

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Motion to Select Zoning Scenarios and Elements to be Analyzed in the Draft Environmental Impact Statement for the 145 th Street Station Subarea Plan
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 checked="" type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

On September 29, Council chose three zoning scenarios to be presented at the October 9 Design Workshop, Part II for the 145th Street Station Subarea Plan (145SSSP). The maps of these zoning scenarios are included in this staff report as Attachments A, B, and C.

The Design Workshop also provided an opportunity for scoping for the upcoming Draft Environmental Impact Statement (EIS). A summary of the Design Workshop, including all comments submitted that evening, is included as Attachment D. The full scoping comment period for the EIS ran from October 1 to October 31; all scoping comments submitted are included as Attachment E.

The objective of tonight's meeting is for Council to determine elements and three alternative zoning scenarios to be analyzed in the Draft EIS for the 145SSSP.

RESOURCE/FINANCIAL IMPACT:

No direct financial or resource impacts are anticipated as a result of this motion.

RECOMMENDATION

Staff recommends that Council discuss, modify if necessary, and move to select elements and three zoning scenarios 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 development professionals. A summary of this workshop series is available here:

<http://shorelinewa.gov/home/showdocument?id=17748>.

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. Materials from that meeting are available here: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2014/staffreport091514-8a.pdf>.

On September 15, staff presented several options for how design concepts presented at the August 18 meeting could translate into potential zoning scenarios. Materials from the September 15 meeting, including the staff report and five options for potential zoning scenarios (Attachments A-E) are available at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2014/staffreport091514-8a.pdf>.

Because Attachments (maps) F and G were introduced at the meeting and provided in a Council desk packet, they are available at the following links:

Attachment F: <http://shorelinewa.gov/Home/ShowDocument?id=18210>

Attachment G: <http://shorelinewa.gov/Home/ShowDocument?id=18212>

Discussion of these potential scenarios continued to the September 29 meeting, where Council selected three maps (Attachments A, B, and C to this staff report) to be presented at the October 9 Design Workshop, Part II. These potential zoning scenarios are named “No Action”, “Connecting Corridors”, and “Compact Community.” Materials from the September 29 meeting are available here:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2014/staffreport092914-8a.pdf>.

The next step will be to modify or confirm these maps for study through the Draft EIS for the 145SSSP. Zoning scenarios will be analyzed with regard to their potential impact on local natural and built systems, such as transportation, utilities, and schools, and a variety of other elements that will be presented later in this staff report. 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. Potential infrastructure improvements, regulations, or other mitigations will be recommended for both timeframes.

Following tonight’s confirmation of zoning scenarios and elements to be analyzed, the consultant team at OTAK will prepare the Draft EIS, anticipated for publication in January 2015. Publication will open a new comment period, culminating in a public

hearing before the Planning Commission before coming to Council for a decision about the Preferred Alternative zoning scenario to be analyzed in the Final EIS.

DISCUSSION

ZONING SCENARIOS

The potential zoning scenarios described below were presented at the October 9 Design Workshop and have been available on the City's light rail web page at www.shorelinewa.gov/lightrail. The quick link to the specific page on which the maps and other materials from the Design Workshop are displayed is: www.shorelinewa.gov/145design.

No Action- Attachment A

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 "Green Network" in the Connecting Corridors and Compact Community scenarios would be implemented.

Connecting Corridors- Attachment B

This scenario showcases both 5th Avenue and 155th Street as connecting corridors between station subareas; commercial districts at 165th Street, 15th Avenue, and Aurora Avenue N; and the Community Renewal Area at Aurora Square. It is a combination of previous versions of maps that emphasized the 5th Avenue and 155th Street corridors individually. Because potential development in this scenario is more spread out, lower density zoning is analyzed in several locations compared to the Compact Community scenario. Even though this scenario illustrates potential growth as more spread out than what may be appropriate to adopt as final zoning, *studying* this alternative with regard to potential impacts and mitigations would provide for a variety of options for future consideration.

Compact Community- Attachment C

This scenario does not emphasize corridors and focuses potential growth solely on the area within roughly a ½ mile radius of the future light rail station. It is a hybrid of the "No Corridor Emphasis" zoning scenario presented to Council on September 15 and two maps proposed by Councilmembers at that meeting. Because potential development in this scenario is concentrated, higher density zoning is analyzed in several locations compared to the Connecting Corridors scenario. This scenario illustrates potential growth as possibly more intensive than what may be appropriate to adopt as final zoning, but *studying* higher intensity in the Draft EIS allows for a variety of options for future discussion because Council may not consider final zoning beyond what was analyzed through the EIS process, but may consider something less intensive.

Fircrest Campus

It is important to note that the maps described above and attached to this staff report have one significant amendment since they were presented at the October 9 Design Workshop. This change is based on community input at and since the workshop and relates to how the Fircrest Campus is labeled.

On maps presented at the Design Workshop, the Fircrest Campus was labeled as a “Potential Redevelopment Opportunity Site.” This was not intended to imply that any particular redevelopment has been or is anticipated to be proposed; it is simply the label that was used for all large properties in close proximity to future light rail stations in both subareas. For example, in the 185th Street Station Subarea, School District properties at the Shoreline Center and North City Elementary as labeled as opportunity sites, even though decisions about whether or when to redevelop are entirely up to the District. The same holds true for all property owners, including single-family homeowners, and in the case of Fircrest, Washington State.

The area that comprises the existing Fircrest Campus is owned by several departments of the State, mostly by the Department of Health and Human Services. It has a Campus zoning designation, and would be subject to a process called a Master Plan if the State wished to propose changes. On the maps presented at the October 9 Design Workshop, the campus was inadvertently colored green, which is used to denote parks. Therefore, on the attached maps (A-C), this area has been amended both by removing the “opportunity site” title and by changing the color to use the same demarcation for Campus zoning as the existing City maps. Please note that the City is not proposing any change to zoning for this area.

