Alternative, this would function to transition from higher densities to single-family neighborhoods to the north and west.
- Disadvantage - Proposals I, J, and K were introduced for the first time the night of the public hearing, so staff has no information about whether people in these areas would support additional zoning capacity. A primary concern is that because this area was shown in all alternatives analyzed in the DEIS as retaining single family (R-6) zoning, residents of the area who previously saw any of the published maps may have thought that their homes would be unaffected by zoning change and stopped following the process.

Other R-6 zones within the subarea (A, B, C, and D) were recommended for additional zoning capacity, but these requests were initiated by residents of the area because blocks surrounding them were proposed for higher capacity and they felt “left out”. In contrast, this request came from the Planning Commission, and while it is adjacent to areas recommended for additional density to the east and south, it is not surrounded in the same way as other areas. Director Markle expressed concern about potential piecemeal development in these areas. This is partly because these areas are further away from the station. Adding more development capacity, spread out over a larger area will take longer to fill in, possibly creating a lack of transition between the “old and the new” for many years.

- Ø July 10 Planning Commission recommendation for this area was to change the zoning proposed for study from R-6 to MUR-35 (R-18) (6-1 vote).

Underlying Zoning in Parks

Attachment D also shows hatch-marks on the parks within the subarea. This is because parks are classified as a use, rather than a zoning designation. Changing the underlying zoning designation would not affect the park use, but zoning should be consistent with adjacent lots. The specific zoning does not need to be determined at this time, but these marks are a place-holder so that this does not get overlooked in the final zoning recommendation because it is important that uses that may be considered in the future are allowed in underlying zoning.

For example, if the Shoreline Center were to redevelop and the City wanted to consider incorporating functions of the Spartan Recreational Center or possibly even conference amenities into a redeveloped, more energy-efficient pool site, existing single-family zoning may not allow for proposed uses or necessary height. Also, options for Rotary Park include using it as space for public art or selling it to a developer in conjunction with a larger project. If the latter option were chosen, it would be important to have similar zoning across parcels.

ADDITIONAL CONSIDERATIONS

In addition to the points mentioned above, and included in Attachment I (OTAK memorandum), staff recommends that Council consider the following as they discuss and make decisions about the Preferred Alternative.

- Points to support analysis of increased zoning capacity in the Final EIS
 - While the Final EIS will include most, if not all, of the information contained in the Draft EIS, the Draft EIS is just that – a *draft*. As per SEPA guidance, the comments and new information that the lead agency learns during the Draft EIS process influence the Final EIS, which create significant differences from the Draft EIS. Generally speaking, the EIS process is intended to be iterative.
 - The Planning Commission recommendation is not to adopt proposed zoning; merely to study additional capacity. Should Council choose Alternative 4 as the Preferred Alternative to be analyzed in the Final EIS, this in no way obligates the City to adopt this zoning. However, if additional zoning capacity is not analyzed in the Final EIS, Council does not have the option to consider this zoning for adoption.

- Points in opposition to analysis of increased zoning capacity in the Final EIS
 - Increased work for consultant and staff, and delay of timeline - This is described in more detail in the memo from OTAK (Attachment I).
 - Integrity of process and public trust - While notice was provided for the public hearing, the map displaying options (an earlier iteration of Attachment D) was created, published, and introduced to the public at the 185th Station Citizen Committee [185SCC] meeting the Monday prior to the Planning Commission public hearing. In large part, this was due to the timing of receiving DEIS comments that supported adding zoning capacity and discussions with Commissioners and Councilmembers, but did not allow much time for public review.

Many of the more aggressive changes the Commission recommended occurred near the end of the hearing, when few audience members remained. Staff sent revised maps and a description of the options considered to the 185SCC and posted these materials to the project webpage (www.shorelinewa.gov/lightrail) as soon as they were available (July 16), but this information may have only reached a limited audience. In order to reach out to potentially affected property owners, staff mailed postcards to areas considered for potential rezoning under Alternative 4 that were shown as retaining single-family zoning in the alternatives analyzed in the Draft EIS, but

- it is likely that many remain unaware of possible changes. For those not following the process, specifically amendments recommended at the public hearing, this could give credence to criticism about the City making decisions without sufficient input from the public.
- Build-out timeframes, potential population growth, and mitigation measures - While it should be noted that under the 20-year planning horizon used to project necessary nearer-term capital improvements for the subarea, Alternatives 2, 3, and even 4 would have basically the same impacts by the year 2035. The build-out scenario for Alternative 4 would likely require mitigation beyond that anticipated for Alternative 3. Based on a growth rate of 1.5%-2.5%, the Most Growth (Alternative 3) scenario analyzed in the Draft EIS had a projected build-out timeframe of 60-100 years. OTAK performed some rough calculations on Alternative 4 and found that build-out could take approximately 80-130 years. Even though long-range planners and elected officials tend to think about timeframes according to a scale that is foreign to most people, this planning horizon may not be justifiable to the public.

OTAK also performed some rough calculations on potential population increase under Alternative 4 and found that it could essentially double the current population of Shoreline within the 185th Street Station Subarea. Even given the assumption that this rate of increase may take 130 years, this could create near-term concerns about the dramatic impact on neighborhood character and quality of life in the future.

The Most Growth scenario analyzed in the Draft EIS suggested that at some point in the future, NE 185th Street may need to be widened from the 3-lane cross-section imagined in the Draft EIS to 5 lanes. The Draft EIS posits that by this time, behavioral change and new technologies may help to mitigate increased traffic. For example, if driverless cars or other technology is widely adopted to increase capacity of roadways, it may not be necessary to widen the road. However, given the additional potential population increase under Alternative 4, the City and public may have to consider implications of a 5-lane configuration.

- Potential ways to address concerns regarding noticing and public awareness of potential changes
 - Additional outreach - As previously mentioned, staff emailed materials to the 185SCC and posted them to the City's project web page as soon as they were available and mailed postcards to residents potentially subject to rezoning under Alternative 4 that were not under Alternative 3. Council may wish to provide additional direction about other ways to reach out to these property owners.
 - Summer events - There will be a City booth, staffed in part by those familiar with details of light rail station subarea planning, at upcoming summer events including NW Solarfest, the Ridgecrest Ice Cream Social, and Celebrate Shoreline. A large map of Alternative 4 can be displayed at these events.

- Allowing for additional public comment prior to determining the Preferred Alternative - Staff is recommending that Council waive its rules of procedures to allow public comment on the Planning Commission recommendation following the staff's presentation this evening and prior to the Council's deliberation on this issue. If there is significant public comment, Council may choose to notice a future meeting as a public hearing, amend the August 25 agenda to allow for additional public comment, select a Preferred Alternative different than the recommendation from the Planning Commission, remand discussion of the Preferred Alternative back to the Planning Commission, or direct staff and the consultant to create a Supplemental Draft EIS (although this would have impacts on timeline and budget).
- Reduce zoning capacity in other areas analyzed in the Draft EIS for higher intensity - The School District properties at the Shoreline Center and North City Elementary were analyzed in the Draft EIS as Master Use Permit (MUP), which was the most intensive designation analyzed, but does not currently exist as a zoning category. The intent of the MUP was to allow for greater flexibility for future redevelopment of these large parcels that may be well suited to Transit-Oriented Development. This potential zoning designation was intended to also encourage amenities desired by the community, including green building, affordable housing, open space, etc., and in exchange for these amenities a maximum building height of 140 feet was envisioned. One option to reduce the overall development capacity (and therefore required mitigations) within the subarea would be to analyze these properties as MUR-85 in the Final EIS. However, the City may still be interested in allowing for a developer agreement or other mechanism to grant additional height in exchange for certain amenities in the future.

NEXT STEPS

Following tonight's discussion, Council is currently scheduled to select a Preferred Alternative to be analyzed in the Final EIS at the August 25 Council meeting. Once a Preferred Alternative has been chosen, OTAK will begin drafting the Final EIS, Subarea Plan, and Planned Action Ordinance. Staff and the Planning Commission will discuss potential Development Code regulations that will determine dimensional, design, and transition standards, and provide incentives or requirements for green building, affordable housing, etc. at Commission meetings in August, September, October, and possibly November.

When the Final EIS, Subarea Plan, Planned Action Ordinance, and Development Code regulations are ready, the Planning Commission will hold a public hearing on all of these documents and make a recommendation before sending them to Council for final revisions and adoption. Following adoption, Development Code regulations and Comprehensive Plan and zoning designations will change, and market forces and property owner decision-making will determine the pace and intensity of redevelopment over decades and possibly generations.

RESOURCE/FINANCIAL IMPACT

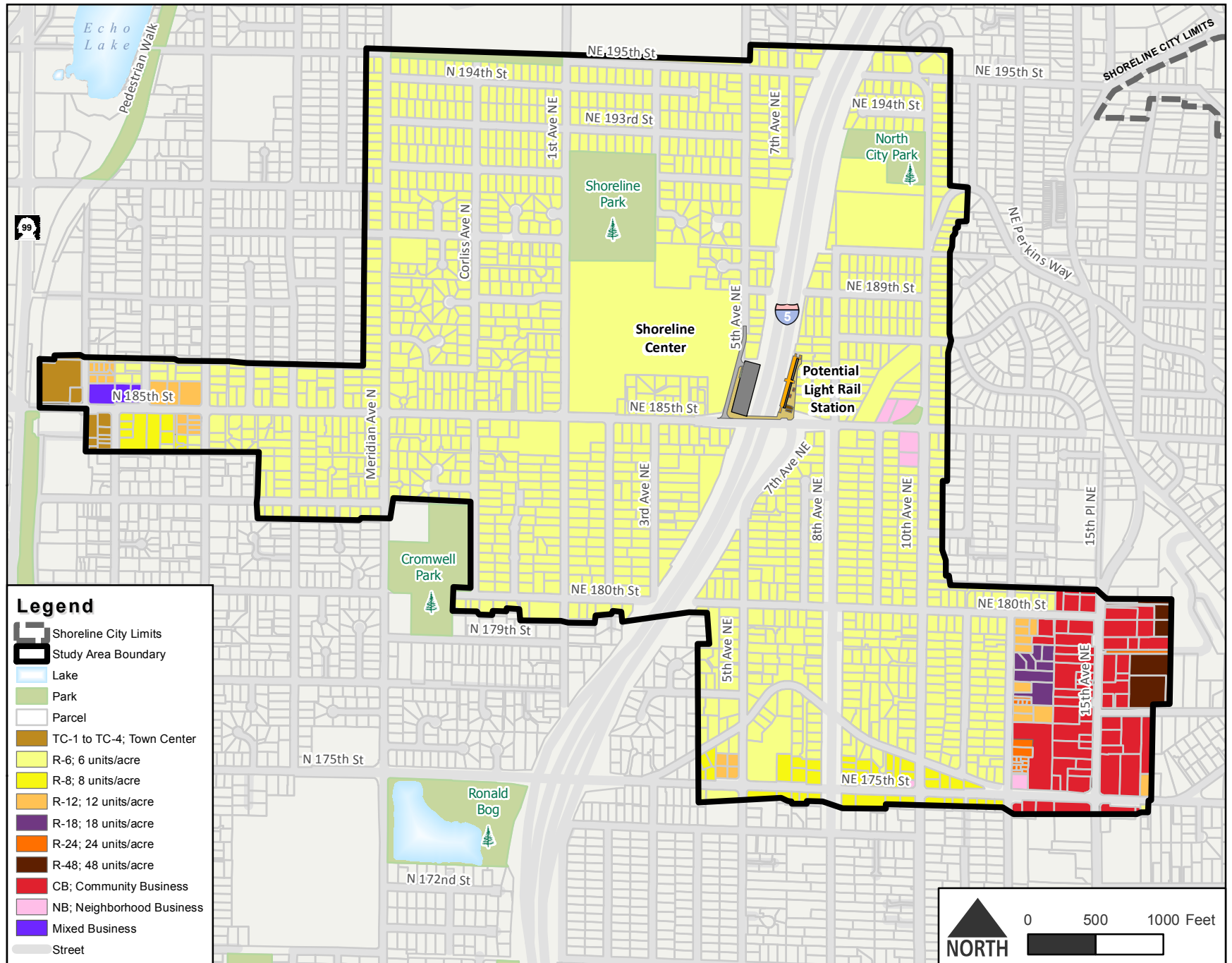
No direct financial or resource impacts are anticipated as a result of this update, although decisions about the Preferred Alternative may have an impact on the project timeline.

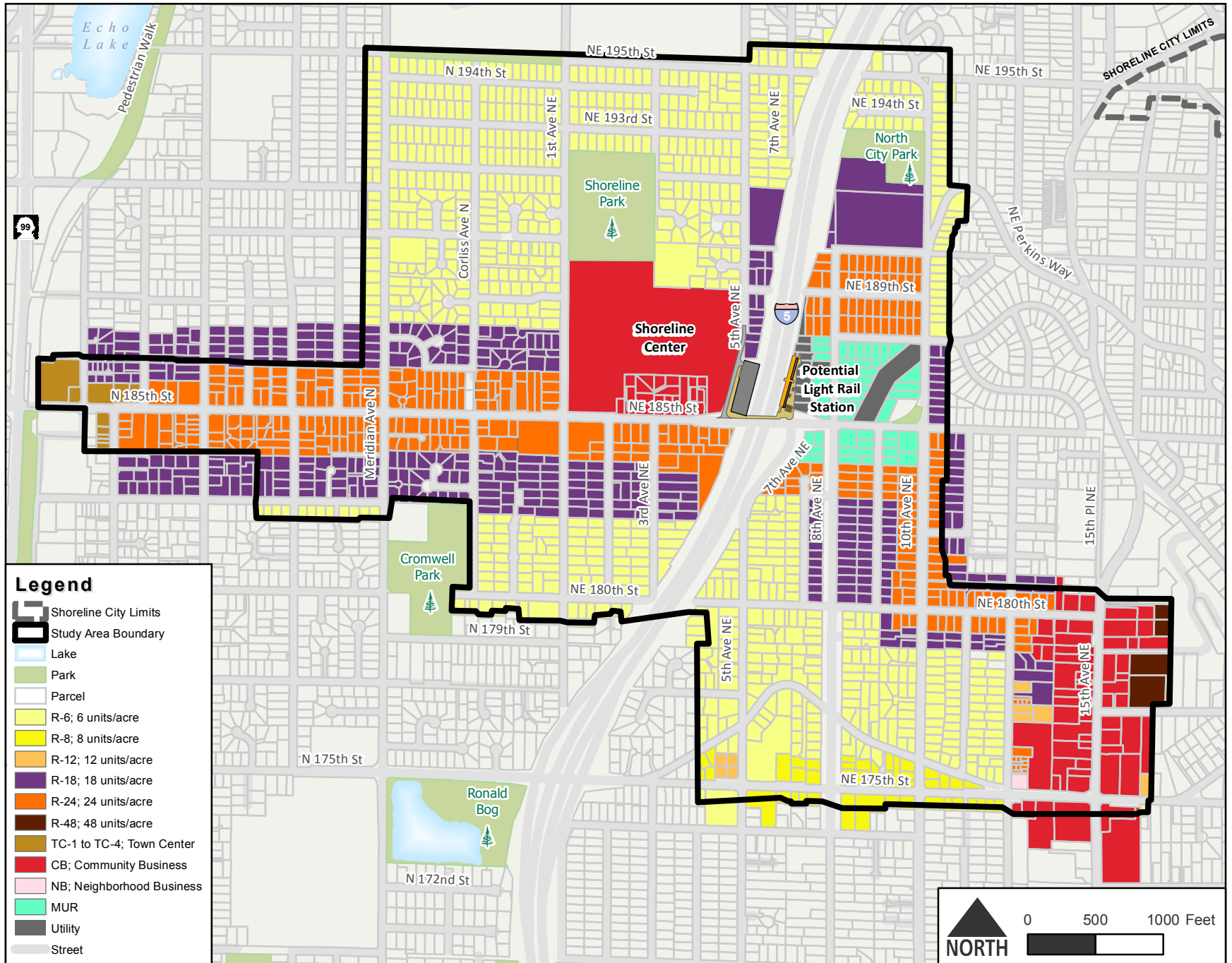
RECOMMENDATION

Staff recommends that Council waive Council Rule of Procedures 6.1.A to allow public comment on this item following the staff report. Staff also recommends that Council discuss all alternatives considered in the Draft EIS and at the July 10 Planning Commission public hearing, in preparation for making a decision on the Preferred Alternative at the August 25 Council meeting.

