

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Motion to Select Zoning Scenarios to be Analyzed in 145 th Street Light Rail Station Subarea Plan Draft Environmental Impact Statement
DEPARTMENT:	Planning & Community Development
PRESENTED BY:	Miranda Redinger, Senior Planner Rachael Markle, AICP, Director, Planning & Community Development
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

On August 18, 2014, City staff and light rail project consultants from OTAK and Leland Consulting Group presented information to the Council about the June Design Workshops for the 145th Street Station Subarea Plan (145SSSP), including design concepts that arose from community input, and the Market Assessment performed for the subarea. Materials from this Council presentation are available at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2014/staffreport081814-9a.pdf>.

The Council must now choose potential zoning scenarios to be included in the Draft EIS. Staff has created four potential growth scenarios, in addition to the "No Action" scenario, for a total of five. These five potential zoning scenarios are attached to this staff report as Attachments A-E.

RESOURCE/FINANCIAL IMPACT:

No direct financial or resource impacts are anticipated as a result of this motion, unless Council chooses more than three zoning scenarios to analyze in the Draft Environmental Impact Statement (EIS).

RECOMMENDATION

Staff recommends that Council discuss, modify if necessary, and move to select three zoning scenarios to be presented at the Design Workshop, Part II on October 9, 2014, and to be analyzed in the Draft Environmental Impact Statement for the 145th Street Station Subarea Plan.

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

BACKGROUND

On June 12, 2014, the City hosted a community meeting that constituted Part I of a two part Design Workshop series for the 145SSSP. Over 100 people attended the meeting, learned about the process, brainstormed, and sketched ideas. Staff also hosted similar workshops at the May and June meetings of the 145th Station Citizen Committee (145SCC) and with a small focus group of people with development interests.

On August 18, 2014, City staff and light rail project consultants from OTAK and Leland Consulting Group presented information to the Council about the June Design Workshops, including design concepts that arose from community input, and the Market Assessment performed for the subarea. All comments received during the June workshops are available in the Design Workshop Summary Report, which was included as Attachment A in the August 18 Council packet.

DISCUSSION

The Council must now choose potential zoning scenarios to be included in the Draft EIS. Staff has created four potential growth scenarios, in addition to the "No Action" scenario, for a total of five. These five potential zoning scenarios are attached to this staff report as Attachments A-E and are also described below.

Council may choose two scenarios in addition to the "No Action" scenario to analyze in the Draft EIS. If Council wishes to analyze more than two of the growth scenarios, it would impact the project budget, and OTAK's contract scope would need to be revisited. OTAK estimates that it would cost between \$10,000-\$15,000 for each additional scenario analyzed in the Draft EIS. Therefore, staff recommends that Council select only two growth scenarios to analyze, which may be modified from those attached.

Each scenario will be analyzed in terms of likely build-out over the 20-year planning horizon of the Draft EIS and at full build-out. The latter includes an estimate of how long it could take to reach full development potential, which could be many decades or possibly generations. For both the 20-year and full build-out timeframes, the Draft EIS will describe impacts to systems such as transportation, utilities, and schools, and make recommendations for mitigations such as infrastructure improvements.

ZONING SCENARIOS

The zoning scenarios attached to this staff report and described below have been amended slightly from the version presented on August 18, which did not address transition from higher intensity zones to existing single-family. Staff believes that the attached scenarios more closely represent direction provided by the community at the Design Workshops, and also direction from Council on August 18 to "transition in" from single-family zoning rather than expanding transition zoning into these areas.

Attachment A: No Action

This scenario is required to be analyzed in the Draft EIS. Note that No Action does not mean no change. Even if the City retained current zoning, property owners would still be able to maximize existing development capacity, including 35 foot heights in single-

family zones, adding Accessory Dwelling Units, etc. Since limited redevelopment would be allowed, it is unlikely that improvements represented as the “Greenway Corridor” would be implemented.

Attachment B: 5th Avenue Emphasis

This scenario showcases 5th Avenue as a primary connecting corridor between both station subareas and a commercial area at 165th Street. In order to keep potential densities similar to the 155th Street Emphasis, more existing single-family area is shown as unchanged along 155th Street.

Attachment C: 155th Street Emphasis

This scenario showcases 155th Street as a primary connecting corridor between the 145th Street Station Subarea and Aurora Avenue N on the west, specifically the Community Renewal Area at Aurora Square and the Fircrest campus on the east. In order to keep potential densities similar to the 5th Avenue Emphasis, transition areas to the east and west of the station include more 35 foot height zoning than the 45 foot heights considered under the previous scenario.