ELEMENTS

The elements listed below were presented at the October 9 Design Workshop for potential analysis in the Draft EIS. Council should amend the list or affirm that these topics are appropriate for study with regard to impacts of potential zoning scenarios.

Natural Environment:

- Streams and Wetlands (Water Quality and Quantity)
- Trees and Vegetation
- Wildlife

Built Environment:

- Land Use Patterns, Plans, and Policies
- Population, Housing, and Employment
- Multi-Modal Transportation and Parking:
 - Pedestrian and bicycle accessibility, connectivity, and safety
 - Transit connections to light rail
 - Motor vehicle traffic and intersection impacts
 - Parking considerations (including the potential for neighborhood parking impacts)
- Public Services:
 - Schools
 - Parks, Recreation and Open Space
 - Police, Fire, and Emergency Services
 - Solid Waste Management
 - Other Public Services
- Utilities and Energy Use:
 - Water Systems, Sanitary Sewer, and Stormwater Management
 - Electricity, Natural Gas, and the Potential for District Energy Solutions

NEXT STEPS

Upon publication 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.

RECOMMENDATION

Staff recommends that Council discuss, modify if necessary, and move to select elements and three zoning scenarios 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 - "Connecting Corridors" Potential Zoning Scenario
- Attachment C - "Compact Community" Potential Zoning Scenario
- Attachment D - Summary Report for October 9 Design Workshop, Part II
- Attachment E - All Comments Received Throughout the Scoping Comment Period (October 1-31, 2014)

ATTACHMENT A: NO ACTION

145TH STATION SUBAREA POTENTIAL ZONING SCENARIO

Attachment A

- Park
- Campus
- 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
- NB; Neighborhood Business
- MUR-85 (Mixed Use Res. - 85' height)
- Light Rail Alignment
- Study Area Boundary



← To Interurban Trail

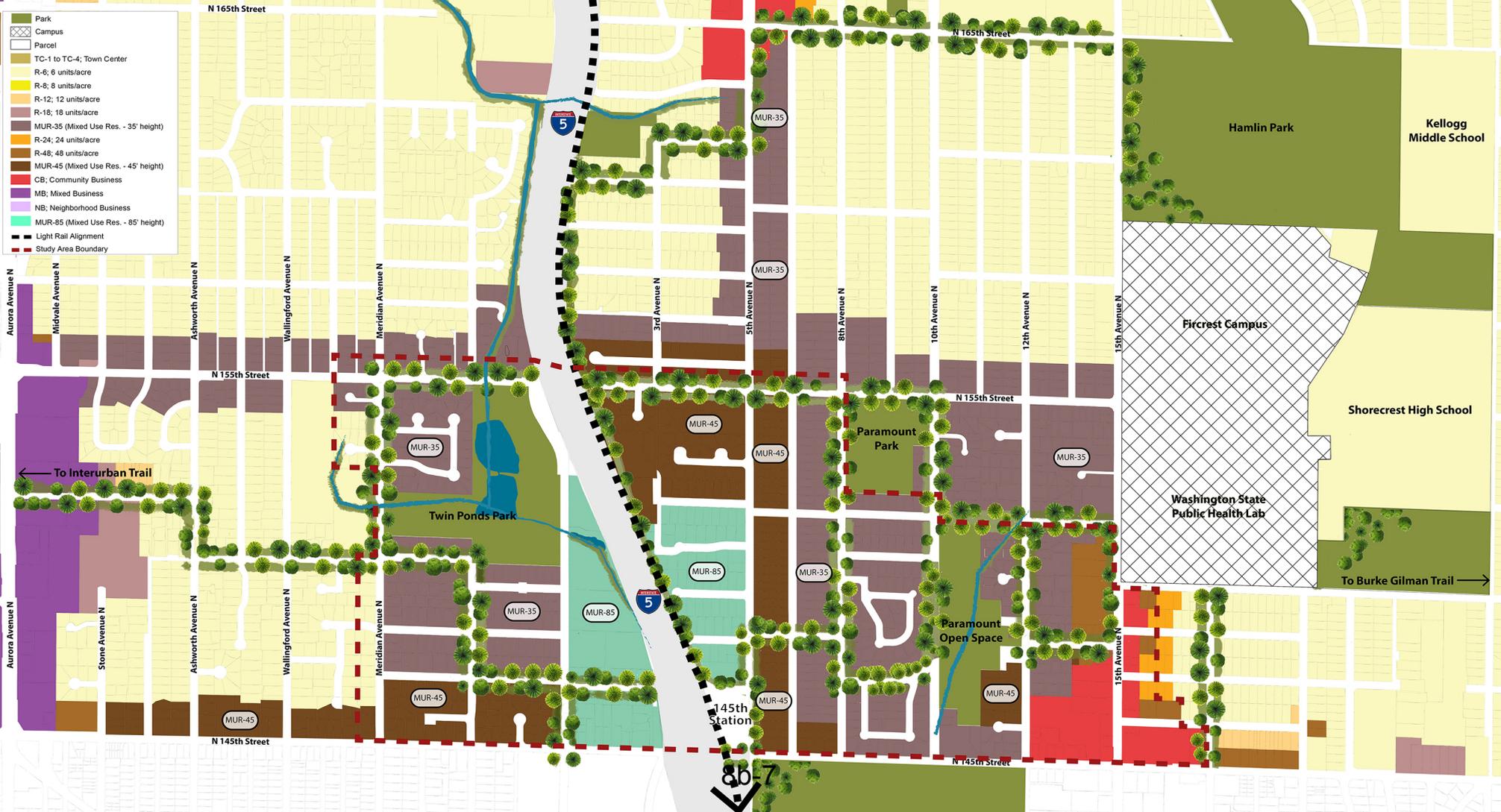
To Burke Gilman Trail →

145th Station

ATTACHMENT B: CONNECTING CORRIDORS

145TH STATION SUBAREA POTENTIAL ZONING SCENARIO

- Park
- Campus
- Parcel
- TC-1 to TC-4; Town Center
- R-6; 6 units/acre
- R-8; 8 units/acre
- R-12; 12 units/acre
- R-16; 16 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
- NB; Neighborhood Business
- MUR-85 (Mixed Use Res. - 85' height)
- Light Rail Alignment
- Study Area Boundary