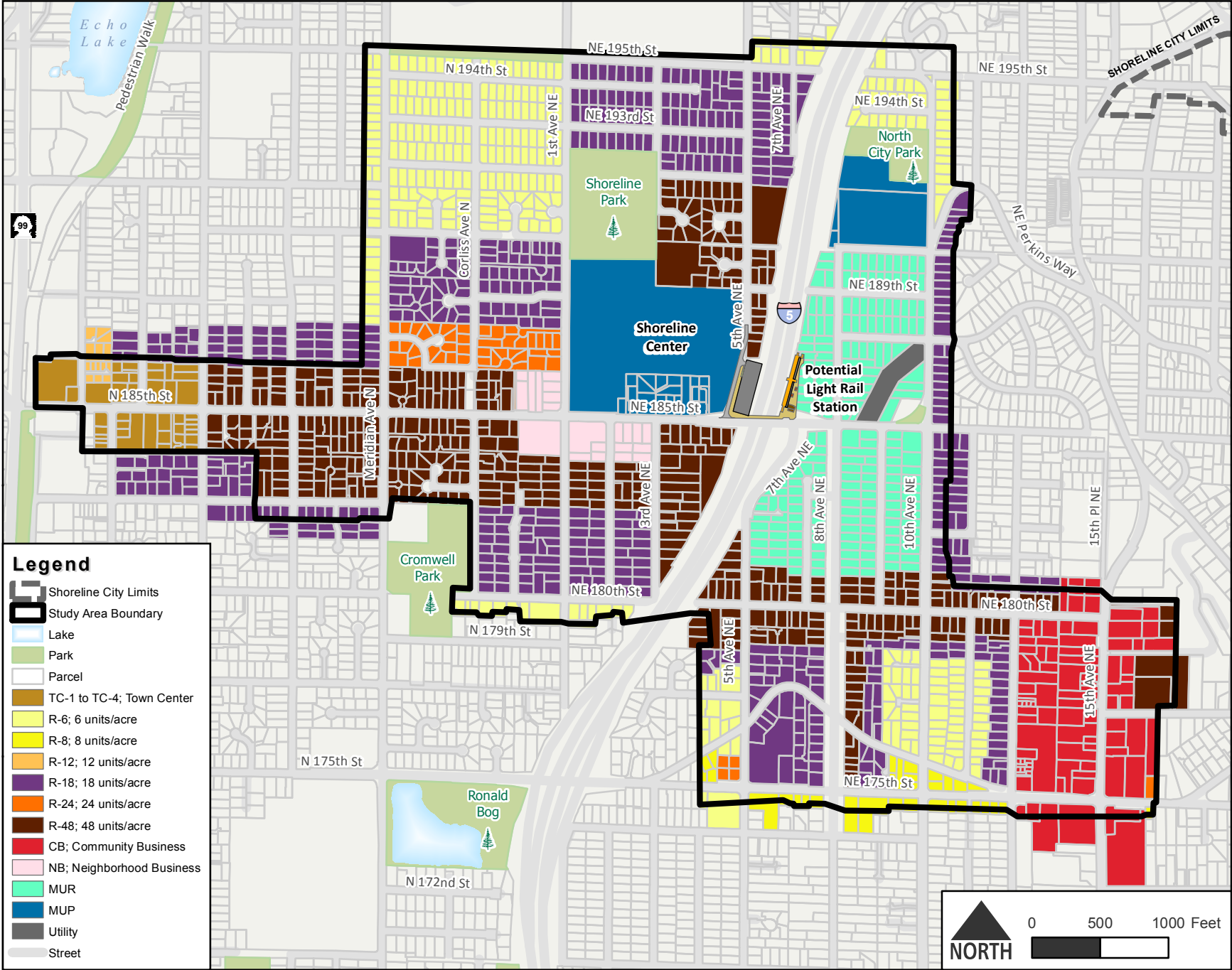
ATTACHMENTS

- Attachment A - Map of Draft EIS Alternative 1-No Action
- Attachment B - Map of Draft EIS Alternative 2-Some Growth
- Attachment C - Map of Draft EIS Alternative 3-Most Growth
- Attachment D - Map of Options Considered at July 10 Planning Commission Public Hearing
- Attachment E - Map of Planning Commission Recommendation on Preferred Alternative (Alternative 4)
- Attachment F - Minutes from July 10 Public Hearing
- Attachment G - Draft EIS Comments, including Scoping
- Attachment H - Comprehensive Plan Land Use Policies 20-43
- Attachment I - Memo from OTAK



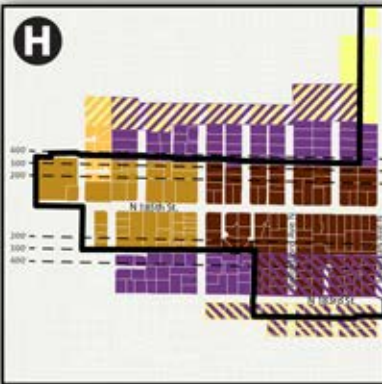


Attachment C
Most Growth Map





Shoreline City Limits



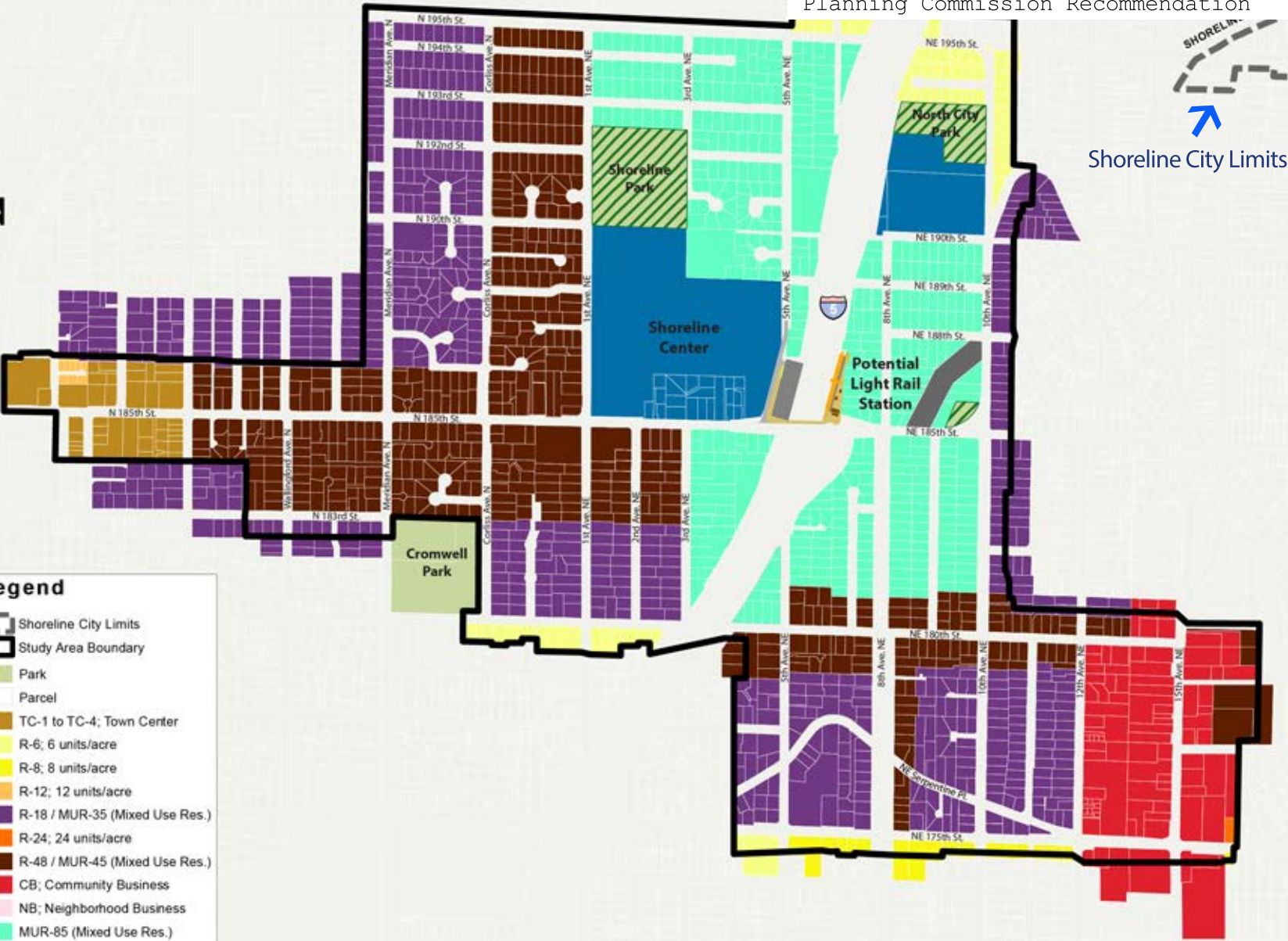
- Legend**
- Shoreline City Limits
 - Study Area Boundary
 - Park
 - Parcel
 - TC-1 to TC-4; Town Center
 - R-6; 6 units/acre
 - R-8; 8 units/acre
 - R-12; 12 units/acre
 - R-18 / MUR-35 (Mixed Use Res.)
 - R-24; 24 units/acre
 - R-48 / MUR-45 (Mixed Use Res.)
 - CB; Community Business
 - NB; Neighborhood Business
 - MUR-85 (Mixed Use Res.)
 - MUP (Master Use Permit)
 - Utility
 - Potential Zoning Change To Be Considered

8a-18





Shoreline City Limits



- Legend**
- Shoreline City Limits
 - Study Area Boundary
 - Park
 - Parcel
 - TC-1 to TC-4; Town Center
 - R-6; 6 units/acre
 - R-8; 8 units/acre
 - R-12; 12 units/acre
 - R-18 / MUR-35 (Mixed Use Res.)
 - R-24; 24 units/acre
 - R-48 / MUR-45 (Mixed Use Res.)
 - CB; Community Business
 - NB; Neighborhood Business
 - MUR-85 (Mixed Use Res.)
 - MUP (Master Use Permit)
 - Utility
 - Potential Zoning Change To Be Considered

8a-19



DRAFT

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF SPECIAL MEETING

July 10, 2014
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Scully
Vice Chair Craft (arrived at 7:10)
Commissioner Malek
Commissioner Maul
Commissioner Montero
Commissioner Moss
Commissioner Strandberg

Staff Present

Steve Szafran, Senior Planner, Planning and Community Development
Paul Cohen, Senior Planner, Planning and Community Development
Miranda Redinger, Senior Planner, Planning and Community Development
Ray Allshouse, Building Official
Julie Ainsworth-Taylor, Assistant City Attorney
Lisa Basher, Planning Commission Clerk

Others Present

Rob Flaner, CFM, Hazard Mitigation Program Manager, Tetra Tech
Mandi Roberts, Principal, OTAK

CALL TO ORDER

Planning Commission Chair, Keith Scully, called the Special meeting of the Shoreline Planning Commission to order at 7:00 p.m.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Scully, and Commissioners Malek, Maul, Montero, Moss and Strandberg. Vice Chair Craft arrived at 7:10 p.m.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of June 5, 2014 and June 19, 2014 were adopted as submitted.

GENERAL PUBLIC COMMENT

Tom Poitras, Shoreline, said he is against extending the 145th Street Station Subarea to include 5th Avenue NE from NE 155th Street to NE 165th Street or even beyond to NE 185th Street. Secondly, he said he is against making 5th Avenue NE a commercial boulevard with a focus on smaller, independent, and local businesses. He complimented the Planning Commission for their wise policy statement in 2013 that, “the Planning Commission agrees that the removal of the land use study area along 5th Avenue NE was appropriate, given that the focus of land use changes should be in the one-quarter and one-half mile area surrounding the light rail station.” He commented that including 5th Avenue NE above NE 155th Street in the study area will require additional resources (monetary and personnel), which could very likely impact the current scheduled deadlines. In addition, the future possibility of needed infrastructure could be costly and drain funds from more important projects such as revitalizing North City and Aurora Square, acquiring and developing NE 145th Street, upgrading the Aurora Corridor, and the development of both station areas. These projects are crucial to Shoreline’s economic future and should be given priority. It would be more productive to provide a strong link between the 145th Station and Aurora Square rather than from the station to the Crest Theater and the few shops around it.

Mr. Poitras summarized that if the City allows small groups of people to add their local projects to the subarea, resources will be spread too thin for more important projects. He expressed his belief that 5th Avenue NE should not be exclusively commercial. Instead, it should include high-quality or predominantly residential development. Any commercial buildings should be required to be attractive, sustainable and green architecture rather than the strip mall format or converted, inexpensive homes. If the City wants the 145th Station on 5th Avenue NE to be an impressive gateway to Shoreline, it should have impressive buildings, not helter-skelter urban sprawl and underfunded small businesses. He provided a note describing how a low-density, commercial boulevard on 5th Avenue NE would hurt home values. He also provided photographs of several businesses in “converted homes” on NE 145th Street. He expressed concern about zoning that would allow the spread of this type of business architecture from 15th Avenue NE to the freeway on NE 145th Street, as it could become a deterrent to a vital and thriving business community for decades. Allowing it to start on 5th Avenue NE would have the same detrimental effect.

PUBLIC HEARING: HAZARD MITIGATION PLAN UPDATE

Chair Scully reviewed the rules and procedures for the public hearing and then opened the public hearing.

Staff Presentation

Mr. Allshouse reviewed that the City worked with King County, as well as other jurisdictions in the County on a coordinated effort to update hazardous mitigation plans. This collective effort resulted in a better product for less effort and money.

Rob Flaner, CFM, Hazard Mitigation Program Manager, Tetra Tech, explained that the purpose of the Hazard Mitigation Plan is to identify long-term, sustained actions or projects to reduce or eliminate long-term risk to life and property. He advised that if the plan does a good job of loss avoidance and risk reduction (mitigation), then the necessity to prepare, respond and recover should be less. He

reminded the Commission that the Federal Disaster Mitigation Act of 2000 requires the state and local governments to develop hazard mitigation plans as a condition of federal disaster grant assistance. In addition to improving opportunities for funding, the Hazard Mitigation Plan allows the City to be proactive rather than reactive by planning for disasters before they occur. The plan is a key element in emergency management and can set the course for response and recovery to impacts from natural disasters.

Mr. Flaner briefly outlined the process, particularly emphasizing the importance of commitment and support from elected officials and their constituents and noting that every step of the process has been conducted in an open public forum. In addition, a 19-member steering committee was formed to help identify a guiding principle, goals and objectives. Although the plan is multi-jurisdictional, there are separate sections pertaining to the specific risks and capabilities of each of the participating jurisdictions. He briefly explained the process that was used to complete the comprehensive risk assessment, which is the foundation of the plan.

Mr. Flaner advised that the plan is divided into two sections. Volume 1 applies to all of the partners, and Volume 2 is jurisdiction specific. Shoreline's plan (Chapter 23) identifies and prioritizes 16 mitigation strategies. He briefly reviewed how the priorities were assigned, noting that they could change over time as funding opportunities are available.

Mr. Flaner reviewed that the public comment period on the proposed plan started on June 27th and ends on July 11th. The public was invited to submit comments on line or via public meetings. At the conclusion of the hearing, the Planning Board will make a recommendation to the City Council and the document will be sent to the State for a pre-adoption review. Once approved by the State, the document will be presented to the City Council for review and then forwarded to FEMA for final approval. He advised that more information about the proposed plan update is available at <http://www.kingcounty.gov/hazardmitigation.com>, which is where the final plan will be housed in perpetuity. The plan has a five-year shelf life, and yearly progress reports will be posted on the site and made available to the City Council.

Public Testimony

Susan Chang, Shoreline, referred to the maps at the end of Chapter 23 (liquefaction zones and landslide hazard areas). Although she recognized that Point Wells is located in Snohomish County, future redevelopment of the site will have an impact on Shoreline and should be addressed in the City's plan, as well. She pointed out that Point Wells is shown as a red zone on the map of liquefaction zones. It is also shown on the soil site class map as being of a higher seismic zone. However, none of the landslide hazard areas at Point Wells have been identified. She suggested this gives the mistaken impression that there are not any landslide hazards north of the County line.

No one else in the audience indicated a desire to address the Commission, and Chair Scully closed the public hearing.

Mr. Flaner commented that the City is bound, by law, to use best available data and science. He pointed out that no land slide hazard areas have been identified north of the County line because no state or

federal agency has mapped the area. He explained that the progress on the plan was tabled by the County Executive after the Oso event to revisit landslide issues, and King County is just getting ready to embark on a very detailed landslide analysis that will become the basis for the King County Critical Areas Regulations. However, this work was not completed in time for inclusion in the plan and would not include properties in Snohomish County. The plan is not meant to imply that because an area is not mapped there is no risk, but there is no credible map from a federal or state agency that shows the area in a risk zone to be reflected on our data. Mr. Allshouse added that there is some Lydar mapping of the southern portion of Snohomish County, but it has not yet been acknowledged at the federal level. He reminded the Commission that the plan is intended to be dynamic. As more information becomes available, necessary adjustments can be made.

Chair Scully recalled that this issue was discussed extensively at a recent study session. Staff clarified that to the extent the data exists, it can be added to the map. However, mitigation strategies cannot be imposed on Snohomish County. Mr. Flaner agreed that, although Point Wells might be within City's sphere of influence, the City does not have any jurisdictional authority over the area until it has been formally incorporated. If and when incorporation occurs, the City's plan could be expanded.

COMMISSIONER MONTERO MOVED THAT THE COMMISSION FORWARD THE HAZARD MITIGATION PLAN TO THE CITY COUNCIL AS PRESENTED WITH A RECOMMENDATION OF APPROVAL. COMMISSIONER MOSS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

PUBLIC HEARING: 185TH STREET STATION SUBAREA DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

Chair Scully reviewed the rules and procedures for the public hearing, noting that the staff report would be divided into two parts: the DEIS and the three zoning alternatives analyzed in the DEIS. Staff would provide a report on the DEIS, as well as a recommendation for the Commission's consideration. Staff would also provide a report on the three zoning alternatives analyzed. The Light Rail Station Area Planning Committee would also provide a brief presentation and recommendation regarding the three zoning alternatives for the Commission's consideration. The public would then be invited to comment prior to the Commission's deliberation.

Staff Presentation

Ms. Redinger briefly reviewed the process to date for the 185th Station Subarea Plan, which included numerous public visioning and workshop discussions. The DEIS was presented at a community meeting on June 3rd, published on June 9th, and scheduled for a public hearing tonight. The City Council is scheduled to make a decision on the preferred alternative on August 11th, and then staff can begin analyzing the Final Environmental Impact Statement (FEIS) and developing a draft subarea plan and planned action ordinance. Staff will present specific development code regulations to implement the subarea plan to the Planning Commission in August and September. The Planning Commission will conduct a public hearing on the subarea plan and the FEIS in late October or early November, and it is anticipated the Council will adopt the plan by the end of 2014 or early 2015.

Ms. Redinger reviewed that the DEIS analyzed a number of topics, beginning with an environmental summary followed by a description of the alternatives. It also included an extensive analysis of the affected environment, potential impacts and mitigation measures with regard to:

- Land-use patterns, plans and policies
- Population, housing and employment
- Multi-modal transportation
- Public services
- Utilities.

Ms. Redinger explained that the DEIS analyzed what would be reasonable to prepare for based on a growth rate of 1.5% to 2.5% over the next 20 years, which is the lifespan of the DEIS analysis. She summarized each of the alternatives that were analyzed as part of the DEIS as follows:

- Alternative 1 (No Action). This scenario is nearer term but should not be interpreted to mean no change. Even if the City took no action to change zoning, property owners would still be allowed to maximize development potential in the existing single-family zones by adding accessory dwelling units and rebuilding to the maximum current height for the zone, which is 35 feet.
- Alternate 2 (Moderate Growth). This is a 50 to 60 year scenario and best illustrates the “station boulevard” concept that came out of the community design dialogue workshops. The scenario connects the station to Aurora Avenue North and North City. Rather than creating another commercial node throughout the boulevard, this scenario focuses on a main street concept that allows a variety of uses.
- Alternative 3 (Most Growth). This is a 75 to 100 year scenario that also includes the “station boulevard” concept, but with more intense zoning spread throughout the entire subarea.

Ms. Redinger referred to a memorandum prepared by OTAK (Attachment B) outlining points for the Commission to consider as they decide whether to include additional zoning changes in the preferred alternative. She also referred to a map prepared by OTAK showing where zoning changes beyond those analyzed in the DEIS have been requested. She briefly reviewed each of these changes as follows:

- **Option A** would change the current R-6 zoning designation to a higher density (R-18) consistent with zoning shown to the north and across 5th Avenue NE.
- **Option B** would change the current R-6 zoning designation to a higher density (R-18) consistent with zoning shown to the north, east and west.
- **Option C** would change the current R-6 zoning designation to a higher density (R-18) consistent with zoning to the west.
- **Option D** would change the current R-6 zoning designation to a higher density (R-18) consistent with zoning shown to the south.

- **Option E** would change the R-48 and R-18 zoning analyzed in the DEIS to Mixed-Use Residential (MUR).
- **Option F** would change the Neighborhood Business (NB) zoning analyzed in the DEIS to R-48.
- **Option G** would change the R-24 zoning analyzed in the DEIS to R-18.
- **Option H** is another option for zoning along N 185th Street with regard to depth and transitions between R-48, R-18 and R-6.

In addition to the above changes, Ms. Redinger said the Commission should discuss the underlying zoning of parks. She noted that Attachment A shows hatch-marks on the parks within the subarea because they are classified as a use rather than a zoning designation. Changing the underlying zoning designation would not affect the park use, but zoning would be consistent with adjacent lots. She emphasized that the specific zoning does not need to be determined at this time, and the marks are intended to be a placeholder. However, it is important that these properties not be overlooked so that the uses that may be considered in the future are allowed in the underlying zoning.