Attachment D: 5th Avenue and 155th Street Emphasis

This scenario includes both corridors previously considered, but reduces potential zoning capacity in the area north of the station and other commercial and residential areas.

Attachment E: No Corridor Emphasis

This scenario does not emphasize corridors and focuses potential growth solely on the area within roughly a ½ mile radius of the station. This scenario was not presented on August 18, but was recommended during staff discussion by the City’s Economic Development Manager in order to concentrate potential redevelopment in close proximity to the future light rail station.

NEXT STEPS

Zoning scenarios selected by Council will be presented at the second series of Design Workshops, including a community meeting on October 9. This community meeting will also serve as scoping for the 145SSSP Draft EIS. Staff will check in with Council following the October 9 Design Workshop if any comments are submitted that may be cause to reconsider zoning scenarios prior to analyzing them in the Draft EIS.

Upon release of the Draft EIS, the City will host another community meeting and open a public comment period. Following the public comment period, the Planning Commission will hold a public hearing, and make a recommendation for a Preferred Alternative zoning scenario to be analyzed in the Final EIS. Council will then decide on the Preferred Alternative, and OTAK will begin developing the Final EIS.

COUNCIL GOAL ADDRESSED

This agenda item addresses Council Goal #3, Prepare for two Shoreline Light Rail Stations.

RESOURCE/FINANCIAL IMPACT

No direct financial or resource impacts are anticipated as a result of this motion, unless Council chooses more than three zoning scenarios to analyze in the Draft Environmental Impact Statement (EIS).

RECOMMENDATION

Staff recommends that Council discuss, modify if necessary, and move to select three zoning scenarios to be presented at the Design Workshop, Part II on October 9, 2014, and to be analyzed in the Draft Environmental Impact Statement for the 145th Street Station Subarea Plan.