Attachment B

Hamlin Park

Kellogg Middle School

Fircrest Campus

Shorecrest High School

Washington State Public Health Lab

To Burke Gilman Trail

145th Station

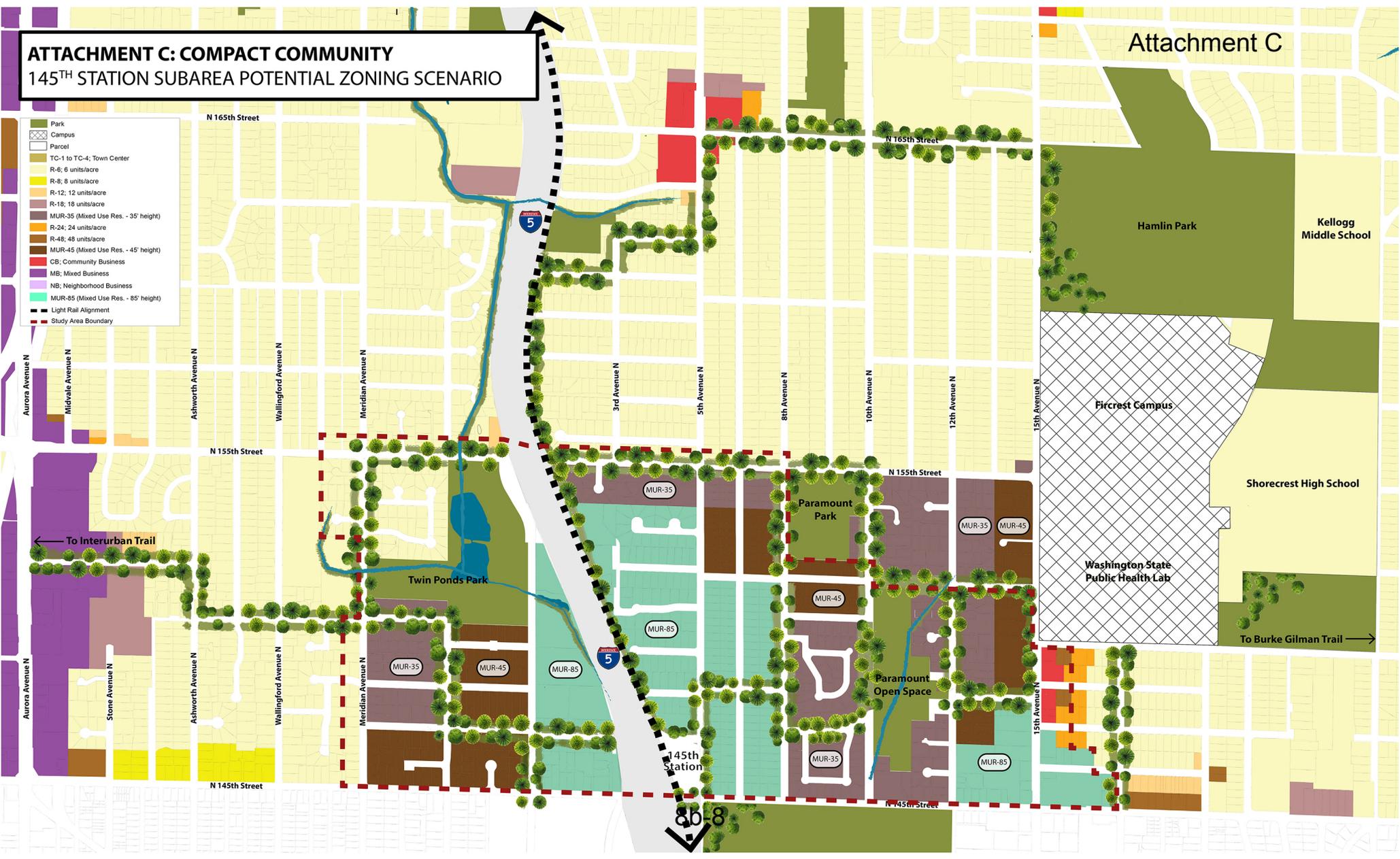
867

ATTACHMENT C: COMPACT COMMUNITY

145TH STATION SUBAREA POTENTIAL ZONING SCENARIO

Attachment C

-  Park
-  Campus
-  Parcel
-  TC-1 to TC-4; Town Center
-  R-6; 6 units/acre
-  R-8; 8 units/acre
-  R-12; 12 units/acre
-  R-16; 16 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
-  NB; Neighborhood Business
-  MUR-85 (Mixed Use Res. - 85' height)
-  Light Rail Alignment
-  Study Area Boundary



← To Interurban Trail

Twin Ponds Park

Paramount Park

Paramount Open Space

Fircrest Campus

Washington State Public Health Lab

Shorecrest High School

Kellogg Middle School

Attachment C

145th Station

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145th Street Station Subarea Plan - DEIS Scoping Comments from October 9, 2014 Public Workshop

-Comments From Resident of NE 152nd Street

- I think the Map C with condensing the higher heights and most growth right next to the station is the best idea for preserving the quality of life in the rest of Shoreline but really getting the potential growth at low height is not realistic so please go big real big.
- Also requiring all new large buildings to produce a certain amount of energy through solar wind or geothermal should be implemented in the growth areas.