Ms. Redinger advised that, for the purposes of tonight's discussion and hearing, staff will refer to zoning as R-18, R-48 and MUR. However, they will begin using the new zoning names (R-18=MUR-35, R-48=MUR-45, and MUR=MUR-85) as the plan moves forward into the FEIS phase. She explained that, currently, all of the residential categories are based on a zoning density maximum. The new categories represent a more form-based model that defines bulk and other requirements rather than maximum density. For example, the R-18 zone is capped at 18 units per acre and allows a maximum height of 40 feet. The MUR-35 zone would be capped at 35 feet, with no limit on the number of units. The maximum height in an R-48 zone is 40 feet if adjacent to single-family and 50 feet if adjacent to multi-family and commercial. A height of 60 feet is allowed with a conditional use permit. Rather than this graded height allowance, the MUR-45 zone would cap the height at 45 feet. The MUR zone was analyzed in the DEIS. However, because they are now proposing to include additional categories titled Mixed-Use Residential (MUR). This MUR zone will be renamed MUR-85, which will have a maximum height limit of 85 feet.

Ms. Redinger summarized that after the public hearing and Commission deliberation, the Commission can forward a recommendation to the City Council regarding both the DEIS and the preferred alternative zoning. She pointed out that they received numerous comments today. Most are related to transportation, sidewalks, bicycles, etc. and can be addressed through the FEIS. The main thing the Commission must do is make a recommendation to the Council on the preferred alternative zoning map. After a preferred alternative has been adopted by the City Council, the consultant will begin work on the FEIS, subarea plan and planned action ordinance. She noted that the Assistant City Attorney was present to provide direction and answer questions regarding the process. She also noted that the Commission's upcoming meetings will focus on various development code amendments necessary to implement the subarea plan.

Ms. Redinger announced that walking tours of the 185th Street Station Subarea are scheduled for the second Friday of each month from 2:00 to 4:00 p.m. Walking tours for the 145th Street Station Subarea are scheduled for the fourth Friday of the month from 2:00 to 4:00 p.m. She encouraged Commissioners

and those in the audience to participate. The tour maps are available online, as well. She also encouraged them to visit the light rail website at <http://www.shorelinewa.gov/lightrail> for more information.

Chair Scully pointed out that the potential changes outlined by staff would only apply if the Commission recommends that the City Council adopt the highest growth alternative (Alternative 3). He suggested that if the Commission indicates a preference for Alternative 3, they could review each of the changes in more detail.

Light Rail Station Area Planning Committee Report

Commissioner Maul reported that the Light Rail Station Area Committee has had numerous discussions in open, public meetings over the past two years, and they have also attended a number of workshops and public forums regarding station area planning. He said it is the Committee's recommendation that Option 1 does not meet the goals and policies in the City's Comprehensive Plan. While Option 2 is more consistent with the City's Comprehensive Plan, it falls short in a few areas. The public input the Committee received led them to Option 3, which does a better job of meeting the goals and policies in the Comprehensive Plan.

Commissioner Maul explained that the maps outlining the three alternatives were originally produced in January 2014, and a lot of citizen input has been received since then. The Committee specifically heard requests from property owners and citizens that the properties west of 1st Avenue NE between NE 190th and NE 195th Streets should be up-zoned. The Committee sees value in this request since 1st Avenue NE is a strong north/south connection and is within close proximity to the new station. While it is not listed on either Attachments A or B as a potential change, the public can submit additional changes for the Commission's consideration.

Commissioner Maul referred to proposed Option E that would up-zone property to MUR, which is a greater density than what was originally proposed. Based on input from the City Council and public, the Committee also felt the area west of 5th Avenue NE, north of the Shoreline Center and Shoreline Park, over to 1st Avenue NE might also be a logical area for MUR-85 zoning. This is particularly true given the amenities that would be located close by.

Commissioner Maul summarized that the FEIS will provide another opportunity for the City to analyze any changes the Commission makes tonight. Tonight's meeting offers an opportunity for the Commissioners to take the additional changes under advisement and solicit public input. He further summarized that the Committee is recommending the Commission consider Option 3 as the preferred alternative, along with any additional changes that result from the public hearing and Commission discussion.

Ms. Redinger explained that, as part of the FEIS process, the City is obligated to record each comment that was received during the DEIS comment period and document the City's response to each one.

Public Comment

Susana Guzman, Shoreline, said she is a member of the 185th Street Station Committee (185SCC) and personally supports the most growth scenerio. However, she would like more consideration given to NE Perkins Way. She suggested that NE Perkins Way be made a park with a walking trail, and vehicular access would be limited to local residents. With the additional development happening in Shoreline, this trail could provide a connection to the Burke Gillman Trail. As a resident of the area, she also requested that more consideration be given to pedestrian access, particularly a pedestrian crossing over the freeway.

Dan Dale, Shoreline, expressed his wish that the process could be slowed down. He voiced concern that the DEIS was published 10 days later than originally proposed, and the public hearing time identified in the DEIS was initially wrong, as well. As the Commission formulates a recommendation to the City Council regarding the DEIS, he urged them to work to have a balanced, thoughtful approach about what plan is the best and most realistically looks to the future. The plan must also gel with the existing neighborhoods and consider all of the growth that will and should occur in Shoreline. It should focus on connecting all residents of Shoreline to the station.

Mr. Dale said he has spoken to many residents, particularly those surrounding the station, who believe that a moderate or hybrid, though still quite aggressive, zoning plan would make the most sense. They are concerned that the City Council will be transfixed by the big population gain numbers of the most-growth plan, which does not do enough to protect the single-family neighborhoods and will have too great an impact on the utilities, services, and future capital improvement projects. In addition, it does not reflect spreading the impact of future development into the other opportunity areas throughout the city. He asked them to continue to consider the 185th Street Station Area as just one piece of the master plan of growth for the city. Even over a long time frame, putting on the order of 30,000 more people in this small area may not be the best thing for the city.

Mr. Dale expressed his belief that the moderate alternative would still allow opportunities for grants, big development, and station and neighborhood improvements within the subarea. He noted that developers may not want to build so close to the freeway and will see better investment opportunities at other sites around the city that are within walking distance of existing amenities but still within striking distance of the light rail stations.

Mr. Dale pointed out that R-18 zoning is proposed for the east side of 10th Avenue NE, which is the transition zoning used throughout the subarea plan. He suggested that the Commission strongly consider changing the zoning on the west side of 10th Avenue NE (between 180th and 190th) to R-48 or R-24. This would lessen the “canyon effect,” provide a better height complement to the east side of the street, and provide a better transition to all of the proposed MUR to the east. He also suggested that the MUR zoning should be shifted to the triangular section adjacent to the freeway. He summarized his desire that the more intense development be spread over both sides of the freeway, and then provide better transition to the neighborhoods, particularly along 10th Avenue NE.

Mr. Dale requested that the Committee explain why Option 2 came up short in meeting the goals and policies in the Comprehensive Plan. Although considered in the early discussions, no mobility study was done for NE Perkins Way, NE 188th Street, etc. It is important to consider how people coming from Kenmore and Lake Forest Park will use these streets.

Merissa Reed, Shoreline, questioned why her neighborhood, which is close to the proposed station, was not included in the study. She agreed with Mr. Dale that a mobility study should have been done for NE 188th Street and NE Perkins Way to address traffic issues related to cut-through traffic. She noted that NE 188th Street has a double blind corner on a hill and crossing 10th Avenue NE at NE 188th Street can be tricky. She expressed her belief that the “urban village” concept for the area around NE 185th Street and 10th Avenue NE would be ideal. While she recognized that the City has invested heavily in the Aurora Corridor and North City, these investments were made prior to Sound Transit’s decision to put the light rail stations at NE 145th and NE 185th Streets. These prior investments should not preclude future investments in the immediate subarea. She expressed concern that a lot of density is proposed for the subarea, but it does not appear to transition well with the adjacent single-family neighborhoods. She recommended that the zoning on the west side of 10th Avenue NE be changed to R-48.

Tony Gale said he owns property on NE Perkins Way, near the “hook area.” He pointed out that there is no sidewalk on the inside corner, and cars coming around the corner create a safety hazard. He said he would like this situation fixed, particularly if the school use is expanded. He said he would also like the City to do a mobility study on NE Perkins Way. He noted that bicycle clubs actually record their times for racing down NE Perkins Way, which creates an additional hazard.

Donna Pipkin, Shoreline, said she also lives on NE Perkins Way and is the property owner who requested the change shown in Attachments A and B as Option C. She commented that there was no stop sign at the intersection of 10th Avenue NE and NE 190th Street when she moved into her home 22 years ago, and there was no crosswalk across NE Perkins to 10th Avenue NE. Both of these dangerous situations have since been addressed. However, NE Perkins Way is still very busy and dangerous. She suggested that rezoning the “hook area” to high density could possibly attract developers that may be interested in helping redo NE Perkins into a safer road. It is currently used for cut-through traffic. With the school across the street and its close proximity to the station, she asked them to consider rezoning her property, as well.

Debbie Faze, Shoreline, said she also lives near the “hook area.” She agreed that improvements are needed to address traffic safety. It is dangerous to walk from her house to the park, and sidewalks are needed on both sides. They should also keep in mind that NE Perkins Way is a major bike route, which should have been extended to provide access to 15th Avenue NE. She agreed that NE Perkins Way should be studied for safety in order to accommodate more development.

Tom Poitras, Shoreline, said his comments are related to the concept of homeowners being trapped by zoning. As an example, he referred to a house in an R-6 zone on 12th Avenue NE that is across the street from a large building. The house was listed for a reasonable price but did not sell. This R-6 zoned property would have benefited from a rezone to a more intense use. The only option that identified a zoning change for this property was Alternative 3. He observed that, as per Alternative 3, there are properties between 8th and 12th Avenues NE that are zoned R-6 but are surrounded by up-zoned areas. If the Commission recommends Alternative 3, he suggested that these properties be up-zoned, as well, so that residential property owners can also benefit from the situation they have been put in.

Continued Commission Discussion

Again, Chair Scully suggested that the Commission start with a main motion regarding the DEIS as a whole, and then review the document chapter by chapter and consider potential amendments.

COMMISSIONER MAUL MOVED THAT THE COMMISSION RECOMMEND THE CITY COUNCIL APPROVE THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) AS PRESENTED. VICE CHAIR CRAFT SECONDED THE MOTION.

Chair Scully referred to a comment letter from the Ronald Wastewater District requesting that factual corrections be made in Chapter 3.5.1.a.

CHAIR SCULLY MOVED THAT THE COMMISSION AMEND THE MAIN MOTION TO APPROVE THE CHANGES SUGGESTED BY THE RONALD WASTEWATER DISTRICT. COMMISSIONER MONTERO SECONDED THE MOTION TO AMEND, WHICH CARRIED 6-0. (Note: Vice Chair Craft was out of the room when this vote was taken.)

Ms. Redinger referred to citizen comments about additional mobility studies. She clarified that while the Commission defined a mobility study area boundary, there was never an intent to do a distinct and separate mobility study for each street in the study area. She noted that the mobility study is located in the Transportation Multi-Modal Chapter of the DEIS, and the Commission can direct staff to give more attention to mitigation and traffic volumes in the NE Perkins Way area during the FEIS process. Chair Scully added that all of the arterials are supposed to be studied, and his reading of the DEIS is that the mobility study did not stop at the land use border. The DEIS simply identifies what needs to be studied. Ms. Redinger agreed and said more detailed information about mitigation will be provided in the FEIS.

THE MAIN MOTION CARRIED 6-0, AS AMENDED. (Note: Vice Chair Craft was out of the room when this vote was taken.)

Commissioner Moss agreed that Alternative 1 (no change) does not mean no change will occur and it does not even come close to meeting the goals and policies in the Comprehensive Plan. Although Alternative 2 (moderate growth) addresses more of the issues in the Comprehensive Plan, it does not meet two very fundamental Land Use Goals 25 and 26, which talk about having the most density within a half mile radius of a transit station. An R-48 zone should be the minimum for the 1/4 mile radius, and zoning within the 1/2 mile radius should be at least R-18.

COMMISSIONER MOSS MOVED THAT THE COMMISSION FOCUS THEIR DISCUSSION ON ALTERNATIVE 3 AND CONSIDER ADDITIONAL MODIFICATIONS IN PREPARATION FOR A FINAL RECOMMENDATION. COMMISSIONER MAUL SECONDED THE MOTION.

Commissioner Moss commented that growth will take place over a long period of time, and it is important to give careful thought on how the community is developed so that the best mix of services can be provided around the transit stations to accommodate a larger number of people. She referred to current demographic trends, which indicate that many people want to live closer to services, amenities

and public transportation. She expressed her belief that Alternative 3 is a good place to start to address the needs of the future population, but they need to do even more as outlined in the proposed changes.

Commissioner Maul agreed that Alternative 2 comes up short based on the City's Comprehensive Plan, particularly Land Use Goals 25 and 26, which talk about R-48 zoning within a half mile radius. Option 2 has a lot of R-24 and R-18 zoning located quite close to the station. He said he sees the larger development happening a bit further from the freeway. Alternative 2 is so confined it would not allow enough flexibility for the market to determine what gets built and where. Based on public comments, he felt that Alternative 3 makes a lot more sense as a starting point.

Chair Scully said he supports Alternative 3, as well. Most of Shoreline is developed as single-family, and changes will be needed to accommodate future growth. The City can either have development pressure on them 20 years from now that requires haphazard fixes, or they can make decisions now to plan for the next 100 years to have a dense center that is not just another long strip like Aurora and 15th Avenue NE. As a previous member of the Light Rail Station Area Planning Committee, he spoke to numerous people. While the neighborhood is by no means united and some people are totally opposed to any change, the vast majority are excited about allowing more density and amenities in the future.

Vice Chair Craft said he also participated earlier on the committee. Based on the comments they received from the community, as well as their investigation, he said he supports Alternative 3, including some of the potential changes presented by staff. He reminded the Commission that the goal is to create an environment that allows for a centralized opportunity for growth in the city over a long period of time to create a more robust city in the future.

Commissioner Moss referenced a comment letter that questioned how the development potential would happen given the built-out environment. She noted that there are numerous constraints at the 145th Street Station given the freeway, on ramps, golf course, school, etc. Therefore, it seems logical that much of the growth will occur at the 185th Street Station. While there is no right answer, Alternative 3 offers the most potential. She referred to Comprehensive Plan Land-Use Goal 34, which discusses the feasibility of a light rail area as a destination. If that remains the City's goal, they must recognize that there is not as much opportunity in the area of the 145th Street Station.

Commissioner Montero said he also supports Alternative 3, which offers an incredible, long-range vision. It also addresses that 20 to 30 years from now there will be alternative modes of transportation and working environments. This kind of a community will allow flexibility for establishing a mobile community, as well as support services.

THE MOTION CARRIED UNANIMOUSLY.

As the Commission reviewed Alternative 3 and potential amendments, Ms. Redinger clarified that the Commission is not being asked to make a recommendation for the Council to adopt zoning. Instead, they could make a recommendation for them to study additional areas or zoning capacity in the FEIS. She further clarified, that just because the Commission recommends something tonight for additional study does not mean that is what has to be adopted. However, in order to consider it for adoption, it has to be studied. Chair Scully added that the DEIS is a study document. The final Comprehensive Plan

amendment might look like Alternative 3 or it might not; and the Commission cannot presuppose what the actual changes will be until after the study has been completed.

For the Commission's benefit, Ms. Redinger once again reviewed the proposed changes outlined in Attachments A and B, and the Commission discussed them as follows:

- **Option A.** Ms. Redinger explained that this change was suggested by a woman who attended the February 20th Design Dialogue Workshop. She recommended that the entire area (indicated on map) should be up-zoned. Because the suggestion was not analyzed in the draft and staff did not have the woman's name to ask follow-up questions, they took a more conservative approach that includes just the rectangle within the study area boundaries where she lives. She recommended that the zoning on the west side of 5th Avenue NE should be consistent with the zoning on the east side, which is R-18.

COMMISSIONER MAUL MOVED THAT THE COMMISSION ADOPT THE CHANGES REFLECTED IN OPTION A AS PROPOSED. COMMISSIONER MOSS SECONDED THE MOTION.

Commissioner Montero asked if the library located across the street has shown a preference for Option A. Ms. Redinger said they have not received any feedback from the library. The comment from Ms. McClelland was to engage the library as they do the FEIS and to not assume that the library's capital plan includes being able to service the level of density that may be in the area over time.

Commissioner Maul agreed with Mr. Poitras' concern that leaving R-6-zoned properties that are surrounded by R-18 or higher zones may put property owners in a financial bind. He recalled the rest of the triangle is a gully with only one way in and out, and the Commission did not feel it was appropriate, topographically, to up-zone it. However, he supports up-zoning Area A, recognizing that changing the zoning does not mean the property will be redeveloped in the near future.

Vice Chair Craft recalled that in earlier discussions, a former Commissioner commented that the property owners have value in their single-family homes and would want to be considered as part of the up-zone. Because it is an isolated area, there was concern that it would get unnecessarily neglected. However, he did not believe that was a consensus decision. He agreed that it would make sense to study the area further.

THE MOTION CARRIED UNANIMOUSLY.

- **Option B.** Ms. Redinger advised that this proposal is based on a written comment the City received from Judy Parsons on March 25, 2014. She expressed concern that her property would be left in a dead zone. She asked that the City consider having all the property from 175th to 180th on 10th and 11th Avenues NE considered at least multi-family zoned.

VICE CHAIR CRAFT MOVED THAT THE COMMISSION ADOPT THE CHANGES REFLECTED IN OPTION B AS PROPOSED. COMMISSIONER MAUL SECONDED THE MOTION.

Although there was initially some concern about the single-family houses being unnecessarily included, Commissioner Craft cautioned that they could inadvertently create a vast amount of isolated single-family homes in that area. This may not be what the residents want, and they would not have the opportunity change if they so desired. The proposed change makes sense from a continuity standpoint, as well as eliminating a potential island effect.

Chair Scully recalled there were issues related to access. Because 11th Avenue NE does not go through, providing access for more intense development would be more challenging than in other areas. In addition, the Commission was worried about up-zoning too much area and not spreading out development which could create compatibility issues. That said, he can understand the concern about a little island of single-family zoning being left in the middle of high-density development.

Commissioner Strandberg noted that some of the adjacent properties along 8th Avenue NE are proposed for R-48 zoning, and everything else would be R-18. She requested an explanation for including R-48 only on the east side of 8th Avenue NE. Ms. Redinger advised that, consistent with Land Use Goal 27, the plan focuses on the corridors that connect the stations to each other and to other commercial areas. Because 8th Avenue NE is a utility corridor, it is wider and could perhaps accommodate greater densities. Chair Scully added that the west side of 8th Avenue NE has a significant dip by Serpentine making it less amenable to development, and the Commission felt there was already enough R-48 zoning.

THE MOTION CARRIED UNANIMOUSLY.

- **Option C.** Ms. Redinger said this change was proposed by Tony Gale and Donna Pipkin, who own property on NE Perkins Way. Mr. Gale requested that the zoning in the “hook area” be increased to the highest housing density possible, but staff proposed R-18 zoning to match the zoning on the east side of 10th Avenue NE. Ms. Pipkin also voiced support for the proposal to rezone the “hook area” to high density, which would give a greater chance of future redesign of NE Perkins Way to create a much safer road.