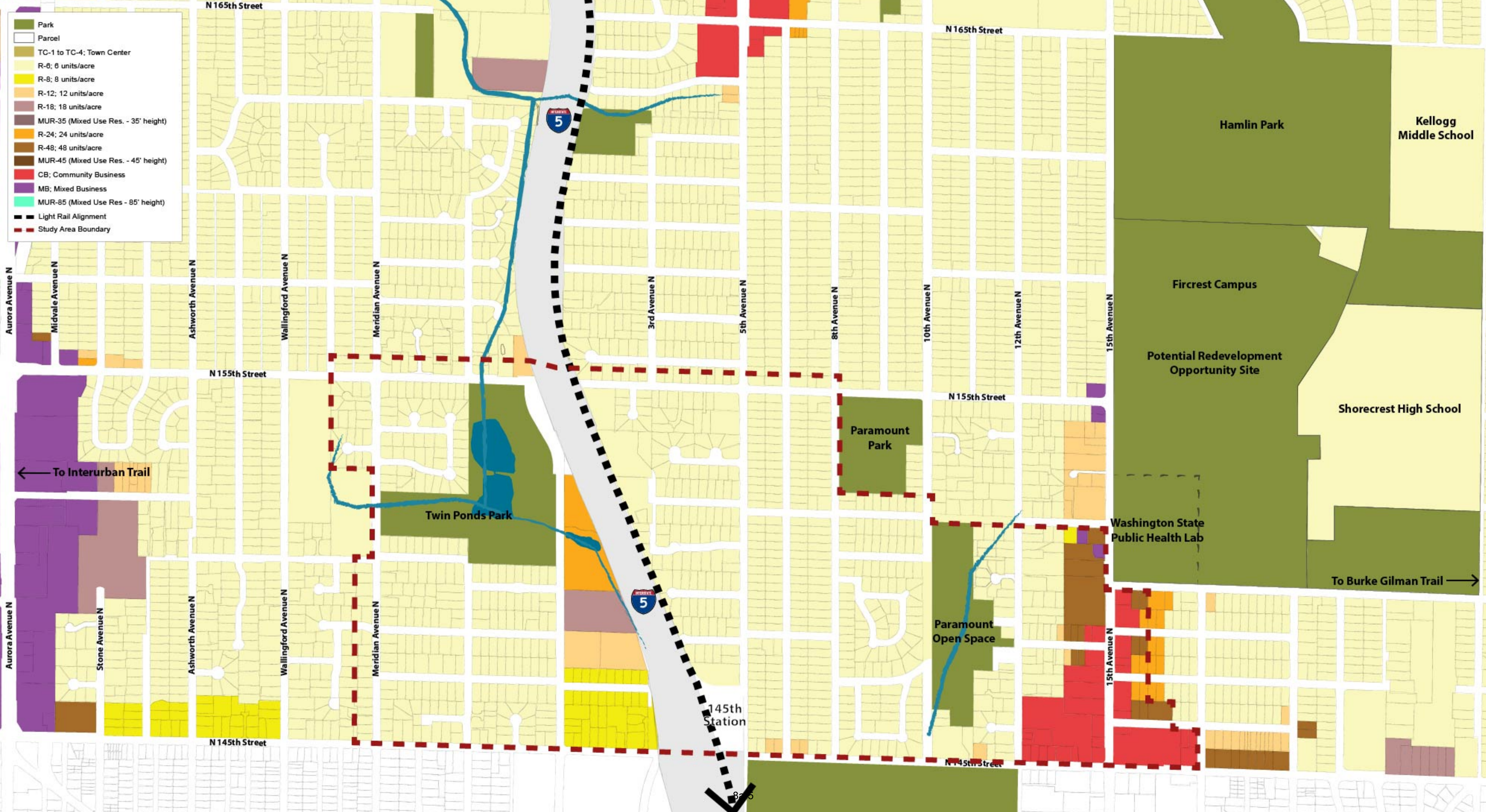
ATTACHMENTS

- Attachment A - "No Action" Potential Zoning Scenario
- Attachment B - "5th Avenue Emphasis" Potential Zoning Scenario
- Attachment C - "155th Street Emphasis" Potential Zoning Scenario
- Attachment D - "5th Avenue and 155th Street Emphasis" Potential Zoning Scenario
- Attachment E - "No Corridor Emphasis" Potential Zoning Scenario

ATTACHMENT A: NO ACTION

145TH STATION SUBAREA POTENTIAL ZONING SCENARIO

- 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; 18 units/acre
- MUR-35 (Mixed Use Res. - 35' height)
- R-24; 24 units/acre
- R-48; 48 units/acre
- MUR-45 (Mixed Use Res. - 45' height)
- CB; Community Business
- MB; Mixed Business
- MUR-85 (Mixed Use Res - 85' height)
- Light Rail Alignment
- Study Area Boundary



← To Interurban Trail

To Burke Gilman Trail →

145th Station

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ATTACHMENT B: 5TH AVENUE EMPHASIS

145TH STATION SUBAREA POTENTIAL ZONING SCENARIO

- Park
- Parcel
- TC-1 to TC-4; Town Center
- R-8; 6 units/acre
- R-8; 8 units/acre
- R-12; 12 units/acre
- R-18; 18 units/acre
- MUR-35 (Mixed Use Res. - 35' height)
- R-24; 24 units/acre
- R-48; 48 units/acre
- MUR-45 (Mixed Use Res. - 45' height)
- CB; Community Business
- MB; Mixed Business
- MUR-85 (Mixed Use Res. - 85' height)
- Light Rail Alignment
- Study Area Boundary



ATTACHMENT C: 155TH STREET EMPHASIS

145TH STATION SUBAREA POTENTIAL ZONING SCENARIO

- 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; 18 units/acre
- R-24; 24 units/acre
- R-48; 48 units/acre
- MUR-35 (Mixed Use Res. - 35' height)
- R-24; 24 units/acre
- MUR-45 (Mixed Use Res. - 45' height)
- CB; Community Business
- MB; Mixed Business
- MUR-85 (Mixed Use Res. - 85' height)
- Light Rail Alignment
- Study Area Boundary



ATTACHMENT D: 5TH AVENUE & 155TH STREET EMPHASIS

145TH STATION SUBAREA POTENTIAL ZONING SCENARIO

- Park
- Parcel
- TC-1 to TC-4; Town Center
- R-8; 6 units/acre
- R-8; 8 units/acre
- R-12; 12 units/acre
- R-18; 18 units/acre
- MUR-35 (Mixed Use Res. - 35' height)
- R-24; 24 units/acre
- R-48; 48 units/acre
- MUR-45 (Mixed Use Res. - 45' height)
- CB; Community Business
- MB; Mixed Business
- MUR-85 (Mixed Use Res. - 85' height)
- Light Rail Alignment
- Study Area Boundary



ATTACHMENT E: NO CORRIDOR EMPHASIS

145TH STATION SUBAREA POTENTIAL ZONING SCENARIO

- 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; 18 units/acre
- MUR-35 (Mixed Use Res. - 35' height)
- R-24; 24 units/acre
- R-48; 48 units/acre
- MUR-45 (Mixed Use Res. - 45' height)
- CB; Community Business
- MB; Mixed Business
- MUR-85 (Mixed Use Res. - 85' height)
- Light Rail Alignment
- Study Area Boundary