-Comments From Resident of 8th Ave. NE

- Definitely not in favor of Plan C. (Compact Community)
- Spread the multi housing out more equitably (throughout Shoreline) more people will be using light rail that do not live near it.
- Include multi housing in areas from 155th north to 165th from 5th to 15th keep in less size to give a better feel for keeping the character of the existing areas. Reduce overall the height and size of multi bldgs.
- Where is the additional parks and green spaces – nothing indicated on map. Have you visited Paramount Park on a weekend lately – packed.
- Require multi bldgs. To have parking for residents and at no cost to them
- Do not make 8th a major road through the area. Consider walkers, bikers and skate boarders heading to park. Already a speed way.
- Where is the environmental impact statement? Can roads support heavy trucks and carry in materials build multi bldgs., I think not!

-Comments Received Verbally or via Post-It Notes on Maps

- Development patchwork and compensation:
 - Contingent property and no isolation of single family homes. Perquisite of green light for development.
 - Compensation so comparable housing can be purchased, by displaced
 - Set back requirements for single family homes adjacent to development and logical road access.
- Excellent presentation – terms like “MU” made very clear
 - Really stoked about having the station close by. Woot!!@:)
 - Heard excellent stuff in the presentation that makes me more assured

- I understand change is coming but I so hope we can maintain our quality of life in a more effective way than Seattle's cluster townhome/row house neighborhoods. Please don't let so many be crammed into MUR-35 & 45 that no one can park anywhere or cross a street safely. Single family home neighborhoods deserve to survive. Neighborhood schools can only hold so many kids.
- Don't remove trees (mature evergreen and deciduous).
- Keep Shoreline a wildlife community.
- Large lot setbacks from road if 4 stories or higher.
- Wedding cake setbacks at 3 stories.
- Retain large/existing trees + street trees.
- More parks because of density. How? Will you acquire property from homeowners? Will they get paid properly?
- Apartments/condos should be family sized.
- Address intersection issues at 5th Avenue and 145th Street.
- Concern about divesting especially in MUR-85:
 - Develop by up and sits
 - Build up early on just a few lots
- 8 stories – worried; 5 stories OK
- Non English & other demographics being unduly impacted in MUR-85
- Connecting Corridors idea OK – especially if Fircrest redevelops; not MUR-85
- Examine higher zoning above 155th and west of 5th.
- How do you study impacts on the postal service when lots of new units?
- Study traffic noise, emissions, etc. that will come – not just in subarea but also in surrounding area.
- Explore how to encourage density around large trees if even if its MUR-85
- Green Corridors: more than rain gardens, street trees, bike lanes, and sidewalks – make them park-like.

- Would really like walkable grocery/small urban shops.
- Increased traffic makes driveway access less safe – want to see as much traffic calming as possible.
- I like the feel of North City Neighborhood business district.
- Mandate solar power and green roofs wherever possible.
- Before clearing and grading, make sure developers have plans –prevent lag between removing trees, etc. and building. (approx 149/Greenwood/152)
- Bicycle Routes:
 - 10th should be North/South, then
 - Connect w/ 8th and then cross I-5 at 148th
 - Then use 1st Avenue NE for North/South
- Include Park and Ride facilities for bikes
- No 85' buildings in Shoreline – Option 1 (Existing Zoning/No Action) preferred
- Keep bikes off main streets for safety
- No Zone Change (comment written on post-it note on No Action Alternative map)
- I'm fine with increasing density around the park but this is too dense; would more like to see townhomes and not apartment buildings (comment written on post-it note on illustration "Potential Residential Space Surrounding Paramount Park")
- Attachment C: Compact Communities – Too intensive – please do not approve this plan.
- Do you have a fisheries biologist on staff? You need to get one before you destroy Thornton Creek forever.
- Please look at the existing placements of mature, effective, native trees, and compare with where you want to put the biggest housing density – you can't replace how those trees do their job in the watershed with so called greenways.
- If I wanted to live in Seattle or Redmond, I would have moved there!
- This is misleading, erroneous, and illegal – edit it. (note posted on map near Fircrest Campus label "Potential Redevelopment Opportunity Site")

- Please look at where the existing conifers are and then compare them to your proposed maximum density—can't you see that you will lose them all? You can't get the same effect in the watershed by replanting with non-native twigs.
- Please consider buying the property south of Paramount Park to form a connector to Jackson Park
- Note posted along Meridian Avenue N, north of N 155th Street: This is a road with very heavy traffic.
- Continue to extend street trees and pedestrian priority along 155th – all the way to Aurora to serve higher density zoning as shown (along 155th) rather than stopping at Meridian.
- It would be helpful to see the proposed 185th subarea plans with these plans for the 145th subarea to truly get an idea of the impact to our community.
- Why isn't there MUR-35 on the west side of Meridian between 145th and 155th?
- Noise from cars? # of cars on the streets – inside and outside the area?
Pollution from cars/buses?
- Why connect to 165th when there is not much of anything there (note posted on Connecting Corridors scenario).
- Why is 8th the major route? Park is used extensively. Traffic should not be routed down 8th (note on map referencing Paramount Park access).
- Attachment B (Connecting Corridors) Where is the additional green areas going to be?
- Spread multi- housing north from 155th to 165th and between 6th and 15th (note posted on Connecting Corridors scenario map).

145th Street Station Subarea Plan - Comments Received Through Scoping Period of October 1-31, 2014

These comments are compiled from emails sent to the City via the Project Manager or other means and comment forms from the light rail web page. There was a specific comment form for scoping, but some people submitted comments through a form that was developed for visioning, which is why some of the comments below address specific questions (included).

Received 11/1

The comment form would not download on my Mac computer so I decided to email you directly.