COMMISSIONER MAUL MOVED THAT THE COMMISSION ADOPT THE CHANGES REFLECTED IN OPTION C AS PROPOSED. COMMISSIONER MOSS SECONDED THE MOTION.

Commissioner Maul agreed that NE Perkins Way is a problem that needs additional work. Including it in the study area would highlight it and get more attention towards solving the issues. Whether it ultimately gets up-zoned or not, it is appropriate to study.

Commissioner Montero said he is not convinced that increasing the density would actually improve the corridor. The City is currently studying cross connection routes for bicyclists, and increasing the density would increase the danger to cyclists and pedestrians. Long term, there must be a different solution than putting more people in that area.

Chair Scully agreed that NE Perkins Way is a mess and mitigation must be considered whether it is up-zoned or not. He appreciates the sense that more development might result in more money to make improvements, but it would also increase the pressure on the road. He is not convinced it could be built to safely accommodate a lot of traffic, and adding more density could make a bad situation worse.

Vice Chair Craft said this issue should be the subject of a larger discussion. He agreed that NE Perkins Way is a hazardous roadway with the current situation. There is cut-through traffic, so a traffic impact analysis and mitigation must be part of the plan. He expressed his belief that, in its current form, the proposal is not sufficient enough to address some of the concerns he has about the area, specifically, and as it relates to other areas to the south and east.

Commissioner Moss pointed out that including Option C would allow the City to study the area. If they do not up-zone it, it will not be studied at all in the FEIS. Just because they recommend that it be part of the preferred alternative and studied in the FEIS does not mean it will be included in the final plan. Chair Scully said he does not believe that excluding Option C from a land-use consideration would exclude it from a traffic-impact consideration. However, he agreed that if they don't include it as a possibility, they won't study the impacts of increasing density. Ms. Redinger said additional mitigation may be needed for the area to be redeveloped.

Mandi Roberts, OTAK, pointed out that the "hook area" is currently excluded from the study area, and including it would help a little. There are some major topographic challenges to consider when thinking about transportation solutions, and you must look beyond just the right-of-way to consider possible land use solutions as well.

THE MOTION CARRIED 4-3, WITH VICE CHAIR CRAFT AND COMMISSIONERS MALEK, MAUL, AND MOSS VOTING IN FAVOR AND CHAIR SCULLY AND COMMISSIONERS MONTERO AND STRANDBERG VOTING IN OPPOSITION.

- **Option D.** Ms. Redinger said this amendment was proposed by Jason Cetina, who lives within the area. He is requesting that the Commission consider rezoning all of the property north of NE 190th Street and west of 10th Avenue NE, including the houses on the west side of 10th Avenue NE. He also requested that they include Sky Acres in any rezone. He commented that this will be the most opportune time to reconnect the neighborhood to the rest of North City from which they are somewhat isolated. Mr. Cetina indicated he has talked with neighbors, and some support the proposed change while others were leery. Mr. Cetina felt that the park would provide a good transition and would allow the area to support additional density.

COMMISSIONER MOSS MOVED THAT THE COMMISSION ADOPT THE CHANGES REFLECTED IN OPTION D AS PROPOSED. COMMISSIONER MAUL SECONDED THE MOTION.

Commissioner Moss said the comments provided by Mr. Cetina warrant further review as part of the FEIS. There is a natural transition in the area; and given that the properties are located close to the freeway, they may not be quite as desirable for low-density housing. This will be particularly true

when the light rail line runs in the vicinity. She felt that R-18 zoning may be more appropriate than R-6.

Chair Scully agreed that North City Park provides a natural barrier, and NE 195th Street dead ends at the freeway with a bicycle path going across. The properties below NE 195th Street in Area D are in a cul-de-sac. He has a hard time envisioning what high-density residential would look like in this area given all the constraints. He felt it would also put an interesting squeeze on the park to have it surrounded by high-density residential.

Commissioner Moss said if the property is rezoned to R-18/MUR-35, development would be limited to 35 feet in height. This would be more medium-density rather than high-density residential and form-based standards would apply. She felt it would make sense to at least consider the more intense zone, recognizing that may not be what is ultimately approved. Unless they consider it for a possible zoning change, it will not be studied as part of the FEIS.

Commissioner Montero said he does not agree that up-zoning Area D would be helpful. He likes the existing transition, with the child development center, preschools, park, etc. that are totally surrounded by R-6 development. Changing the zoning could result in an ugly intrusion into the neighborhood and a bad transition between the park and the rest of the neighborhood.

Commissioner Maul agreed that the park is a natural transition, and there is not a lot of access in and out. Adding more traffic may not make the most sense. However, because this is a study area, it would be worth at least considering the proposal.

THE MOTION FAILED 5-2, WITH CHAIR SCULLY, VICE CHAIR CRAFT AND COMMISSIONERS MALEK, MONTERO AND STRANDBERG VOTING IN OPPOSITION AND COMMISSIONERS MAUL AND MOSS VOTING IN FAVOR.

- **Option E.** Ms. Redinger recalled that this proposed change was brought forward by Council Members Hall and McGlashan at the May 19th discussion with the City Council. They felt this area was overlooked when the initial maps were approved in February. Based on the topography and close proximity to the station, they recommended that these properties should have higher zoning. It was noted that this area is immediately adjacent to the interstate and could provide more residential units within close proximity to the light rail station. With regard to the area north of NE 185th Street, the topography is lower than areas to the west. Taller buildings in this area could provide noise barriers for homes to the west.

COMMISSIONER MAUL MOVED THAT THE COMMISSION ADOPT THE CHANGES REFLECTED IN OPTION E AS PROPOSED. COMMISSIONER MALEK SECONDED THE MOTION.

Commissioner Maul observed that, as currently proposed, there is a significant amount of MUR-85 zoning on the east side of Interstate 5 and none on the west side. The only dense zoning on the west side is the Shoreline Center. He felt that allowing a greater density to accommodate redevelopment

of a significant size would be appropriate in this location. He said he would even support higher density zoning further north of the Shoreline Center.

Commissioner Malek expressed support for Option E, which would create a sense of symmetry. He also agreed with the comments from Council Members Hall and McGlashan that the area serves as a buffer to the Interstate 5 corridor in terms of light, noise, etc.

THE MOTION CARRIED UNANIMOUSLY.

- **Options F and G.** Ms. Redinger said Option F would change the NB zoning analyzed in the DEIS to R-48, which was intended to provide more options for the large church parcels near the Shoreline Center. The recommendation is based on an evolving concept of what the revised R-48 zoning designation may be. It has been discussed repeatedly that the current R-48 designation does not meet the intent to create the “station boulevard” or “main street” character envisioned for the 185th Street Corridor and would need to be revised. As staff drafts allowable uses for a revised R-48 zone, there may be little distinction between the new zone and the existing NB zone. In order to avoid confusion and the potential for split zoning if parcels are aggregated for redevelopment, zoning should be consistent with the neighboring parcels.

Ms. Redinger further explained that Option G would change the R-24 zoning analyzed in the DEIS to R-18. The original intent was to provide additional transition to step down from the R-48 zoning proposed for the 185th Street Corridor. However, the preliminary discussions about revised standards for both the R-48 and R-18 zones indicate that transition could effectively be covered through design standards rather than through zoning. Zoning the area R-18 would create consistency with the rest of the subarea, which transitions from R-48 to R-18 with no intermediary zoning. It would also reduce the possibility of split zoning.

VICE CHAIR CRAFT MOVED THAT THE COMMISSION ADOPT THE CHANGES REFLECTED IN OPTIONS F AND G AS PROPOSED. COMMISSIONER MAUL SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

- **Option H** would change the depth of the R-48 zone and move it north so there is a 300-foot swath on either side of N 185th Street. It would also slightly revise the R-18 areas to provide transition to the R-6 zones along the street rather than mid block. That means the areas south of N 185th Street would be zoned R-6. The opposite would be true for the area north of N 185th Street where the R-18 zoning would be extended north on N 188th, N 189th or N 190th Streets moving eastward toward Meridian Avenue N.

The depth of zoning analyzed in Alternative 3 in the EIS was based on comments from City transportation staff that in order to reduce congestion along the 185th Street Corridor, no new curb cuts should be allowed. Instead, access through side streets and internal circulation within developments should be encouraged. In order to promote this concept, the depth of the R-48 and R-18 zoning was increased. However, after hearing from developers and building industry professionals, as well as the City’s Economic Development Manager, that the R-48 zoning was too deep, the City contracted with the Clark Design Group to “ground truth” the proposed zoning. The

consultant's recommendation is based on a 300-foot zoning depth, which allows for walkable blocks while providing sufficient room for internal circulation, creation of alleyways for access, etc.

COMMISSIONER MOSS MOVED THAT THE COMMISSION ADOPT THE CHANGES REFLECTED IN OPTION H AS PROPOSED. COMMISSIONER MAUL SECONDED THE MOTION.

Commissioner Maul said he is not sure he agrees 100% with the proposal. He felt the marketplace would probably take care of this aspect on its own. He said he does not necessarily agree that up-zoning too deep would create blocks that are too large.

Chair Scully asked staff to share the basis of the consultant's belief that zoning that deep would be a problem. Ms. Redinger said the City's Economic Development Manager has indicated that the proposed 300 foot depth on either side that represents Option H is intended to be right sized to allow significant area for redevelopment, along with a proven pedestrian-friendly street grid. If the area were much deeper, its pedestrian required focus could be compromised. If the area were much narrower, the corridor as a whole would lack the density needed to be truly energized.

Ms. Roberts said she believes it is insightful and a good idea to make the change to the north and end the R-18 (MUR-35) at a street. However, she is not sure it is necessary to change the zoning to the south. Having R-48 directly across from R-6 seems too severe, and that is why they proposed the R-18 buffer. She agreed that issues related to depth will be worked out over time through the market, and the current map is close to the 300-foot depth anyway.

Commissioner Moss said she does not have a problem changing the zoning for the area to the north. However, Meridian Avenue N. runs through the area to the south, and it is already a very busy road. She does not see that the proposed change will make any difference because they will start seeing development on Meridian Avenue N. in both directions. She does not share the concerns about the zoning to the south being too deep, either. Changing some of it back to R-6 does not make sense because Meridian Avenue N. may be more appropriate for multi-family development in the future.

CHAIR MAUL MOVED TO AMEND THE MAIN MOTION TO ONLY INCLUDE THE CHANGES TO THE NORTHERN PORTION OF AREA H. COMMISSIONER MONTERO SECONDED THE MOTION. THE MOTION TO AMEND WAS UNANIMOUSLY APPROVED.

THE MAIN MOTION, AS AMENDED TO APPLY ONLY TO THE NORTHERN PORTION OF AREA H, WAS UNANIMOUSLY APPROVED.

In addition to the proposed changes outlined in Attachments A and B, Chair Scully suggested the Commission consider the additional recommendations that were brought forward by the Commission and private citizens during the hearing.

Mr. Dale reviewed his proposal that the zoning on the west side of 10th Avenue NE be scaled down to provide a better transition. Chair Scully noted that the City has transition standards in place to deal with

Mr. Dale's concerns as part of the development code that will be created at a later date to implement the subarea plan.

COMMISSIONER MOSS MOVED THAT R-48 ZONING BE CARRIED ALL THE WAY FROM N 180TH AND N 185TH STREETS BETWEEN 9TH AND 10TH AVENUES.

Commissioner Moss said she is recommending that R-48 go along 9th Avenue NE versus splitting in the middle of the block to allow for large enough lots to accommodate R-48 development and still provide a transition. She also is concerned about issues such as solar access.

COMMISSIONER MAUL SECONDED THE MOTION.

Commissioner Montero expressed his belief that developers of large buildings will likely want to use the entire block and setbacks and a significant amount of design review would be required. He sees this area, as well as the area added on the west side of the freeway, as being the only opportunity to develop substantial facilities close to the station. It does not make sense to eliminate that flexibility.

Commissioner Maul recalled the Commission's desire to create and encourage activity on 15th Avenue NE. With the station at 185th Street, they saw potential connections down 10th and 15th Avenues NE. Given the topography going up the hill, the proposed R-18 zoning on the east side will lessen the impact that they skipped a zone between the two. The depth between 9th and 10th Avenues NE is a nice size for larger buildings and it is close to the station. He is of the mind to retain zoning analyzed in the DEIS and let the market drive future development. They are trying to encourage and support what is already happening on 15th Avenue NE.

Chair Scully said that he shares Mr. Dale's concerns about creating a canyon effect on 10th Avenue NE. Even with the hill, residents on the east side may be significantly impacted by 85-foot tall buildings. However, he reminded the Commission that they wanted to include the entire block for sound reasons that are supported by the community and land use best practices. There are a number of parcels in the block that are probably not developable for various reasons, and he hesitates to trim down the zoning. He suggested the solution to the problem lies in adopting development regulations that require step backs and/or setbacks.

Ms. Redinger suggested that instead of thinking of the change as a down zone, they should consider it as a reduction in the development capacity from what was analyzed in the DEIS. Technically, even if it were zoned R-48, it would still be an up-zone from the current R-6 zoning.

THE MOTION FAILED BY A UNANIMOUS VOTE.

Ms. Redinger requested additional information from Merissa Reed regarding her recommendation. Ms. Reed clarified that she was not proposing a zoning change. Her suggestion was that a mobility study be done for NE Perkins Way to identify potential traffic impacts. It is already dangerous and the changes will only drive more traffic through the area. The Commission agreed it is important to understand the traffic impacts in this area, and they asked staff to review the mobility study to make sure it addresses the concerns raised earlier by Ms. Reed.

COMMISSIONER MAUL MOVED TO INCREASE THE ZONING FOR THE PROPERTIES BETWEEN 5TH AVENUE NE AND 1ST AVENUE NE FROM NORTH OF THE SHORELINE CENTER UP TO NE 195TH STREET AND INCLUDING SHORELINE PARK, FROM WHAT WAS ANALYZED IN THE DEIS TO MUR-85. COMMISSIONER MOSS SECONDED THE MOTION.

Commissioner Maul said it is a big jump to go from R-48/MUR-45 to MUR-85 in terms of cost of construction, type of building, etc. It is not likely a developer will want to construct a building of that size so close to Interstate 5. A better location would be closer to the park or near the Shoreline Center where there is already a lot of public activity and social assets within walking distance, and the transit station would be within walking distance, as well. Changing the zoning could open up possibilities that might be more attractive to people who are putting together a project of that size.

Chair Scully voiced opposition to the proposed change. He reminded the Commission that part of what they are hoping to do is create a dense urban core. Alternative 3 has a 75 to 100 year build out. If the dense area is too big, large developments will be spread out, making it difficult to provide urban services. He agreed there is a lot more development potential associated with some of the subject parcels, but that is something they should expand into rather than establish now.

Commissioner Malek said he was involved in the sale of property near the transit/pedestrian village on Ash Way in Lynnwood. The project was suboptimal to the City, as it was purchased at a low point in the market and was more of a salvage operation than realizing the full robust development potential of the area. Now there is no going back. Just because you zone it to allow greater development potential does not mean it will be developed that way. He expressed his belief that this area is a prime candidate for the type and scale of development the City wants to encourage. He agreed with Mr. Dale about being sensitive to what is happening around the dense cores and having respect for the communities that have helped develop the areas. However, this is an opportunity to concentrate density in a transit-oriented area where it really needs to be.

Again, Chair Scully said he believes the proposed change would play havoc with not only the City's goals for dense areas, but also attempts to create a step down into the residential areas. He does not believe this is the time to be adding massive swaths of the City's highest densities analyzed in the DEIS.

Commissioner Moss said she understands the need for transition, particularly to the west where properties are currently zoned R-6. However, she noted that Holyrood Cemetery to the north of the subject property would provide a substantial buffer. She also pointed out that 1st Avenue NE is already a fairly busy street, particularly with the parking garage that is proposed for the west side of Interstate 5. She sees more vehicular traffic and activity happening in the entire area between the Shoreline Center and 1st Avenue and density is more likely to develop on this block.

THE MOTION CARRIED 6-1, WITH CHAIR SCULLY VOTING IN OPPOSITION.

COMMISSIONER MAUL MOVED TO INCREASE THE DENSITY BEING STUDIED IN THE PLAN TO R-48 (MUR-45) FOR THE PROPERTIES LOCATED BETWEEN NE 190TH AND NE

195TH STREETS FROM 1ST AVENUE NE TO MERIDIAN AVENUE NORTH. COMMISSIONER MAUL SECONDED THE MOTION.

Commissioner Maul observed that the City has received comments from citizens who live in the area, suggesting they would support increased density. He noted that 1st Avenue NE is a very busy north/south connection, and the properties are located in close proximity to Shoreline Park and the Shoreline Center with numerous public amenities.

CHAIR SCULLY MOVED TO AMEND THE MAIN MOTION TO CHANGE THE DENSITY TO R-18 RATHER THAN R-48. COMMISSIONER STRANDBERG SECONDED THE MOTION.

Commissioner Scully recalled that the Commission has studied this area at length, including significant work by consultants and numerous public meetings. He is hesitant to make these changes at the last minute. If the properties are zoned R-48 as proposed in the main motion, he questioned where the transition to single-family residential would occur. The point of the subarea plan is to have a new, dense urban core built around the light rail station, but now they are considering significant up-zones for properties outside of the half mile radius of the station.

COMMISSIONER MOSS MOVED TO AMEND THE AMENDMENT TO THE MAIN MOTION TO DESIGNATE THE PROPERTIES BETWEEN N 195TH AND N 185TH STREETS FROM 1ST AVENUE NE TO CORLISS AVENUE AS R-48 AND THE PROPERTIES BETWEEN CORLISS AVENUE AND THE STUDY AREA BOUNDARY AS R-18. COMMISSIONER MALEK SECONDED THE AMENDMENT.

THE MOTION TO AMEND THE AMENDMENT TO THE MAIN MOTION CARRIED 4-3, WITH COMMISSIONERS MOSS, MALEK, STRANDBERG AND MAUL VOTING IN FAVOR AND CHAIR SCULLY, VICE CHAIR CRAFT AND COMMISSIONER MONTERO VOTING IN OPPOSITION.

THE AMENDMENT TO THE MAIN MOTION, CARRIED 4-3 AS AMENDED, WITH COMMISSIONERS MOSS, MALEK, STRANDBERG AND MAUL VOTING IN FAVOR AND CHAIR SCULLY, VICE CHAIR CRAFT AND COMMISSIONER MONTERO VOTING IN OPPOSITION.

THE MAIN MOTION CARRIED 6-1 AS AMENDED, WITH CHAIR SCULLY VOTING IN OPPOSITION.

Chair Scully recalled staff's earlier comments about the need to address the underlying zoning for park properties. Ms. Redinger clarified that she brought up the issue to raise awareness that, at some point, staff will propose that the underlying zoning of the parks match the surrounding zoning, but they don't have a particular proposal at this point.

Chair Scully also recalled staff's earlier comment about changing the names of the zoning designations to reference the maximum height limit rather than the maximum density. Mr. Szafran pointed out that

the zoning designations will be part of upcoming discussion regarding development regulations to implement the subarea plan. Ms. Redinger added that the new names would be used in the FEIS, but they could still be adjusted accordingly based on the Commission's future discussions.