Here is my historical story and how I chose to be a member of this residential community. My family has lived, thrived, paid taxes and helped our neighbors for 85 years. We have created a neighborhood and a community that we can all enjoy. I have decided to honor my grandparents and parents roots and chose to live here in Shoreline. I have worked hard, voted, and assisted my neighbors when they have needed assistance. I have been a faithful and dependable member of my community. I also chose my Council members. I feel that the Council is clearly not speaking in "my" best interest. I vote No ACTION to the proposed advanced and highly densified new community proposal. I chose to stay here and I have seen enough expansion, increased taxes, twisted new development and land use (bending codes and permits), and overall lack of public concern. I can say that because I have contacted City officials (in the past) without return communication. I have emailed my recent development concerns to Chris Roberts without a reply from his office. Enough.

We the citizens arrived at our meetings, had our structured question and answer period and then we were politely dismissed before "the comment" portion of the meeting was allowed. Was this done on purpose to avoid conflict? People had speeches prepared and things to say but the meeting was promptly adjourned. Not democracy at its best. Have you heard about the citizens of Larkspur California? I aspire to be aligned with them. After a great deal of research I have discovered how political Light Rail has become. Does denser population bases mean more riders and more of an opportunity for Light Rail success? Who's married to whom? The politics that surround this Shoreline based expansion project need a PHD to decipher. The community has been blind sided. The information available is computer based, on small grids and spreadsheets and could be very hard to obtain if your computer skills are limited (a large portion of our community may have these challenges). The public meetings were an "eye opener" but we have been disallowed commentary. The mass majority of the homes/citizens/ lives as we know it, have NO idea what is going to hit them. This proposed community looks like Belltown. It has no place in suburbia. It is ridiculous. You asked us to comment on the environmental impact of this proposed community. There is NO need to study the demolition to the environment, waste water impact, tree removal issues, crime, traffic and fire hazards if the project fails to support the community it affects. Just say NO. I voted for this Council and I want them to answer the

hard questions. Why did you sell us out? And, how do you have the right to speak for the citizens you serve? We gave you the opportunity to practice and prosper in our community, and I expect that you will, in turn, respect our dignity as a residential community. The very same community that you agreed to protect and serve at election time. In conclusion, I vote NO ACTION and I suggest that the planning commission start to get the "real word" out to the community, plan meetings that have 100% comment based participation and send mailers to those people that do not have or understand computer based information. Allowing us to vote on changes would seem democratic. I would like to have the City Council speak and explain how they brainstormed our future. Once we have some answers we can better protect our legal and proprietary rights. By the way, citizens showed up for the last community walking tour but no there was no city representative? Inertia prevails under false pretense. Please feel free to respond to my questions and issues. Please remember, our neighborhood is well educated and "we" have researched and analyzed the web based information. No need to repeat this information. Real answers to the real questions would be appreciated.

Received 10/31, from Lake Forest Park

Dear Mr. Szafran,

On behalf of the City of Lake Forest Park, I want to let you know that we value the good working relationship between our two cities and that we appreciate the opportunity to comment on the Determination of Significance and Request for Comments on Scope of Environmental Impact Statement issued October 1, 2014 regarding the 145th Street Light Rail Station Subarea Plan.

Lake Forest Park is requesting that City of Shoreline address the following concerns in the DEIS in order to provide adequate information to make an informed decision regarding the proposed alternative actions.

Cumulative Traffic Impacts: The City of Lake Forest Park shares a long common border with the City of Shoreline. There are a number of LFP streets between Ballinger Way (SR 104) and 145th Street that connect drivers on SR 522 with the proposed locations of the 145th Street and 185th Street Light Rail Stations. With the beginning of tolling on SR 520, traffic counts on SR 522 increased by approximately 11%. During the morning commute, traffic is frequently stop-and-go from Kenmore all the way into to 145th. We are concerned that once the stations at 145th and 185th are in service, drivers will try to avoid SR 522 and SR 104 congestion by turning onto LFP streets to get to one of these stations. While we understand the City of Shoreline's desire to look independently at the two subarea plans associated with the proposed light rail stations, one of the fundamental purposes of the SEPA process is to look at the cumulative impacts of land use actions. The following can be found on the Department of Ecology website:

With comprehensive planning under GMA, cities and counties are able to look at the "big picture," evaluate cumulative impacts of development, and determine appropriate mitigation measures to apply to individual, future

proposals. Agencies also have a responsibility to look at cumulative impacts within project EISs. The EIS should look at how the impacts of the proposal will contribute towards the total impact of development in the region over time. (Source: <http://www.ecy.wa.gov/programs/sea/sepa/faq.htm>)

While it may also be tempting to say that the responsibility of looking at cumulative impacts of the northern extension of the light rail system lies with regional and state transportation agencies, it is the City of Shoreline that is empowered to determine land use around the stations and to implement multi-modal system improvements within its boundaries. These decisions will have impacts on the surrounding communities including LFP.

- What areas can expect to see increased cut-through traffic associated with this station? What will the increase be and what measures will be undertaken to address the impacts of cut-through traffic moving through neighborhoods between the station and SR 522?
- Will there be a need to enhance East-to-West bus transit, pedestrian and bike facilities and park-and-rides to address the traffic impacts to LFP and Shoreline collector and residential streets between the station and SR 522?

Noise and Air Quality Impacts: Noise and air quality impacts will increase if commuters' only option is to drive through LFP and Shoreline streets to get the light rail station. The DEIS should address noise and air quality impacts of cut-through traffic moving through LFP and Shoreline streets as well on SR 522 and SR 104.

Water Quality and Habitat Impacts: The City of Lake Forest Park and its citizens have worked for many years to protect and improve the water quality in our two fish-bearing streams. Spawning Chinook, Sockeye and Coho are annually documented in McAleer Creek. Coho have also been observed in Lyon Creek. Cutthroat trout and other species inhabit both streams. While no threatened or endangered species habitat may exist within 145th Street Light Rail Station Subarea, the surface water runoff from the area will most certainly pass through the habitat of threatened species as it moves downstream into our creeks and, subsequently, into Lake Washington. The DEIS should address potential surface water impacts and measures to preserve and enhance these stream habitats including controlling rates of flow and reducing water-borne pollutants.

We look forward to working with you on the continuing review of the 145th Street Light Rail Station Subarea Plan proposal.

Sincerely,
Stephen Bennett, AICP
Planning and Building Director

Cc: Mayor
City Council

Received 10/31, from resident of NE 151st Street

The current alternatives have gone too far. I have been to multiple of the meetings and have heard what virtually ALL the people who live in this area have in mind with growth. We are willing (and some even looking forward) to having growth in our area, but we want that to be destination growth, not some corridor like Lake City where people still don't want to walk or enjoy time. ABSOLUTELY EVERY small group at these workshops has been willing to accept a maximum height, even on the corridors, of MUR 35-45. That's it. We who live here are not willing to accept giant apartments of MUR 85 or 65 that are shown in both Alternatives 2 & 3. When you get these big apartments, you get people who are temporary and don't care for the neighborhood at all. On top of that, the large majority of developers are now out-of-state Corporations who have absolutely no concern for the places they make there money. We have seen it happen in Fremont, on Stone Way at North Lake Union, and in many other places around the city. These corporations don't care that Shoreline wants to be a Green City, that we care about our Open Spaces, that we care about supporting Local Businesses. Smaller Developers will have that in mind, but not these giants you will bring in with giant complexes. Also, I specifically remember that they discussed that the apartments would not be taller than the actual SubStation, which should not be reaching near 85 feet. Regardless if it does, we don't want those monstrosities built here. We on 151st St. have already seen a massive increase in crime in the past 2 years. We are currently in the works for a Street Watch with the Police Department because we now have car prowlers on a consistent basis and drug deals going down on the corner. With more people, especially those in massive apartment dwelling, that will only worsen. Both Alternatives 2 & 3 have too much height and too much density. It is not normal to make city adjustments based on a 100 year plan, but on a 30-50 year plan. I speak for many of my neighbors when I say you've gone too far. We are willing to accept the corridors of 5th, 155th, and 1st Streets as MUR-45, 1 block off of that in each direction, MUR-35. Beyond that, we want our neighborhood to remain R6-8. We are not okay with you wiping out the entire Ridgecrest neighborhood south of 155th and turning it all into MUR-35. We all realize the height is the same as now. That is not the issue. The problem is density. We are here to stay for the long term, and we do not want the area directly around us and our homes to become Multi-use. There is a drastic difference in care of the neighborhood and it's resources. To add to it, the city has no way informed us of what would happen to our property taxes with rezoning. If the city would expect to make a lot more money off of MUR, but we maintain our homes without selling out, what happens to us? Also, we don't know what kind of Eminent Domain the city has over our area. This could greatly affect us if we in the future don't want to sell but the city wants us to sell to developers. We don't know that we can get the price we'd need to get a house close to Seattle again 10 years from now. We as a neighborhood are meeting to find what kind of legal action we can take if need be to protect ourselves from forced buy-outs in the future. And also, everyone is still ignoring the 145th Street problem and how to deal with all the added traffic that would occur. In the end, you guys need an additional Alternative that is for Moderate Growth. The current alternatives are based off of Massive Growth #2 and Rediculous Growth #3. There has got to be a middle ground. Please work with us for moderation, we don't want this to become a fight through the approval process and beyond. And what goes without saying is...improved

infrastructure, lighting, sidewalks, open spaces, green building, local small businesses only, etc. We love our neighborhood and want to continue loving it and the community it has created.

Thank you.

Received 10/31

With regard to the 145th substation design project:

These newly proposed alternatives have gone too far. I have been to multiple meetings and have heard what virtually ALL the people who live in this area have in mind with growth. We are willing (and some even looking forward) to having growth in our area, but we want that to be destination growth, not some corridor like Lake City where people still don't want to walk or enjoy time. ABSOLUTELY EVERY small group at these workshops has been willing to accept a maximum height, even on the corridors, of MUR 35-45. That's it. We who live here are not willing to accept giant apartments of MUR 85 or 65 that are shown in both Alternatives 2 & 3. When you get these big apartments/complexes, you get people who are temporary and don't care for the neighborhood at all. On top of that, the large majority of developers are now out of state Corporations who have absolutely no concern for the places they make their money. We have seen it happen in Fremont, on Stone Way at North Lake Union, and in many other places around the city. These corporations don't care that Shoreline wants to be a Green City, that we care about our Open Spaces, that we care about supporting Local Businesses. Smaller Developers will have that in mind, but not these giants you will bring in with giant complexes. Also, I specifically remember that they discussed that the apartments would not be taller than the actual Substation, which should not be reaching near 85 feet. Regardless if it does, we don't want those monstrosities built here. We on 151st Street have already seen a massive increase in crime in the past two years. We are currently in the works for a Street Watch with the Police Department because we now have car prowlers on a consistent basis and drug deals going down on the corner. With more people, especially those in massive apartment dwellings, that will only worsen. Both Alternatives 2 & 3 have too much height and too much density. It is not normal to make city adjustments based on a 100 year plan, but on a 30-50 year plan. I speak for many of my neighbors when I say you've gone too far. We are willing to accept corridors of 5th, 155th, and 1st Streets as MUR -45, 1 block off of that in each direction, MUR-35. Beyond that we want our neighborhood to remain R6-8. We are not ok with you wiping out the entire Ridgecrest neighborhood south of 155th and turning it all into MUR-35. We all realize the height is the same as now. That is not the issue. The problem is density. We are here to stay for the long term, and we do not want the area directly around us and our homes to become Multi-use. There is a drastic difference in care of the neighborhood and its resources. To add to it, the city has not informed us what would happen to our property taxes with rezoning. If the city would expect to make a lot more money off MUR, but we maintain our homes without selling out, what happens to us? Also, we don't know what kind of Eminent Domain the city has over our area. This could greatly affect us if we in the future don't want to sell but the city wants us to sell to developers. We don't know that we can get the price we'd need to get a house close to Seattle again 10 years from now. We as a neighborhood are meeting to find what kind of legal action we can take if need be to protect ourselves