Chair Scully recalled that, throughout the process, the Commission discussed how traffic impacts will affect roadways and pedestrian and bicycle pathways outside the impact zone. When evaluating traffic impacts, the consultant should not only analyze where the trips come from, but the impact on the roadways outside of the land use study area. A map was created to illustrate this concept, but it was not included in the DEIS. That map currently in the DEIS (Figure 1-2) identifies a much smaller mobility study area boundary than what the Commission originally discussed.

CHAIR SCULLY MOVED THAT THE COMMISSION RECOMMEND THE COUNCIL ADOPT THE INITIAL MOBILITY STUDY BOUNDARIES MAP SINCE THE MAP THAT IS INCLUDED IN THE DEIS (FIGURE 1-2) SEEMS TO INCLUDE LESS AREA THAN THE ORIGINAL ONE. VICE CHAIR CRAFT SECONDED THE MOTION.

Commissioner Maul observed that they have received a number of citizen comments about specific streets. He questioned how they can track these concerns if they do not have a mobility map that quantifies and identifies the problems. Ms. Roberts reassured the Commissioners that she did not disregard the original mobility study boundaries. The TAZ boundaries (Figure 2-1) actually illustrate a broader boundary than the mobility study boundaries in Figure 1-2. In particular, she noted that TAZ 125, 65 and 67 extend eastward into the areas where citizens have raised concerns. The analysis of each TAZ would include not only vehicular traffic issues, but pedestrian and bicycle concerns, as well. As part of the FEIS, she suggested they take another look at each of the TAZs and provide more detailed information about what mitigation and improvements may be needed once they know what the preferred alternative will be.

Ms. Roberts clarified that the transportation analysis studies what is in each of the TAZs, including where traffic flows both within and outside of the study area. However, she suggested that the findings from the analysis could be described in more detail. Chair Scully indicated that his motion would be unnecessary based on the clarification provided by the consultant that everything within the purple TAZ boundaries would be thoroughly studied as part of the FEIS.

THE MOTION FAILED BY A UNANIMOUS VOTE.

Commissioner Moss stressed the importance of considering minimum density and tree canopy requirements in the newly created MUR zones. She noted that many of the properties were previously zoned commercial and did not have a tree retention requirement. Ms. Redinger indicated that both of these issues would be addressed as part of the Commission's discussions about development regulations. For example, the Commission's packet for the August 7th meeting will include recommendations for minimum density requirements.

Ms. Redinger said staff believes that MUR 85 is a longer term development scenario that will require developers to acquire multiple parcels. There is an argument to be made that the character of the single-family neighborhoods could be retained longer with MUR 85 zoning than with MUR 45 or MUR 35

zoning. The MUR 35 and 45 zones are anticipated to redevelop within the next 20 years into town homes, row houses, apartments, etc. Because there is not currently a lot of land available in the City for this type of product, staff believes there is a pent up demand. Chair Scully pointed out that this would only be true if there are minimum density requirements. He commented that the subarea will likely develop differently than anticipated unless there are minimum density requirements.

Chair Scully closed the public hearing.

DIRECTOR'S REPORT

Mr. Cohen did not have any items to report.

UNFINISHED BUSINESS

There was no unfinished business.

NEW BUSINESS

There was no new business.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

There were no reports or announcements from Commissioners.

AGENDA FOR NEXT MEETING

Mr. Szafran announced that the July 17th meeting would be cancelled, and the Development Regulations related to the 185th Street Station Subarea Plan would be introduced on August 7th.

ADJOURNMENT

The meeting was adjourned at 10:16 p.m.

Keith Scully
Chair, Planning Commission

Lisa Basher
Clerk, Planning Commission

TIME STAMP
July 10, 2013

CALL TO ORDER:

ROLL CALL:

APPROVAL OF AGENDA: 1:24

APPROVAL OF MINUTES:

GENERAL PUBLIC COMMENT: 1:40

PUBLIC HEARING: HAZARD MITIGATION PLAN UPDATE: 6:11

Staff Presentation: 6:50

Public Testimony: 25:30

PUBLIC HEARING: 185TH STREET STATION SUBAREA DEIS: 31:00

Staff Presentation: 32:20

Light Rail Station Area Planning Committee Report: 56:15

Public Comment: 1:01:47

Continued Commission Discussion: 1:25:07

DIRECTOR'S REPORT: 3:14:21

UNFINISHED BUSINESS:

NEW BUSINESS:

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS:

AGENDA FOR NEXT MEETING:

ADJOURNMENT:

Attachment A:

Scoping and Draft Environmental Impact Statement Comments for 185th Street Station Subarea Plan

Scoping comment; received February 20, 2014; from Jason Cetina, 849 NE 195th St., Shoreline

This request is represented on the map of options for the Preferred Alternative as Area D

Hello Miranda & Steve.

I went to the light rail workshop this evening, and I wanted to voice a concern about a couple of the alternatives for my neighborhood.

Alternatives 2 & 3 (particularly alternative 3) sort of put the area to the north of 190th St on the east side of I-5 (the area north of North City Elementary) in an isolated situation. In alternative 3, there will be more dense zoning up to 195th on the west side of I-5, and up to 190th street on my side of I-5, but then that's it. The transition from the dense housing near the light rail station will be sort of abrupt as it goes from dense housing to the school to the woods and then single family homes. As such, I believe it will be potentially difficult to either re-sell or re-invest in this isolated little pocket. I'd urge you to reconsider the island that could be created here as a result.

If possible, I would consider rezoning all of the property north of 190th, and west of 10th (including houses on the east and west side of 10th). I would also include Sky Acres in any rezoning. This is going to be the most opportune time to reconnect this neighborhood somehow to the rest of North City, from which we are somewhat isolated.

I'd be happy to discuss this further if you are interested. Thank you for your attention to our city, and your diligence in ensuring all points of view are heard during the re-zoning process.

Regards,

Jason Cetina

Scoping comment; received March 3, 2014; from Mike Usen, King County Metro Transit

Steve,

Below are King County Metro's scoping comments on the 185th Street Light Rail Station Subarea Plan/planned action EIS:

King County Metro Transit strongly supports the City of Shoreline's efforts to leverage development opportunities near future light rail stations through subarea planning around the NE 185th Street Link Station. We believe that high capacity transit should act as a catalyst for growth that enhances the value of high capacity transit and have consistently encouraged Sound Transit to work with local jurisdictions like Shoreline to facilitate Transit Oriented

Development (TOD). Preparing a Subarea Plan and Planned Action EIS will lay the foundations for a well-planned, gradual transition of existing neighborhoods into the transit-supportive community appropriate for this corridor.

Because this is a Planned Action EIS, the following comments consist of suggestions for both the Subarea Plan and the environmental analysis, with a focus on the needs of public transportation.

Transit supportive land use: Within walking distance of the future Link station, land use should emphasize higher density housing, employment, mixed uses and community services to build transit ridership and support other non-single occupant vehicle travel. The subarea plans should contain special transit-oriented regulations and/or incentives to encourage less car-dependent lifestyles such as affordable housing with carshare and bikeshare; residential transit passes; un-bundling parking price from the price of rent, parking management, and market-based parking requirements.

Non-motorized access: Walkability is especially important in the vicinity of light rail stations, therefore all future redevelopment opportunities within the subarea should enhance the pedestrian environment including provisions such as tight street grids, safe and continuous sidewalks, grade separation for pedestrians and cyclists, lighting, wayfinding, signage and traffic calming. Sidewalks along NE 185th Street between commuter parking on the west side of I-5 and the Link station on the east side of I-5 will be particularly important. Bicycle access should be enhanced through provision of bike paths or on-street bike lanes as well as sufficient secure and weather protected bike parking near the Link station.

Local bus service: The NE 185th Street corridor is currently served by Metro's Route 348. Metro is exploring ways to provide additional connecting service to the future Link station through the study area. The Subarea Plan should prioritize transit access on NE 185th Street and other bus route arterials by including in-lane transit stops and transit signal priority for better transit flow and bus and van access to the light rail station. It should also address in coordination with the transit agencies other transit supportive elements, such as opportunities for passenger facilities and layover. It is also important to coordinate with Community Transit on plans they may have for transit service in and around the station.

Study area boundaries: The proposed subarea is a ½ mile radius around the light rail station. Due to practical walkability limitations, this distance may be appropriate for land use. However, the study area for transportation should be extended further, especially along important corridors such as 185th Street. For instance, bike access can extend to a three mile radius or greater. Some roads, particularly those east of the freeway could be subject to increased future traffic volumes generated by the station and by subarea and background growth. The plan should improve connectivity throughout the vicinity of the station between Shoreline Town Center to the west and the North City business district to the east.

Transportation analysis: The analysis should address traffic growth, increased levels of connecting bus service provided by Metro and Community Transit and improved bicycle and pedestrian travel pathways. Specifically, it should measure the impacts to peak period transit flow due to increased traffic to and around the Link station and parking facility. It also needs to identify appropriate mitigation measures to traffic growth such as ways to encourage general purpose traffic to use streets with little or no bus service in order to improve the speed and reliability of local and connecting transit service. The analysis should also address non-motorized access and safety issues including an inventory of sidewalks on arterials and local streets within at least one-half mile of the future Link station.

We look forward to continuing coordination with the City of Shoreline and Sound Transit to help address the types of transit facilities and service that will be needed to make the sub area plan successful.

Mike Usen, AICP

Senior Environmental Planner

King County Metro Transit

New phone number: 206.477.5986

Scoping comment; received March 7, 2014; from Andrew Reay-Ellers

Dear Miranda Redinger--

The other night we were discussing the way that the City of Shoreline is approaching the examination of potential zoning changes in regards to the Light Rail Station Area at NE 185th. You said that it would be best if I could submit my comments in writing, so here you go:

The city has created what is being called “bookends” for the re-zoning discussion – two end points to define the spectrum and/or range of what is being discussed and considered. One end of this range is said to be the “no change” option; and the other end is the maximum of what is being examined and considered. Because the materials from the meetings on Feb 19 + 20 are not yet posted online I do not have access to detailed specifics of this “maximum” which is being discussed; but I think that we can speak to the general gist of what that proposed.

As you mentioned, there has already been some feedback that this limit of the “maximum to be considered” does not go far enough, and that a broader scope of options should be examined. I am definitely one of those who feel that a greater allowance for growth and development should be analyzed, but to do so will require that the city increase the upper end of what is considered – to “move the bookend” further out.

On Monday you explained that a business and real estate analysis was done on the area, and the current “bookend” represents the maximum development which can be expected in this station area for the foreseeable future. You said that the results were not as large as many

people expected, because this analysis took into account the fact that in the coming decade there will be some 74 (I think you used that number) different 'Transit Hubs' developing in the Puget Sound Region, so commercial and residential growth and development can be expected to be spread amongst these many areas.

I feel that framing the analysis in this way leads to calculating results which mis-judge and under-value the uniqueness of the NE185th Street Station Area. The two principle factors that should be better appreciated is the higher level of stability and permanence of a rail station; and the scarce quantity of residential properties adjacent to the stations of the Light Rail System north of Seattle.

For the first part, the probable and potential amount of development near the station of fixed-guideway transit is almost not comparable to that of a bus stop, bus station, or even a transit center. The frequency and even the very presence of buses and their routes are constantly in flux, and are subject to change or even cancellation. This impermanence creates uncertainty, and that lack of certainty leaves developers and residents unsure as to the wisdom of locating in these areas. Compare that to a Rail Station with the permanence inherent to the built and installed infrastructure. Developers, residents, and businesses can all locate within a rail station sub-area with confidence in not only the enduring presence of the station, but the predictability and regularity of the service. So any discussion of development within transit areas throughout the region needs to expect much heavier favor-ability of rail station areas. By the time Lynnwood Link is complete there will be some 22 rail stations in the Sound Transit Light Rail System, so rather than considering the potential development at 74 'transit hubs', any development analysis should focus much more on this lower number. This is especially true because although the bus system will be serving to bring riders to connect to the light rail, the strong preference of users is to locate in an area where making a connection is unnecessary. So again, the rail station areas are certain to be the much more popular sites for development, residents, and businesses.

And looking at that lower number of about 22 (not an exact number as several proposed stations are not yet certain) brings me to the second point which I feel the analysis did not properly consider – the existing condition and location of the various station area sites.

The development and build-out of the Light Rail System is principally moving north at this time. This is especially important because after downtown it will soon to be serving the second-largest contributor of riders to the system, the University of Washington. So with commuters needing to come and go from downtown, and from the university, they will look outwards at the station areas for potential places to live. Coming North out of Seattle, neither of the University District Stations have significant residential areas adjacent to the stations which exist, or have not already seen substantial development, so there is limited density growth potential there. The next station north, Roosevelt, has significantly up-zoned (multiple blocks to 85' and 65'), and is already seeing major construction of multiple developments all while the station is still years from opening. (in fact, the growth and development seen in Roosevelt –even in a down economy-- should serve as a lesson of what can be expected.) But growth and development

even in this station area is somewhat constrained – by the high school grounds next door, to the already existent high rises and business district.

Continuing to work north, the next station will be at Northgate. With the already existing huge commercial space(s) and extensive planned parking garages, there is potential for only a small amount of additional growth within its station area. With the possibility of a station at NE 130th still an unknown, the next two stations north are those which will be within the City of Shoreline – at NE 145th, and NE185th – and neither of these station areas currently have any significant development. The city needs to realize, and the analysis of potential growth needs to recognize, this reality: **the most significant transit system in the region is going to stretch north from the two biggest drivers of ridership (workers downtown, and students & workers at UW), and the closest station areas with the greatest amount of potential growth are both within Shoreline.**

An examination of the two Shoreline station areas reveals a further truth: the 185th Street station has much more room and potential for growth. The 145th Street Station site is limited, just like 185th, by having Interstate 5 occupy all of the land immediately adjacent to the west – but unlike 185th, the land adjacent to the 145th Street site is further encumbered by the ramps necessary for the freeway interchange, and by the land devoted to a golf course.

With review of the facts above: the preference of development at rail stations; and the availability of develop-able land near the stations which are closest to serving the highest frequency destinations, it is no exaggeration to say that the NE 185th Street Station Area could very well see the greatest growth of any transit area in the region during the next decade. The City of Shoreline should plan accordingly, and would be wise to consider making the most of this once-in-a-lifetime opportunity. Done well, the station and the surrounding area has the ability to become a dynamic and vibrant area, with many new residents and services; with the station supporting the community and the community supporting the station.

Step number one has to be to allow for the consideration of a greater amount of up-zoning which would allow for greater potential growth. Hopefully people will also remember that if Shoreline up-zones “to big”, the market will simply dictate that some buildings will be built that simply are a bit smaller than they could have been – but do too little of an up-zone and there will be pressure in the near future to re-zone again, resulting in relatively new buildings to be torn down – forcing the neighborhood to endure near-endless turmoil....

Please encourage the Planners to “move the bookend” which defines the upper end of the “maximum up-zone” option.

Thanks for your attention and consideration--

andy

Scoping Comment; received March 25, 2014; from Judy Parsons

This request is represented on the map of options for the Preferred Alternative as Area B

Hi Miranda,

I talked to you about my concern with the multi-housing zoning surrounding my house in the design that has the highest impact. I would like to know statically what would happen to the small group of homes on 10th & 11th between 175th & 180th. It would seem to me that those homes would end up being an area of less desirable location. My address is 17535 11th Ave NE, and I do have this concern.

Anyway, I guess I want to know if there is any thought in just having all that property from 175th to 180th on 10th & 11th considered at least multi family zoned instead of in a dead zone.

I am looking forward to hearing from you.

Sincerely,

Judy Parsons

DEIS Comment; received June 9, 2014; from Patrick Ducey, 19502 14th Ave. NE, Shoreline

Hi Miranda,

I reviewed the Draft EIS of the 185th street station, and all of the maps in the document show that 195th street is open from 15th NE to the I-5 pedestrian bridge. Actually, the road right-of-way between 14th and 15th is overgrown with blackberries, and is fenced off. The road right-of-way between 10th and 11th is a steep path that is essentially a muddy goat trail. Both of these locations are not slated for improvements, but map 3-3-7 on page 3-17 shows them as part of the pedestrian routes. Please ask the contractor to correct the maps, or add the cost of improvements to the budget.

Patrick Ducey

DEIS Comment; received June 9, 2014; from Jesse Walters

Dear Mrs Miranda Redinger,

Here are some of my thoughts on the North LR system.

Now that the US is experiencing more affordable gas and more available alternative fuel (electric) vehicles, our tendency here to prefer independence in travel and time management has more of a supporting framework.

It is my hope that the Pacific Northwest continues to prosper and improve without the need for growth for its own sake. Population growth is projected to level off.

When there are large scale projects it is my hope that the impact be kept to a minimum to sustain traditional neighborhoods and a connection to family and neighbor ties. If forced to choose, I go for sprawl over concentration or congestion.

Specific to this project I would like to see plans that include state of the art dedicated secure covered (perhaps stacking or elevator shelf parking pods for bicycles, mopeds and scooters, to provide an incentive for low impact transportation. A rail system generally takes up a lot of space in relation to the number of travelers per square foot on it at a given time. For more appropriate modal comparison, this statistic could be further charted by average traveler speed.

I found this picture and website in a quick Google search of anything stack parking related, the mechanical forklift style looks economical. <http://www.alibaba.com/car-stack-parking-system-promotion.html>

The rotary ones would probably be more demanding of proprietary maintenance and parts.

Access: N of 177th 8th NE avenue is wider and less populated than most adjacent N/S streets, more conducive to development/travel. I would really rather see a station at Ballinger (1/2 block off on SE side) than near traditional residential neighborhoods. A park-like setting at the station with benches, picnic tables, swings and gardens would be nice.

Regards

Jesse Walters (retired mechanic, Shoreline on 10th NE at NE 182nd).

DEIS Comment; received June 11, 2014; from Amy Walgamott

Hi Miranda,

I would like to officially submit my comments on the 185th SA DEIS.

1. Alternative 2 is the best option. It allows planable growth and density around the station but doesn't completely alter the existing neighborhood. Buildings up to 145 feet tall, such as proposed in Alternative 3, would not fit at all into this residential neighborhood that has nothing now around it at that scale. I would propose a height limit of 65 feet in Alternative 2 (this is similar to the Roosevelt SA and is a more livable scale). (This height limit only if residents in the immediate area agree with Alternative 2 rather than 1).
2. Any public services to be removed for development should be moved or rebuilt PRIOR to being removed. In other words, if the Shoreline Center will be redeveloped, the city needs to make sure they can offer the services people receive at the location (pool, recreation center, playing fields, senior center, auditorium, park) at another place before they lose the services.
3. The city should NOT use existing green spaces within the SA to relocate services or allow any existing green spaces for redevelopment. As density grows, the city must provide MORE green spaces.

4. The city should have specific provisions for retaining large existing trees (more than the city currently has, which allows owners to cut all trees within 4 years). Retaining large trees should be a top priority (not replacement).

5. Mitigation for impacts of the light rail and rezoning need to be addressed BEFORE construction and rezoning. In other words, traffic issues should be dealt with now, as well as environmental damages foreseen. I would like the city to spell out to people how they can hold the city accountable if the city fails to properly mitigate.