from forced buy-outs in the future. And also, everyone is still ignoring the 145th Street problem and how to deal with all the added traffic that would occur. In the end, you guys need an additional Alternative that is for Moderate Growth. The current alternatives are based off the massive Growth #2 and Ridiculous Growth #3. There has got to be a middle ground. Please work with us for moderation, we don't want this to become a fight through approval process and beyond. And what goes without saying is....improved infrastructure, lighting, sidewalks, open spaces, green building, local small businesses only, etc. We love our neighborhood and want to continue loving it and the community it has created.
Thank you.

Received 10/31, from resident of NE 151st Street

Since news of the lightrail at 145th, my husband and I have been excited and interested in the myriad possibilities for the upcoming station. We live right in the middle of the redevelopment zone and have been cautiously optimistic that this will not only increase our property value, but make our area more interesting, viable and more of a local destination. The last meeting shifted our optimism to alarm about the new vision possibilities that was presented by the city planners. The current alternatives have gone too far and are simply not reflective of the community input, voice and goals that we have for OUR COMMUNITY. These are our homes and not just vacant land... I have been to several meetings and have heard what virtually ALL the people who live in this area have in mind with growth: keep it small scale, improve infrastructure, offer local businesses opportunities to benefit and draw local people out. All of my neighbors and I are feel the same about this: we are willing and looking forward to having growth and redevelopment in our area, but we want that to be family-friendly focused that result in our area being a destination, not some commuter corridor like Lake City Way.

Every small group at these workshops has been willing to accept a maximum height, even on the main corridors, of MUR 35-45. That's it! Not one group thought MUR 65 or 85 was desirable or appropriate for this area given the goals of the people there. We are not willing to accept giant apartments of MUR 85 or 65 that are shown in both Alternatives 2 & 3. We want to maintain our family feel, keep is safe, improve the appearance of the area and have development in this area to continue to be mostly home owners. Big apartment complexes lose that feel and appeal to a different demographic of people than who are already drawn to this area, you get people who are temporary and don't care for the neighborhood at all. And, in general, developers of this dense units are not investing in our community, but rather taking advantage of it and of a city that is eager (maybe too much so?) to see more development happen here. This could transform it in negative ways. We would like to see a partnership with small scale developers that have community improvement and investment in mind and will take the community voice, input and vision into account when proposing development. Also, I specifically remember that they discussed that the apartments would not be taller than the actual SubStation, which should not be reaching near 85 feet. Regardless if it does, we don't want over-scale developments built here. Our family, along with our neighbors on 151st St., have already seen a dramatic increase in crime in the past 2 years. We are currently creating a Street Watch with the Shoreline PD because we now have car

prowlers on a consistent basis and drug deals going down on the corner. With more people, especially those in massive apartment dwellings, that will only worsen and endanger the many young children (including my two!!) that live on our block and in surrounding areas. Both Alternatives 2 & 3 have too much height and too much density. I speak with many of my neighbors when I say MUR 85 is moving in the wrong direction. We are willing to accept the corridors of 5th, 155th, and 1st Streets as MUR-45, 1 block off of that in each direction, MUR-35. Beyond that, we want our neighborhood to remain R6-8. We are not okay with you wiping out the entire Ridgecrest neighborhood south of 155th and turning it all into MUR-35. We all realize the height is the same as now and we want it to stay that way. The problem and concern is too much density and the transient nature of large housing developments. We want to stay here with our families for the long term, and we do not want the area directly around us and our homes to become multi-use. With all of this, many of us have become alarmed by the threat we now feel that we may be forced out of our homes to sell at a price point we may feel is unfair. We as a neighborhood will be meeting collectively to determine what kind of legal action we can take IF we feel the need to protect ourselves from forced buy-outs in the future.

Please reconsider your vision and approach and focus on a more viable alternative that is aligned with the vision and input you received from the community at the informational meeting that focus on thoughtful, sustainable and family-friendly Moderate Growth that includes improvements in infrastructure, street lighting, sidewalks, open spaces, green building, local small businesses only, etc. . Please partner with the residents of the target area and help us keep this area desirable, family friendly, and safe for our families. We love our neighborhood and want to continue loving it and the community it has created.

Thank you for your consideration.

Received 10/31, from resident of NE 147th Street

Dear Mayor, Council, Mr. Szafran and Ms. Redinger:

Thank you for the opportunity to comment on the SEPA Review for the EIS on the Rezone Alternatives for the 145th Station Light Rail Station Area Neighborhoods.

Though I have been working with the 145th St Committee, I am in this case making a comment for my family and myself. But I fully concur with the comment letter written by the 145th St Committee, and I incorporate by reference that letter and all documents related, including all comment letters, City Council staff reports and discussions, all related maps from Shoreline, Seattle, PSRC, WSDOT, Metro and Sound Transit. I request Party of Record status with Legal Standing.

My family and I live only 3 blocks from the proposed station area and across the street from Paramount Park Open Space. We have lived here for approximately 25 years and raised two sons who attended Shoreline Public Schools.