6. How will the city make sure developers build in a style the current residents prefer? OTAK has shown photos of potential structures and asked for feedback on them. But how can the city guarantee or even strongly encourage that developers build these preferred types of structures rather than boxes such as along Lake City Way? I would like to see a code that clearly describes these guidelines available to the public.

Thanks!

Amy

DEIS Comment; received June 16, 2014; from Jay Davis

Dear Ms. Redinger,

I attended the meeting on June 3rd, and received a copy of the DEIS in my email.

We have lived in Shoreline for 28 years. We are not in the effected area, but a few blocks north of it. We are actually excited about the light rail station, and hope it gets here sooner. I understand that under the State's growth plan all towns, cities, and counties must plan for the expected new residents over the coming decades. The idea of concentrating the growth near the new light rail station makes very good sense.

But what doesn't make sense to me is to change the zoning in the area now, so many years before the real demand will start. I see no current demand for big apartment blocks as envisioned in either alternatives 2 or 3 until the light rail station is completed. What I see happening is a few builders buying up individual lots here and there as soon as the zoning change goes into effect, tearing down the existing house, and putting up 4 small houses on each lot. Such a piecemeal approach seems contrary to the vision in the City's plans. And will be very unpleasant for the other residents who would like to stay in their homes another 5-10 years.

And I am appalled at the plan to change the zoning of the Shoreline Center. This is a community resource that will be needed even more as the population increases.

There was some nice dancing around this at the meeting. But the comments about how long all the developing would take while builders try to acquire adjoining lots, plus a remark that the Center is "key opportunity site" makes it seem that it will be the first to go. (I told some friends who lived here in the 70's and 80's about the meeting, and they cynically said it was clear to them that the sale of the Shoreline Center must be a done deal already and everything else is

window dressing. And to expect bulldozers in January. Otherwise why the rush? I hope they are wrong.) After the meeting I was fogged nicely by one of the officials there, as he explained it belonged to the School District, and maybe they wouldn't want to sell it? Right. Turn down \$22 million for a surplus group of buildings they don't use.

I am sure the site could be re-designed to be more productive. But there is something very neighborly about a single-story sprawl of buildings with all the open space and fields around it, and all the community uses it gets.

---Jay Davis

DEIS Comment; received June 15, 2014; from Sarah Jaynes, 1641 N 185th St., Shoreline

I think any zoning changes should occur only within a half mile of the station. Based on the studies that is the limit where most people will stop walking to the station. Right now it is all hypothetical that anyone would want to develop and that the area could support commercial (your market assessment didn't believe it could support any large commercial interests). If there is a lot of interest and the area gets fully development and it is an asset to the community zoning further out could be addressed at that later time. I used to live on Greenwood Ave. It is ugly and not functional to have lines and lines of hastily built and ugly construction. Development needs to be well thought of and a boon to the community.

I also don't like the largest growth plan. I don't believe the area could support such large scale growth and that it would hurt the character of the neighborhood.

DEIS Comment; received June 16, 2014; from Tony Gale

This request is represented on the map of options for the Preferred Alternative as Area C

Dear Miranda,

I am in favor of increasing the hook area of NE Perkins Way to the highest density housing possible, with the buffer step down density along 15th Avenue. Also, I believe that most residents from Ballinger and Lake Forest Park will use NE Perkins Way as a main route to the 185th Street Station. So, I think it would be deemed necessary to fix this dangerous section of roadway by making it wider and including bike lanes on both sides of the road.

Additionally, I want to make the Shoreline City Counsel aware of bicycle groups that use NE Perkins Way as an amateur bicycle competition route. I found a cycling web site that compares riding times. The route starts at Lake City Way and ends at the NE Perkins Way hook...at my mailbox at 1121/1123!

The following website shows details:

<http://www.mapmyride.com/us/shoreline-wa/perkins-way-and-brookside-blvd-hill-shorcourse-1363021>.

I lived at 1019 NE Perkins Way for five years and witnessed how busy, and dangerous, this hook area can be. While I currently live in Edmonds, I do own four properties on the hook area

of NE Perkins Way that total .9 acres.
Following is a list of my properties and
a map highlighting the locations:
Parcel# 3972300194
1019 NE Perkins Way
1121 & 1123 NE Perkins Way
1024 190th Street



also

I believe that if the former North City school continues to be used as a school it would be ideal to have more family housing across the street, hence the high density housing designation. If it were not used as a school, townhomes or other high-density higher end solutions would support a large tax base for the city, as this complex would include view properties.

Thank you for your consideration. I find this process very interesting and look forward to learning more about the project at upcoming meetings.

Sincerely,
Tony Gale
8516 214th Place SW
Edmonds, WA 98026
tonygale1@gmail.com

DEIS Comment; received June 16, 2014; from Jeanne Small

I like option 3 - most growth - best, followed by option 2.

Thank you for your commitment to diverse housing for varying income levels.

I am very excited about having light rail nearby.

I'm still worried about traffic on 185th - and I wish there would be another traffic light put in between Meridian and 1st.

Thanks,
Jeanne

Received July 3, 2014; from Donna Pipkin, 1013 NE Perkins Way, Shoreline

This request is represented on the map of options for the Preferred Alternative as Area C

In reviewing the area to be rezoned in the DEIS I am seeing that the Lago Vista plot (the hook) is not included. The hook is located at the west end of Perkins Way and already gets a lot of traffic. This road can be a very dangerous stretch of road and will only become more so with the impact from Light Rail. I believe that rezoning the "Hook" to high density will give us a greater

chance of future redesigning of Perkins Way to create a much safe road. I hope that this will be taken into consideration in adding the "Hook" to your rezoning plan.

Thank you,
Donna Pipkin

Received July 7, 2014 from Shoreline resident Robin McClelland

Dear Miranda,

Thank you so much for a beautifully written DEIS. It is clear, to the point, full of information, and, most of all reinforces an important truth: the redevelopment of the study area will take years, even decades to unfold and become part of greater Shoreline.

The DEIS provides the basis for a transition that will benefit our entire region.

I would like to point out two areas of concern that may require further study, analysis, and mitigation.

1. Please do not assume that the Shoreline Library will automatically respond to the population growth anticipated by the residential zoning intensity. KCLS has its own long-range plan and, in fact, is nearing the end of capital investments throughout the system. Please consult KCLS facilities staff for detailed information on what is planned for Shoreline. The library is an essential part of our community and is often the first stop for new residents.

Recall that the library is situated between the 145th and the 185th station areas and will be impacted by the land use changes in both areas. As a "non-city managed" public service, the library deserves to be included in the discussion of future needs.

2. Please give specific consideration to the needs of those with mobility limitations. The trek from parking on the west side of I-5 to the station may be daunting to those traveling by wheelchair, in need of a walker, cane, or service dog. It is imperative that those who cannot drive vehicles have ready, safe, and predictable access to the station and all public transportation modes.

Will services such as Access, the Hyde Shuttle or other on-demand transports have access to the station itself? If so, make it perfectly clear.

Thank you for the opportunity to comment.

Sincerely,

Robin S. McClelland, FAICP

Received July 10, 2014 from members of the 185th Station Citizen's Committee (185SCC)

Rachael Markle, AICP, Director
Department of Planning & Community Development

City of Shoreline
17500 Midvale Avenue N
Shoreline, WA 98133

Dear Ms. Markle:

RE: Draft Environmental Impact Statement

We urge the city to emphasize walkability and bike-friendly traffic corridors as a center stone to the design and planning of traffic flow and road design of the light rail station area. In addition, the City needs to be a strong advocate in leveraging bus service to the light rail station. The City needs to press Metro and leaders at the county, state and federal level for robust bus service connecting surrounding areas (Lake Forest Park, North City, Richmond Beach, Aurora Village, Aurora Avenue, Meridian Park) to the light rail station. Shuttle buses should be considered as an option. The only way we can ensure that traffic (single occupancy automobiles) don't clog up our streets and decrease the quality of our neighborhoods, is by ensuring alternative modes of travel to the station are built into the design of the subarea plan.

Additionally we feel that overall there is a lack of consideration of the impacts of increased traffic from Lake Forest Park, Kenmore and Edmonds. The impact on Perkins needs to be studied further – both in the context of a bicycle connector to the Burke Gilman Trail and also as the main Arterial connection from LFP and 15th. Many of us also feel strongly about 188th as a cut through. As was stated it would be in the initial discussions about a Mobility Study (map/arrows), This cut-through needs to have mitigation, No turn lane from 15th, hairpin turn coming south on 15th, blind rise and corner, narrow. At present car go too fast on this road and use it as a cut through. This needs to be looked at in terms of pedestrian safety with mitigation such as signage, stop sign, roundabout, snaking the road, speed bumps or other considerations.

There are also many places where Cross walks could be put in soon, prior to any future development that would help with car pacing/speed, protect pedestrians and begin to set the tone of the even more walkable neighborhood that is in our future. 2 examples where this would help: Intersection of 10th and 180th (4 way stop that should have crosswalks on all 4 sections) and also 10th and 188th. Having a crosswalk at 10th and 188th would help to connect pedestrians to the green space under the power lines, the informal walking path there and perhaps more importantly would be a half-way visual reminder for vehicles that travel well above the speed limit on 10th between the stop signs at 10th Ave NE /NE 185th and 10th Ave NE/NE 190th. Those are also key intersections that will need to be looked at further, 5 way stop at 10th/190th and the much travelled intersection of 10th/185th. Currently most cars roll the stop sign, many don't Yield and travel far too quickly through this intersection.

Also, 5th Ave NE needs to be studied further. On the West side of the freeway as a connector from 205th, it will be the most logical path for many Edmonds and MLT commuters to the proposed parking garage. Straightaway, easy to speed, a place where many kids catch the bus, goes through the bike path connector at 195th. From turning on to this street, to speed, this road should really be studied further.

5th Ave NE on the East side of I-5 needs to become a complete street! Sidewalks, better lighting, crosswalks. 5th Ave NE is the main North – South connector for the 2 Light Rail stations, has current bus service (and should be a connector North/South for future bus service and for bus service to North City), will be a major connector to the station from cars connecting to/from I-5 at 175th, and connects to one of our best “3rd Places” that is the Shoreline Library. Additionally, 5th Ave NE will connect to current and future development at 165th where the Crest Theater is and where future development will happen.

General reaction/summary to Transportation section from one of our members: Barbara Guthrie

Before I got into the meat of the DEIS, I was skeptical that not widening 185th St to four lanes of thru traffic would work. However, after looking at all the stats, intersection improvements, etc. I am more optimistic that it could work. I also appreciate the city's desire to keep the street trees (they do provide a nice canopy). In addition, acknowledging the impact to the surrounding neighborhood if this two lane street were converted to four lanes, the DEIS indicates other mitigating measures would be tried to improve traffic flow before they add additional thru lanes (page 3-159). I think that is the best approach.

I have added comments from a bicyclist's point of view (being a former bike commuter) and the need for alternative east/west connections, for bicyclists especially. My husband and I do a lot of walking in the area, so I also have added some comments from a pedestrian's point of view.

Traffic flow (intersections/streets)

- At present, N. 175th, W. of I-5 and Meridian Ave N., N. of N. 175th St, are already near capacity. The intersections of N. 175th/Meridian and N. 185th/Meridian would soon fail the Level of Service (LOS) goal of "D" with the addition of traffic. Under the "no action" alternative, projections indicate these two areas would fall below LOS"D".

- Page 3-135 lists the traffic improvements to enhance traffic flow on N. 185th St, Meridian Ave N. and N. 175th St. What is not mentioned (except on page 3-160 under alternative 3-most growth) is the need on Meridian Ave N. for a right-turn lane (or pocket) on the Northbound approach to N. 185th street. Cars moving North on Meridian will need to turn right to go to the station. Without this lane, traffic would be backed up. This right turn pocket is mentioned on page 3-140 but it seemed to be a mitigation for increased traffic due to future rezoning and development and not for traffic going to the light rail station. I just want to make sure it is included as something that needs to occur simultaneously with the building of the station.

- On page 3-159 it is noted that the city might look to revise its concurrency standards to allow for LOS E in certain situations. I don't agree with this. We should only allow LOS D. If an intersection falls below this, we will need to make the changes necessary to improve the traffic flow. We don't want to support traffic congestion with it's adjunct of increased emissions and noise.

- Page 3-161 notes that traffic calming measures will be put in place on local streets to prevent cut-thru traffic to the station and to new development. This is very important and those neighborhoods adjacent to the station (Echo Lake, Meridian, North City) should work with the

city to gather new data, solicit input and update their respective Neighborhood Traffic Safety Action Plans once the station is "live".

- N. 200th St is not mentioned in the DEIS since it is outside of the study area. However, no doubt this street will be impacted by traffic going to the station as it is a natural flow from Aurora to Meridian, and then South to N. 185th. How will this increased traffic be mitigated?

Bicycle and Pedestrian Facilities

- The DEIS notes that there have been bicycle accidents at NE 175th and 5th NE, N. 175th and Meridian and N 185th and Meridian. The projected increased traffic flow would increase probability of more accidents along N. 175th and N. 185th. This suggests an alternate East-West bike route is needed that would remove bicyclists from the heavily congested arterials. Below are listed possible as well as improbable E-W corridors:

1. The N. 195th corridor is becoming part of the connector for the Interurban Trail and the Burke-Gilman Trail. East of the pedestrian/bike bridge (that will be rebuilt by Sound Transit), it will continue along Perkins Way to Lake Forest Park. Even though Perkins Way is outside of the DEIS study area, this is an important link to LFP and the light rail station. Is LFP conducting a traffic study regarding traffic flow to the light rail station? Will there be increased traffic on Perkins Way? If so, how does this bicycle connector link between two major regional bike trails also accommodate more car traffic along this narrow, windy road?

2. The DEIS depicts a separated bike lane on N/NE 185th (figure 3.3-17). Hopefully the street right of way will allow this separate lane, ensuring bikers are safe from vehicular traffic. This should be a safe and viable East/West connector as long as there is a barrier between bicyclists and automobile traffic.

3. I propose that N/NE 180th be explored as an alternate East/West connector for bicyclists and pedestrians alike. It would remove bikers and peds from congested streets. A new pedestrian/bike bridge would have to be built over I-5, and funding would inevitably be an issue, but it would help immensely to have this alternate E-W route. Going West, the route would take you through Cromwell Park and link with the Inter-urban trail. Going East, one could go N. or S. on 5th or 10th NE., linking to the light rail station or to North City.

4. N/NE 175th should not be considered as either a bicycle or pedestrian route. In order to do so, the ramps onto I-5 would need to be restructured so that pedestrian safety would be ensured. My husband and I stopped walking on this street solely due to the dangerous traffic around the I-5 ramps. Why should we encourage pedestrian and bicycle traffic on an already congested road and one that will only become more dangerous and congested?

5. Although outside of the DEIS study area, another safe East-West corridor for bicyclists and pedestrians should be explored south of N/NE 175th.

- Safe North-South corridors are also mandated for bicycle and pedestrian traffic. I have listed them below.

1. The Interurban Trail The western most N-S connector in the study area

2. 5th NE This should be re-engineered as a complete street, with sidewalks and bike lanes. Alternatively, as is suggested on page 3-162 that "increased traffic along 1st NE and 5th NE may necessitate a dedicated path along the I-5 right-of way near the proposed light rail alignment". If this is the case, and 5th NE is already being moved to accommodate the train, why not build this path now? It makes the most sense, and is the safest way to move bicyclists and pedestrians North and South along this corridor.

3. 10th NE should become a complete street with sidewalks and separate bike lanes. This is a wide corridor and should be able to accommodate these facilities. In addition, 10th NE is part of the re-zone corridor proposed in alternatives 2 and 3. If we are adding the potential of more density along this stretch of roadway, we should put the infrastructure in place to protect foot and bike traffic.

Buses

- We all know that lack of steady funding for Metro bus service is a perennial issue. However, East/West transit connections to the station will be essential in order to mitigate traffic congestion on N. 185th, Meridian, N. 175th, 15th NE and other area streets. We will all-city, county, citizens-have to put pressure on the legislature to address the issue of public transit funding.

- Consider the idea of shuttle buses to enhance/expand the bus/light rail station connections. I can envision shuttles running between the LFP Towne Center and the future PT Wells development. I can also envision a large loop between Aurora Transit-Center-N 175th-North City-light rail station-N 185th. Would shuttles make financial sense, offer more flexibility, be more efficient? I note that the Ridgecrest Neighborhood Assoc. also promotes the idea of shuttle buses to bring commuters to the N. 145th light rail station -. I quote, "Implement a robust shuttle system from park and ride lots and area business hubs.

Parking

The 500 capacity parking garage in the Sound Transit proposal for the N. 185th station should also be able to serve the Shoreline Stadium for parking for sports events. We'd also like to encourage the City to work with Sound Transit to make the parking garage as cosmetically beautiful as possible. Exterior plantings, greenery on the walls/outside facing the freeway. As people wait for Light Rail this is what you will see looking across the Freeway. Making it look as pleasing as possible and fitting as compactly into the hillside as possible is best for Shoreline. Anything that can be done materials-wise to make it less reflective of the sound of the freeway would benefit the overall experience of Light Rail travelers as well as the residents in the Station Area.

Other Parking thoughts:

Much will need to be studied further about the possibility of zoned surface parking for the neighborhood. As we have seen with Development in the North City area and on 12th between

175th and 180th: Though buildings have a small ratio of parking spaces to units, people still and for the foreseeable future will have cars! Not being able to park in their building and instead needing to spill over into the neighborhood is something many current residents are disappointed in and concerned about with future development. Also, please work with Seattle City Light to get a commitment that the green space under the power lines will stay a green space/pathway and not become future surface parking for new development or businesses. We must protect all of the green space we have now that will be so hard to obtain years from now.

Other

Undergrounding the power lines along N. 185th would help with accommodation of the sidewalks and bike lanes (not to mention the trees wouldn't have to be pruned!).

Recap:

All three alternatives mention that increased traffic on N. 185th might impact bike stress along this street and require separated bike facilities. The no action alternative also mentions necessity for separate bike lanes on NE 180th and 10th NE. Alternatives 2 and 3 mention Meridian's increased traffic might need a separate bike lane. We strongly suggest that we figure out the bike routes now and build the facilities, to take us into the future.

Specific comments from Susana Guzman and Paul Whitehill:

I feel very strongly that the character of Perkins Way needs to be protected. I feel that Perkins Way gaining park status would afford protection for the road to be for local residents only and provide a link to the Burke/Gilman trail for continued bike access but adding room for joggers and walkers which at this time do not feel comfortable using the narrow side of the road. This in turn would add value to the surrounding area given that the density is going to increase. It would also provide a connection between Shoreline and LFP.

Secondly I felt that while the transportation section covered the car and bus aspects very thoroughly, I felt that it really did not explore possible pedestrian routes (other than considering adding sidewalks). I feel that 175 street is so inhospitable. As a resident closer to 175 than to 185, I would love to be able to walk to the other side of the freeway (to get to the Shoreline Children's Center and to get to Ronald Bog without having to go under the freeway with all the cars.

Unfortunately the thought of having to walk on 175th is untenable. Consideration of alternative walking paths (i.e.: non- motorized pathways to get across the freeway without having to take 175th and or walking all the way up to 185th would be appreciated. Knowing neighbors that attend Casade K8 I also know that they would love to have the ability to walk to Meridian Park Elementary. I also know several running groups use the pedestrian bridge at 195th. It is considered a destination. I would think adding a pedestrian crossing at 179th or 180th would provide a loop for people to take and get around the area without having to walk next to busy roads.

Lastly, given that the parks are intended to be located within the ½ mile radius the area where I live (178th and 3rd Ave) there isn't a park for a mile. Given that one mile really is not all that far

the 1 mile walk is on a non-paved side shoulder with cars zooming by at great speeds- not conducive to pedestrian traffic – (but it is far better than trying to cross the underpass at 175th. In this instance providing a pedestrian bridge across 180th would provide a connection for Cromwell Park to the east side of the freeway and provide all the people on the eastside a park within a ½ mile. In all I support the full up-zoning to the area. But as stated, I have concerns about the losing the wonderful quality of Perkins Way by giving in to car traffic.

While many would say that it is inevitable to have the traffic come through Perkins Way, I would argue that having a walk able trail will dramatically increase the value of the area and will preserve the meandering creek that can best be appreciated by non-motorized means. In summary, I support the full up zoning for the lightrail. But would like to have

1. Perkins Way made into a park (thus restricting car traffic).
2. Have a pedestrian connection over the freeway to provide an alternative to crossing under the freeway at 175. Preferably at 180th to connect Cromwell Park to the east side of the freeway.

Thank you for your consideration,

Susana Guzman and Paul Whitehill

Comments from Merissa Reed

History: Motorcycle Hill history is inaccurate in the report. Per my June 2014 interview of longtime 185th st (Motorcycle Hill) resident (since 1957) Dorothy Hyde (age 96), the name was coined from the fact that dirt motorcycle paths used to go through this forested area and men would ride up and down that hill (on dirt trails) for recreation. Later, in 1954, the area was developed into the Firview Terrace subdivision and the motorcycling days were over.

Land Use:

Preserve/Enhance the North City Park and all other greenspace. Keep the Seattle City Light open green space or use to connect the Burke Gilman to the light rail. Zoning should reflect the moderate growth predicted by the market study. Mixed use should be concentrated around the station, on 10th and up to 15th- connecting the area to 99 seems too ambitious given the current data than the potentially sprawling design of the max growth plan. The city should aim for a "Urban Village" in this area to make it more walkable and give it a better sense of place.

Traffic:

We need a mobility study done for Perkins and 188th and preventative measures taken on 188th to ensure that traffic moves safely and to minimize its use as a cut through (snaking the road, putting a stop sign in at 12th/188th, or some other alternative that would slow traffic.

Thank you for your consideration,

Members of the 185th Station-Area Citizens Committee

Received July 10, 2014 from Daniel Dale

Shoreline City Council, Planning Commission and Planners:

As the DEIS comment period wraps up and you work towards making a decision about what to study in the FEIS, please work to have a balanced thought approach, about the plan that best/most realistically looks to the future, but gels with the existing neighborhoods, the topography, considers all of the other growth that will (and should happen throughout Shoreline), and focus on connecting all residents of Shoreline to the station.

I have spoken to many people in the neighborhoods surrounding the station that are concerned that instead of a Moderate or Hybrid (though still quite aggressive) zoning plan that makes sense; "Density with Grace", The City Council will be transfixed by the big population gain numbers of the Most Growth plan that (though yes, over a long timeframe), doesn't do enough to protect the single family home neighborhoods, is too great of an impact on our utilities, services, future Cap. projects, and doesn't reflect spreading the impact of future development throughout Shoreline: on the Aurora corridor, 15th corridor bookends of North City and 145th, Up-zoning and growth at 145th station area, Shoreline Ballinger neighborhood opportunities for growth that will have access to existing development and amenities (and the future MLT station), as well as all of the development that will happen centered around 145th/Aurora/Westminster in addition to the future further development at 165th/Ridgecrest and 185th/Richmond Beach/Hillwood (QFC area). Please continue to consider the 185th Station area as one piece to this master plan of growth for the city. Even over a long time frame putting on the order of 30,000 more people in this small of an area may not be the best thing for Shoreline, not even over the long haul.

Much like we talked about with working to support the Garage at 185th to be on the Westside of I-5, taking this same 'spread the impact' approach for development, both around the 185th station as well as the other opportunity areas, makes the most sense in my mind and many others for Shoreline. There will still be grant opportunities, station area and neighborhood improvement opportunities, and big development opportunities in the Subarea. Many developers may not want to build so close to the freeway and they will see better investment opportunities at some of the other sites around the city that will be within walking distance of existing grocery stores, shopping, Rapid Ride, Interurban trail etc. BUT still be within striking distance of the Light Rail stations. ex: Star Apts. at 152nd off Aurora as well as the proposed project just north of City hall on Midvale among many others to come.

One specific note I'd like to make about zoning along 10th Avenue. With the proposed R18 on the East side of 10th (This is the transition zoning that is used throughout the Sub Area in transitioning to R6), I'd like to suggest that we strongly consider making the first row of development on the West side of 10th to be lower, R48 or R24 all the way up 10th from 180th to 190th. This would lessen the 'canyon effect,' would provide a better height compliment to the East side that is for the most part raised up on a hill, and would then provide a better transition to all of the proposed MUR to the East.

Received on July 10, 2014 from Robert Shook

Hello,

I am 46 years old and have been a lifelong resident of Shoreline. I am a home owner of 15 years and live with my wife and five year old son on N. 188th street, off of 1st ave.

I was in attendance at the council meeting earlier this evening but did not feel comfortable commenting.

I am extremely displeased that the council has chosen to go with option 3 for rezoning as part of the 185th light rail station project, especially without making available the specific reasons as to why the other options were not chosen.

My impression is that the city council's goal is simply to generate as much tax revenue as possible and in the process sacrifice much of why I, and many other Shoreline residents, choose to live here. Option 3's rezoning will eventually cause Shoreline to resemble places like Ballard with its numerous condominiums, apartments, overcrowding, congestion and excess of concrete. If I wanted my neighborhood to be filled with businesses, strip malls, apartments and overcrowded spaces, not to mention the increased crime and congestion that comes with it, I wouldn't have chosen to live in Shoreline in the first place.

I question why the city council members themselves have chosen to even live in Shoreline if their desire is to completely change the very essence and much of the community landscape. My guess is that none of the council members actually live in any of the areas that are planned to be rezoned.

The haste at which this decision has been made, and without the transparency and discussion as to why the other options fell short, is appalling.

I look forward to communicating the council's decision to my neighbors and to voting in the next council member elections.

Sincerely,
Robert Shook



NORTH CITY
Water District

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Commissioners:

Ron Ricker

Charlotte Haines

Larry Schoonmaker

District Manager:

Diane Pottinger, P.E.

July 6, 2014

Via Email

Miranda Redinger
Department of Planning & Community Development
City of Shoreline
17500 Midvale Ave N
Shoreline, WA 98133-4905

RE: Draft EIS for the 185th Street Station Subarea Plan
& future EIS for the 145th Street Station

Dear Ms. Redinger:

Thank you for allowing us an opportunity to comment on the Draft EIS for the above referenced project. Our major comment/concern is the large number of errors/incorrect assumptions about the North City Water District that are included in this draft EIS. This could be corrected/updated with a sit down meeting with our utility. This open dialogue, in person, will save considerable staff and consultant time as the City plans for development of the new transit stations.

Other than the public notice that recently went out by the City of Shoreline, our utility has not been contacted by the City to provide comments or suggestions about any draft plan. To date, District staff members have been doing utility locates for Sound Transit for many weeks. We are aware the agency is considering several alignments, width alternatives, and different facility size locations associated with the light rail station projects. Depending on which options are selected, the project could impact the water service to our District. For example, the District's new Supply Station 4 completed in 2012 appears to be at the entrance to the proposed parking garage in Sound Transit's preferred alternative route for the Lynnwood Link. Relocating that station and dealing with dead end lines on some existing water mains would be very expensive. . The costs of these options will be provided to Sound Transit as part of their design consideration for this station, but estimates should be considered now

The following errors should be corrected in the final EIS and are listed by page:

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Commissioners:*Ron Ricker**Charlotte Haines**Larry Schoonmaker***District Manager:***Diane Pottinger, P.E.***Page 3-199:**

- The text has several references to 509 pressure zone. It should be the 590 pressure zone. Obviously, there is an 89 feet pressure difference between a 509 and a 590 pressure zone.
- Reference is made to table 3.5-1 and a 2030 projected system deficit of 378 gpm. Attachment 1 is the upgraded contract North City Water District has with SPU as of March 2013. The contract supply limit is now 3330 gpm and all references to water supply need to be changed to reflect this new contract amount. We do not have a deficit with our contracted supply. The final paragraph on this page discusses a deficiency in source capacity which is no longer accurate and should be deleted.

Page 3-200:

- Table 3.5-1 needs to be changed to reflect the new source of supply and correct the deficit amounts
- Improvements 1, 2 and 3 have all been completed since the Water System Plan Update was adopted by the District. CIP #14 was completed in 2012. Items 2 and 3 were completed in 2013 and are shown in Attachment 1.

Page 3-201:

- North City Water District owns two reservoirs in the area which contain 5.7 million gallons. We demolished our 0.4 mg reservoir in 2011.

Page 3-202:

- The storage deficiency was corrected with the contract approval with the attachment 1. This allowed the District to have two different water sources, thus decreasing the required storage. This reference needs to be updated.
- The pressure zone is identified as 509 but should be 590 zone.
- The third paragraph, first sentence is incorrect. We did not install a 3rd booster pump station. We installed a 4th supply station. Second sentence should be changed to read "With the two booster pump stations and the new supply station,.... The reference in the last sentence to our contractual amount is incorrect. As shown in Attachment 1, we have 3330 gpm we can withdraw from SPU. How and where we do that is up to us to decide.
- 4th paragraph second column, last sentence is incorrect. It should read, in order to ensure adequate fire flow within the system, prior to starting a new development, the applicant is required to apply for a Certificate of Water Availability. Once the application is complete and the fees paid, the District will conduct a Fire Flow Analysis using a computer hydraulic model to determine the amount of flow and pressure available at the property in question. If the result of the analyses indicates there is sufficient fire flow, the Certificate of Water Availability will be issued to the property owner. If the result of the analyses indicates there is insufficient fire flow, improvements will be required.

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Larry Schoonmaker

District Manager:

Diane Pottinger, P.E.

Page 3-203:

- In the first paragraph, the number of customers west of I-5 is indicated as small. The District has over 100 customers west of I-5. Need to remove reference to "small" .
- Table 3.5-3 identifies "Shoreline Water District." It should be changed to "North City Water District." Also, here is information for 2011 and 2012..

	2011	2012
North City Water District	140	139
Wholesale Average	165	172
Seattle	128	130

- The reference for commercial water use in a study completed by Pacific Institute is great but we would recommend you ask us for actual commercial customer information. As a member of the Seattle Operating Board, we are well aware of how the commercial water use patterns change, within the Seattle regional system. A local number would be more appropriate.
- In the second paragraph down, there is a reference to "North Creek Water District." Our name is "North City Water District."

Page 3-216:

- Paragraph 2. As shown in Attachment 1 and discussed earlier, our contractual requirements are 3,330 gpm for all of our water sources from SPU.

Page 3-218:

- Alternative 2, second sentence. Reference is made to the 30" transmission main. This steel main was installed in 1955 and its age should be considered in light of future development. It may require replacement at some time. We do not have information about any problems with the line as it is owned by SPU; coordination should be made as to the timing of the replacement of this line.
- Table 3.509, last row heading should be "Total of Both Water Systems" not "Districts" as shown.

Page 3-219:

- First paragraph, reference TAZ 38. While this TAZ is between the SPU and North City Water District water systems, it is still within the SPU service area. Any and all improvements made to TAZ 38 should be made in coordination with SPU.
- Second paragraph, second sentence. In order to adequately provide fire suppression, these mains "may" need to be upsized, not "will" be upsized.



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Larry Schoonmaker

District Manager:

Diane Pottinger, P.E.

The amount of upsizing of the mains will not be known until an extensive hydraulic modeling is done of the area.

- Alternative 3 – Most Growth. The same comments as mentioned previously regarding the age of the 30” transmission main should also be discussed here. Depending on the maintenance information of this line, it may need to be replaced when all the laterals will also be replaced. All references to TAZ 38 should be made referencing SPU.

Page 3-222:

- Capital projects item 1a – the pump station project is expected to start in the fall of 2014 and will take 15 months.
- Capital projects item 1b – this project has been completed.

Page 3-223:

- Item 2, paragraph starts midway through the page then continues to column 2. After the following paragraph, the discussion continues back at column 1. It is very confusing.
- Item 3 was completed in 2012. However, with the proposed design by Sound Transit, this recently-completed capital project will have to be relocated elsewhere west of I5.

Page 3-224:

- Item 4 was completed in 2013 as part of a public private partnership with a developer.
- Item 6 is identified to be completed in 2026. However, as capital projects are constructed, the district will look at each of the dead end fire hydrants to determine if we can incorporate a hydrant replacement as part of another project. In that case, the projects will be built before 2026.

Page 3-230:

- Table 3.5-12 identifies 491 feet of 12 inch main to be replaced. This was completed in 2012 and therefore, the table should reflect 0.
- In the end of the following paragraph, this same project was completed and should state that.
- Last sentence in the following paragraph refers to “rezoning alternative”. Public water systems are not designed to meet zoning requirements. They are designed to meet the land use type. If we were to design to a particular zoning, the water system could be upgraded to first an 8” water main, then potentially something larger like a 12” water main when the zoning is changed a second time. It is not cost effective for the rate payers to pay to install then upgrade the water main twice simply because the zoning changes. The District will consider the potential future project improvements when the land use is adopted and when our water system plan requires updating. If the City or a developer would like to have us do the hydraulic modeling sooner, we may be able to accommodate that through a

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Larry Schoonmaker

District Manager:

Diane Pottinger, P.E.

financial arrangement. However, any projects identified will have to be adopted as part of the planning process to be able to use public funds.

Page 3-231:

- The first paragraph references the quantity of water mains that are expected to be upsized. This may not be required but until an extensive hydraulic modeling analysis is completed, we cannot be sure.
- Alternative 3: the first two references for the TAZ 24 and 26 should be TAZ 124 and 126.
- In the last sentence on the same paragraph, there is a reference to “storage reservoirs serving the community”. When there is a large demand change such as what the City is considering, the reservoirs servicing each “pressure zone”, not “community” needs to be evaluated. Reservoirs such as the Richmond Highland Tanks in the SPU area are the only reservoirs in the SPU system for the 590 zone which extend far beyond the proposed transit station.

In the District’s current water system plan, there are several projects that were identified in the 10 year CIP that are located in the subarea which we have been able to complete or are in the process of completing. This acceleration in our CIP can directly be attributed to our public private partnerships and the Drinking Water State Revolving Fund loans we recently obtained. With the exception of some dead end water mains that we will evaluate in the future, we will have no capital projects that will be required under Alternative 1 – No Action, Existing Zoning Map.

We have not undertaken the expensive hydraulic modeling that would be required to determine the cost of the capital projects required to meet the land use for Alternative 2 and 3. If the new land use is adopted in the next several years, when the District updates its water system plan, we can calculate the cost at that time. The modeling effort not only identified which areas need what improvements but it also identifies a schedule in which the improvements should be made to have the least impact on the ratepayers and the developers. The district can’t upsize a main for future development too early, otherwise we could run into significant water quality concerns for our existing customers.

To reiterate, I would suggest that some members of the City staff meet with both SPU and North City Water District to discuss these proposed changes to the City’s land use which could simplify the draft EIS that we are currently reviewing. We can eliminate a substantial amount of information included in the final EIS that is unneeded, and more accurately look at the impacts of the alternatives. Thank you for considering our comments.

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Commissioners:

Ron Ricker

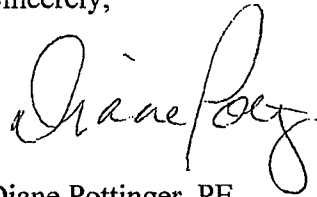
Charlotte Haines

Larry Schoonmaker

District Manager:

Diane Pottinger, P.E.

Sincerely,



Diane Pottinger, PE
District Manager

cc: Andy Maron, District Attorney

Attachment 1

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City of Seattle
Seattle Public Utilities

March 13, 2013

Diane Pottinger, District Manager
Shoreline Water District
P.O. Box 55367
Seattle, WA 98155

Re: Modification to Exhibit II of Wholesale Water Supply Contract:

Dear Ms. Pottinger:

Diane

Attached is the revision to Exhibit II of the Full Requirements Contract for the Supply of Water to Shoreline Water District. The revision reflects the additions of Stations 191, 193 and 194. Stations 193 and 194 are also listed in Exhibit C of your Wheeling Water Agreement.

Please sign the two letters in the space below, keep one for your files and return the other signed letter to me to indicate you acknowledge and accept the new version Exhibit II.

Thank you and if you have any questions, please contact me at (206) 684-7975.

Sincerely,

Terri Gregg
Terri Gregg
Wholesale Contracts Manager

Diane Pottinger
Diane Pottinger, District Manager
Shoreline Water District

Ray Hoffman, Director
Seattle Public Utilities
700 5th Avenue, Suite 4900
PO Box 34018
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Tel (206) 684-5851
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TDD (206) 233-7241
ray.hoffman@seattle.gov

<http://www.seattle.gov/util>

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CUSTOMARY POINTS OF DELIVERY, MINIMUM HYDRAULIC GRADIENTS, AND MAXIMUM FLOW RATES OF WATER SUPPLIED

METER SERVICE			PIPELINE SEGMENT NUMBER ⁽¹⁾	SIZE OF METER (IN.)	MINIMUM HYDRAULIC GRADIENT FOR PLANNING PURPOSES AT STATION UPSTREAM OF METER (FEET NAVD-88 Datum)	MAXIMUM FLOW RATE UP TO WHICH THE MINIMUM HYDRAULIC GRADIENT APPLIES (gpm) ⁽²⁾
LOCATION	STATION NUMBER ⁽¹⁾					
8 th Ave NE & NE 160 th Street	101	7	10	505	805	
16 th Ave NE & NE 192 nd Street	102	7	10	520	735	
32 nd Ave NE & NE 195 th Street	103	7	6	525	Backup to Sta. 191	
8 th Ave NE & NE 185 th Street	104	7	8	515	965	
NE 195 th St & 40 th PINE	191	7	8	520	325	
5 th Ave NE & NE 185 th Street ⁽⁴⁾	193	7	8	510	500	
8 th Ave NE & NE 185 th Street ⁽⁴⁾	194	7	8	515	Backup to Sta. 193	
TOTAL:					3,330	

Notes:

- (1) Station and Pipeline Segment Numbers pertain to the demand metering program.
- (2) City of Seattle's estimate of Water Utility's average daily demand for 2020 with a peaking factor of 2.0 for peak day.
- (3) All Points of Delivery provide a wholesale level of service. Seattle bears no responsibility for retail service level obligations, such as fire flow or emergency backup.
- (4) This station is subject to a wheeling agreement, and is not physically located at this address. Water is wheeled from this location of the regional system to the location identified in the wheeling agreement, as provided for in it.



Ronald Wastewater District

17505 Linden Avenue North • P.O. Box 33490
Shoreline, Washington 98133-0490
(206) 546-2494 • Fax (206) 546-8110
www.ronaldwastewater.org

July 9, 2014

Attachment G - 2

COMMISSIONERS

Robert L. Ransom
Gretchen A. Atkinson
Brian T. Carroll
George R. Webster
Arnold H. Lind

GENERAL MANAGER

Michael U. Derrick

Miranda Redinger
Department of Planning & Community Development
City of Shoreline
17500 Midvale Avenue N
Shoreline, WA 98133

RE: 185th Street Station Subarea Planned Action Draft Environmental Impact Statement

Dear Ms. Redinger:

Thank you for the opportunity to comment on the 185th Street Station Subarea Planned Action Draft Environmental Impact Statement.

Page 3-204; 3.5.1.b Wastewater; Service Provider, Par 1: Ronald Wastewater District is currently a municipal utility governed by elected officials. A more clear explanation might be, "...which will make the wastewater system a City owned and operated utility."

Page 3-206; Wastewater Collection Systems, Par 1: Where is the 3,200 feet of sewer main located that are of "undetermined diameter"? Please let us know.

Page 3-206; Wastewater Collection Systems, Par 2: The sanitary sewage collection system in 5th Ave NE ultimately connects to the KC treatment system, not the Edmonds treatment system.

Page 3-206; Wastewater Collection Systems, Table 3.5.4: Lift Station 8 is not in the "185th Street Station Subarea Planned Action" map, page 1-16. Lift Station 14 primarily serves homes outside of the "185th Street Station Subarea Planned Action" area. Lift station 15 has a stand by generator.

Page 3.220; Table 3.5-10: The table predicts a 508% increase in sewer demand. This increase will need to be verified by adjusting the District's hydraulic model after the City has finalized its land use designations for the subarea. The District's Capital Improvement Plan would then be updated to reflect any new projects required.

Page 3-225; Wastewater: Reference is made to North City Water District under "Wastewater." The reference should more accurately be to Ronald Wastewater District.

Working for Environmental Protection

A special purpose district formed pursuant to RCW title 57

DEIS Comments
page 2

Page 3-232; Wastewater; Table 3.5-15: Lift Station #14. See Page 3-206; Wastewater Collection Systems, Table 3.5.4 above.

Below are some general comments:

There are major Washington State drainage facilities along I-5 that drain to local water courses that possibly should be shown and/or commented on.

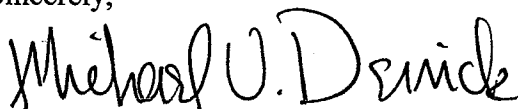
The table of contents should list tables and figures.

The District's lift station 15 is in the subarea. It's overflow line terminates at the proposed site of the Link Light Rail Station where it would discharge into the I-5 drainage course.

Increasing the pumping capacity and size of Lift Station 15 will require upsizing of the forcemain and gravity lines downstream from the lift station which are outside of the subarea. Hydraulic modeling would need to be done based on changed land use designations.

There are sanitary sewer lines in the subarea that under the current land use designations, once built out, would be hydraulically overcapacity.

Sincerely,



Michael U. Derrick
General Manager

cc: Board of Commissioners
George Dicks
Scott Christensen



HOUSING
DEVELOPMENT
consortium

Miranda Redinger
Department of Planning & Community Development
City of Shoreline
17500 Midvale Avenue N
Shoreline, WA 98133

July 10, 2014

RE: 185th Street Station Subarea Planned Action Draft Environmental Impact Statement

Dear Ms. Redinger:

On behalf of the Housing Development Consortium of Seattle-King County (HDC), thank you for the opportunity to comment on Shoreline's 185th Street Station Subarea Planned Action Draft Environmental Impact Statement (DEIS). **When drafting the final EIS, we urge you to thoroughly analyze the impact each alternative's proposed growth type will have on housing affordability and to fully explore policies to effectively mitigate these impacts.**

HDC is a coalition of more than 100 nonprofit organizations, private companies, and public partners committed to the vision that all people should have the opportunity to live in safe, healthy, affordable homes in communities of opportunity. HDC is pleased that Shoreline's DEIS expresses a commitment to encourage and promote a variety of housing types and affordability levels. Low and moderate income families are frequent riders on transit; planning for affordable housing near light rail can provide increases in trips and ridership, in addition to meeting the needs of these families.

In setting forth the pattern of residential growth around the 185th light rail station, this planned action plays a tremendous role in determining whether Shoreline residents of all incomes can find affordable homes near their work, school, transit, and other services. Therefore, it is vitally important that the City analyze in detail the effect each alternative would have on housing affordability and plan mitigation strategies to ensure Shoreline meets the housing needs of low and moderate income households.

- HDC's Affordable Housing Members:**
- Low-income Housing Organizations
 - Community Development Corporations
 - Special Needs Housing Organizations
 - Public Housing Authorities
 - Community Action Agencies
 - Workforce Housing Organizations
 - Public Development Authorities
 - Government Agencies and Commissions
 - Architects and Designers
 - Development Specialists
 - Certified Public Accountants
 - Regional Funders and Lenders
 - National Funders and Lenders
 - Community Investment Specialists
 - Property Managers
 - Law Firms
 - Contractors

Affording Opportunity

1400 Third Avenue, Suite 1230 Seattle, Washington 98101

206.682.9541 Fax 206.623.4669 www.housingconsortium.org

Specifically, HDC urges you to analyze these different alternatives based on: the type of construction that will result and the impact of different scenarios on land costs. We then ask you to consider an array of development incentives and other tools that could help mitigate upward pressure on the cost of housing for Shoreline's low and moderate income families as the City grows and welcomes light rail.

❖ Construction Type

The type of construction, which varies based on building size, can have a significant impact on the cost of new housing. For example, wood frame construction (4-6 stories tall) is often more affordable to produce than steel and concrete construction (6 or more stories tall). **When comparing the alternatives for growth, the City should consider these factors.**

❖ Land Costs & Transit Access

Aligning residential growth with transit access has tremendous environmental and social benefits. However, this form of growth can also place extreme upward pressure on housing costs. Across the country, and here in King County, light rail stations have led to exponential increases in land costs. While smart housing policies can, and should, overcome this barrier to affordable housing, it is nevertheless worth close analysis. **When comparing and analyzing alternatives for growth, the City should consider how land prices will change in order to plan effective mitigation strategies for affordable housing.**

❖ Mitigating Impact

With the right level of incentives, Shoreline can attract residential development affordable to a range of incomes, including those most in need. A variety of tools can help Shoreline meet the needs of low and moderate income households as the City plans for growth around light rail stations, including:

- Density Bonuses
- Incentive/Inclusionary Zoning
- Development Agreements
- Reductions in fees and other regulations
- Permitting priority, streamlining, or flexibility
- Reduced parking requirements
- Multifamily Tax Exemption (MFTE)
- Transfer of Development Rights for Affordable Housing (TDR)

Many of these incentives allow nonprofit housing providers, in addition to market-rate developers, to provide affordable housing for Shoreline's low and modest-wage workers and families. Appropriately crafted incentives harness the power of the marketplace to produce affordable homes with very limited public investments. Development incentives are proven to stimulate affordable homes in a mixed-income setting, and, when implemented well, they allow communities to increase the supply of affordable homes, support workforce and economic development and reduce sprawl, traffic congestion, and pollution. The resulting homes enable residents to benefit from urban reinvestment and connect to emerging job centers, transit stations, and opportunity networks.

A strong incentive zoning policy is one extremely important tool for addressing affordability near light rail stations and a recommendation of PSRC's Growing Transit Communities Strategy. As a signatory of the Growing Transit Communities Compact, Shoreline should consider incentive zoning in its high-capacity transit station areas. **When drafting your final EIS and other guiding documents pertaining to the 185th light rail subarea station, we urge you to emphasize the importance of applying a strong affordable housing incentive zoning program and other development incentives concurrently with any proposed zoning changes.** A lack of concurrency between growth and development incentives can lead to missed opportunities for public benefit.

Acknowledgment of affordability impacts and specific discussion of mitigation strategies will make your final EIS a strong document. It should be possible for working people in Shoreline to afford housing and still have enough money left over for the basics like groceries, transit, and child care. Planning for affordable housing near your 185th light rail station will help make this vision a reality.

We look forward to continuing to work with you as more clarity is developed for affordable housing strategies in the final EIS. HDC will continue to closely monitor this process and provide public comment as it progresses. If you have any questions about our comments, please feel free to contact me at kayla@housingconsortium.org or call (206) 682-9541.

Best,



Kayla Schott-Bresler
Policy Manager



RECEIVED
JUL 16 2014
PCD

July 10, 2014

Miranda Redinger
City of Shoreline
Senior Planner
17500 Midvale Ave N
Shoreline, WA 98133-4905

Thank you for the opportunity to review the 185th Street Station Subarea Planned Action Draft EIS (June 2014). Sound Transit supports the 185th Station Area planning process being undertaken by the City. Sound Transit submitted comments to the City on preliminary draft chapters of the DEIS relating to transportation and land use prior to publication, and our comments were adequately addressed in the DEIS. We do not have additional comments on the DEIS.

Sound Transit anticipates publishing a Final EIS in 2015 on the Lynnwood Link Light Extension Rail project. As you are aware, the preferred alternative identified by the Sound Transit Board in November 2013 included a light rail station at 185th Street. A final decision by the ST Board on the project to be built will be made after the Final EIS is published.

We look forward to a continuing collaborative relationship with the City of Shoreline and working with you on the City's next steps for 185th Station Area planning process.

Regards,

Nytasha Sowers
Project Manager
Sound Transit, Office of Capital Development
401 South Jackson Street
Seattle, WA 98104

Cc: Matt Shelden

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Joni Earl

Light Rail Station Areas



- LU20:** Collaborate with regional transit providers to design transit stations and facilities that further the City’s vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.
- LU21:** Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.
- LU22:** Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.
- LU23:** Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.
- LU24:** Maintain and enhance the safety of Shoreline’s streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.
- LU25:** Evaluate property within a ½ mile radius of a light rail station for multi-family residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU26:** Evaluate property within a ¼ mile radius of a light rail station for multi-family residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU27:** 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 multi-family, mixed-use, and non-residential uses.
- LU28:** Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.
- LU29:** Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.
- LU30:** Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.
- LU31:** Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to those suited for *Transit-Oriented Communities (TOCs)*, taking into account when the city’s development needs and market demands are ready for change.

LAND USE

Goals and Policies

- LU32:** Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.
- LU33:** Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline. Combine appropriate residential densities with a mix of commercial and office uses, and multi-modal transportation facilities.
- LU34:** Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping, or entertainment centers).
- LU35:** Identify the market and potential for redevelopment of public properties located in station and study areas.
- LU36:** Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.
- LU37:** Regulate station area design to provide transition from high-density multi-family residential and commercial development to single-family residential development.
- LU38:** Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of adjacent natural areas.
- LU39:** Use the investment in light rail as a foundation for other community enhancements.
- LU40:** Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TOCs. These alternatives may include: ride-sharing or vanpooling, car-sharing (i.e. Zipcar), bike-sharing, and walking and bicycle safety programs.
- LU41:** 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.
- LU42:** 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. These corridors should be connected with the surrounding bicycle and sidewalk networks.
- LU43:** Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors.

Transit-Oriented Communities (TOCs) are mixed-use residential or commercial areas designed to maximize access to public transport, and often incorporate features to encourage transit ridership. A TOC typically has a center with a transit station, surrounded by relatively high-density development, with progressively lower-density development spreading outward from the center. TOCs generally are located within a radius of 1/4 to 1/2 mile from a transit stop, as this is considered to be an appropriate scale for pedestrians.



To: Miranda Redinger and Steve Szafran,
City of Shoreline

From: Mandi Roberts, Otak

Date: July 16,2014

Subject: Considerations Related to Identifying a Preferred
Alternative for Further Study for the 185th Street
Station Subarea Planned Action Environmental
Impact Statement

Project No.: 32245

This memorandum provides an overview of considerations related to defining the Preferred Alternative for the 185th Street Station Subarea Plan. The alternative identified by the City Council will be analyzed in the Final Environmental Impact Statement. Pros and cons of inclusion of some of the areas being considered for the Preferred Alternative are discussed below.

Integrity of the Public Process

As stated in a memorandum to the City prior to the July 10th Planning Commission meeting where the potential alternatives were discussed, I indicated the following:

“If the Preferred Alternative is significantly different than Alternative 3—Most Growth, the City may want to provide additional opportunities for public review and comment. With this in mind, it is recommended that the City carefully consider the amount of change and additional upzoning being proposed with the Preferred Alternative to ensure that the level of change to be analyzed in the Final EIS falls within the following parameters.

- Proposals for zoning intensity beyond what was analyzed in the Draft EIS should be based on public comment received throughout the process.
- Areas proposed for additional zoning intensity should be contiguous to other areas proposed for upzoning in the Draft EIS action alternatives and within the Traffic Analysis Zones (TAZs) already analyzed.
- Substantial changes that could impact neighborhood character beyond those analyzed in the Draft EIS should be minimized or mitigated, such as changes in areas where topography might result in a more highly visible character change in the neighborhood than that proposed under Alternative 3—Most Growth (e.g. if building heights, bulk, and mass could be substantially higher than that proposed under Alternative 3).
- At several points in the process, the City has stated an intention to minimize neighborhood impacts by providing transitions between new upzoned areas and single family zoning being retained. A zone designation

of R-18 is typically provided between single family areas and higher intensity zoning in Draft EIS Alternatives 2 and 3 as one means of providing the transition. It is recommended that this transitional zoning be retained with changes to the proposed zoning map under a new alternative.”

A potential concern related to the Preferred Alternative recommended by the Planning Commission (Alternative 4) is that it does propose significant changes in zoning from what has been presented to the public to date in the DEIS and various public workshops and meetings. From this point to the date of the publishing of the FEIS, it is highly recommended that the City conduct robust public and neighborhood engagement to build awareness of the potential zoning changes being studied in the FEIS. There is not a formal public comment period for the FEIS, but the City can create opportunities for public comment and build public awareness through:

- Mailings to subarea residents showing the Preferred Alternative being considered in the FEIS and asking for public comment
- Advertising the August 11th City Council meeting as a public hearing and asking for public comment on the alternative recommended by Planning Commission
- Advertising a future meeting or meetings in conjunction with the adoption of the FEIS and supportive zoning and design regulations as public hearings
- Providing robust outreach at upcoming community events this summer and fall where the Preferred Alternative can be displayed

Shoreline has done an excellent job of facilitating a transparent process to date and engaging the community throughout the station subarea planning process. It is very important to follow through with this effort and provide opportunities for sufficient public review and comment on the Preferred Alternative being contemplated as the potential zoning to be adopted with the subarea plan. It will be important to note that while this alternative is analyzed in the FEIS, this does not mean that it will necessarily be adopted in full. However, if it were not analyzed with regard to impacts and mitigation, it would not be eligible to be considered as implementation of the subarea plan.

Complexity of the Analysis in the FEIS and Schedule Implications

Given the addition of substantially more potential density in Alternative 4, our team will be required to conduct an additional complexity of analysis to support the FEIS and capital improvements program for the Preferred Alternative. While we have agreed to conduct another round of analysis for the Preferred Alternative as part of our existing scope of work and within our existing budget, this effort will require more time than originally estimated for publishing the FEIS.

If the Preferred Alternative is confirmed and we are authorized to proceed with its analysis for the FEIS on August 12 or 25, 2014, we would need approximately six weeks to complete this analysis and have the FEIS document ready for City staff review. Review and revision would require another four weeks, although we will submit chapters for review as soon as they are complete to expedite this process. This would put the timeframe for bringing the FEIS through adoption, first via Planning Commission review and then to City Council, starting approximately the end of October. This may make it difficult to obtain full adoption of the FEIS, Planned Action Ordinance, and subarea plan by the end of the year as the City was hoping.

It is important to realize that the added population generated by the Planning Commission recommendation for the Preferred Alternative, which contains considerably more density, requires us to re-calculate and re-analyze many

elements in the FEIS to ensure there is a full understanding of potential impacts of full build-out (such as schools, utilities, transportation, etc.)

Key Considerations (Including Pros and Cons) of Areas for Additional Upzoning

In review of the new area being considered for MUR-85 designation between 5th Avenue and 1st Avenue (west of Interstate 5), the topography in this area is rising, and while there is a cemetery to the north (and therefore no need for transitional zoning and setback treatments), 85-foot-high buildings will be prominent in this location from surrounding viewpoints in the neighborhood. This is one reason why it will be important to facilitate robust public review and comment on this new proposed zoning to make sure we clearly understand the community sentiment about this location being zoned for 85-foot high buildings.

The time to build-out the preferred alternative will be considerably longer than currently estimated for Alternative 3, perhaps closer to 150 years (at the projected 1.5 to 2.5 annual growth percentage). This may be too long of a timeframe to really plan for and the City may instead consider a phased approach to upzoning that might consider increasing zoning densities in ten to fifteen years from now based on activity in the station subarea.

With a broader geographic area for MUR-85, this could have the potential of diluting focused transit-oriented development/redevelopment potential around the light rail station. Development may occur in more of a “popcorn” fashion in the subarea rather than a more concentrated manner along 185th and around the station.

Conversely, providing a broader geographic area of MUR-85 zoning also broadens potential opportunities for housing choice and affordability and is more flexible and adaptable to developers’ preferences and market conditions. For example, a developer might find that a residential project near the parks and community destinations northwest of the Shoreline Center would be more attractive than one at the station area. There might be view opportunities in that area (south of the cemetery) that would help to catalyze redevelopment opportunity there.

These considerations are provided as “food for thought” to the City as it further considers how the Preferred Alternative may be shaped.

Possible Trade Offs to Balance Proposed Density

It may be possible to reduce the additional anticipated traffic that would be generated by the density and other related impacts to schools, parks, utilities, etc. by cutting back on other density proposed in the alternative. For example, the 140-foot height limit proposed for the Shoreline Center in Alternative 3 could be dialed back to an 85-foot height limit, which is more consistent with other surrounding proposed zoning and potentially more in alignment with potential long-term market demand. In doing this, we would also recommend changing the zoning designations of Master Use Permit (MUP) shown for the school district properties to MUR-85, but consider using a developer agreement to grant additional height in exchange for amenities desired by the community, including green building and affordable housing.

While the best practice is for all mixed use buildings to have active uses at the ground-floor level, we can refine and recalibrate our assumptions related to the amount of neighborhood serving commercial and retail use assumed. Active uses such as professional services and offices, community uses, and even residential uses can be assumed at the ground floor level in some areas. This will reduce the overall peak trip generation, which is more intensive with commercial and retail uses. This approach will be further studied but it is anticipated that neighborhood serving retail and commercial uses would be more focused around the transit station and along 185th Street. An intent of this proposed use mix would

be to capture neighborhood trips rather than generate new ones. For example, live/work lofts do not generate commute trips, and neighborhood coffee shops and yoga studios would likely appeal to those within walking distance.

I am happy to discuss any of these points further. Please let me know if you have questions or would like more information. Thank you for considering these points.