While I believe that the Light Rail project will bring some transportation choices to our community, I also believe that these Rezone proposals are completely out of proportion to the needs of any Light Rail project, are premature and will bring a hugely adverse environmental impact, which cannot be mitigated, to our community. The impacts would include, but are not limited to: increased traffic congestion, reduced traffic safety, inappropriate housing density, reduced parking, housing densities that are incompatible with existing development patterns, reduced levels of urban services including schools, parks, sewers, water, and other utilities, reduced water quality and quantity, increased localized flooding, increased taxes and other financial costs including reduced property values, increased air pollution, noise and glare, loss of wildlife and habitat, tree loss, loss of scenic and other aesthetic values, and increased carbon impacts.

Like the committee's suggestion I urge you to study an additional alternative, which would be a "low range" growth option, which would look at the very likely possibility that the density which will emerge may be much slower, much less and affected by the lack of coordination of the 145th St traffic improvements and I-5 interchange upgrades with the pending Light Rail Station. What will the impacts be, both positive and negative of a slower growth option, and what will be the impacts of these delays in infrastructure improvements? What will be the budget implications? How can the EIS for this project be compared side-by-side with those prepared by Seattle, Sound Transit and other agencies?

Parks and Open Space

As you may know, I have been a longtime proponent for improving and protecting our parks and watersheds, especially the Thornton Creek Watershed which includes Littles Creek running through Paramount Park.

The proposed MUR 35 zoning surrounding Paramount Park and both alternatives proposed will have a very deleterious impact on this special area of our City. It contains the largest wetland in the City and valuable wildlife habitat. The creek is a major tributary of Thornton Creek, a salmon bearing stream. The Shoreline Emergency Management Department has worked with FEMA and has identified the soils on my street and leading into Jackson Park Golf course as a significant "liquefaction" zone that should be studied very carefully before zoning it any higher. The existing single-family large lot development pattern is more consistent with these objectives than the proposed rezones. [The City's Hazard Mitigation Plan, pg 54 Figs 4-3 + 4-4](#) shows the vulnerability of the area surrounding Paramount Park and Littles Creek is highly vulnerable to liquefaction in an earthquake. These areas should therefore remain single-family or be considered as future acquisitions to be converted to parkland.

http://cosweb.ci.shoreline.wa.us/uploads/attachments/csd/2009_City_of_Shoreline_HM_Plan.pdf - page=51

While Paramount Park is the largest wetland it is only one small park and cannot be expected to absorb all the new residents proposed for this area. What new open space resources will be created to accommodate all of these new residents? Ridgecrest Park will be reduced because of the Light Rail route. Also, there is a valuable wetland next to

the freeway at the end of 152nd St, which must be protected. That could become our newest park with boardwalks to protect it and could accommodate tree planting to mitigate some of the losses expected by the Light Rail line and station and the rezones. What would be the cost of acquiring this property and transforming into useable open space that would protect its wetland functions?

Drainage and Trails

As a part of the 145th St Committee, I worked with some experts to devise a concept for a "Greenway Grid Trail" to and from the proposed Light Rail Station area. This would include studying the possibilities of creating natural bio-retention swales to filter and direct stormwater runoff into Littles and Thornton Creeks via a pedestrian and bike trail grid crossing Paramount Park. This would also include a new "box culvert" and improved trail system as an alternative to Pedestrian/Bike pathways on 145th, which is extremely dangerous. This system would need to have a positive design to be an attractive amenity for the neighborhoods and would utilize LID "Low Impact Development" technology which would be linked into any new drainage infrastructure. What might be the cost of such a system, which is needed at this time anyway? How can that be budgeted by the city?

Littles Creek and Thornton Creek are identified in the Station Area Comp Plan element as vital and restoration of those resources was identified as one of the top goals of the Light Rail planning. This should include replacements and upgrades of all culverts which are connected, including the culvert under 145th, a State Highway. They must be made fish passable.

All drainage leading to these creeks from any of the Rezone areas must be upgraded to State Dept of Ecology standards to utilize "low impact development" standards at a minimum. Natural drainage solutions must be deployed to protect this wildlife habitat. How will Shoreline ensure that these standards are carried out? How will this be budgeted to provide funding to protect these resources as required by State Law?

Transitional Zoning

We urge that the City study the values of transitional zoning and phasing in determining the environmental impacts of all alternatives. What would be the impacts of using this technique in zoning and what would it be without it?

Traffic, Parking and Safety

We urge that the EIS study all aspects of what the environmental impacts will be to this neighborhood of increased traffic. What will be the impact of development to the sensitive areas in Paramount Park? What may be the impacts of crime on the residents? What will be the impact of each additional adult resident and the vehicles they may drive? City staff and planners tout the potential for people to live next to light rail without a car. That sounds good, but what is the likelihood of that actually happening in our now single-family neighborhood? We ask that the study look at other communities and how has have light rail projects actually affected car ownership and use? If the new residents do own cars, where will they park? What would be the number of car trips in the immediate neighborhood to and from services in Shoreline and the region?

Protecting Fircrest School

The proposed Rezone Alternatives should not in any way include potential development of Fircrest School property. The study must look at every possible way to avoid any negative impacts to Fircrest and its vulnerable population of Developmentally Disabled residents.

How can the City ensure the safety of these residents and prevent inappropriate development that would impact the long-term value of this institution, which was established to guarantee the safety of its residents?

Conclusion

In conclusion, I request to be informed of any meetings and notices or proposals that are planned in relation to the Light Rail station area and the Rezone Alternatives, especially opportunities to comment on the Draft EIS.

Many people in this community have contributed by volunteering for many activities for our environment, neighborhood character, schools and well being of our neighbors. We care about the beauty of Shoreline, its trees, homes, heritage, culture, parks and schools. We care about the way it functions as a part of our region and state. We want whatever happens to reflect the history and values of protecting our environment and families well being.

Received 10/31, from 145th Street Station Citizen Committee (145SCC)

Dear Mayor, Council, Mr. Szafran and Ms. Redinger:

Thank you for the opportunity to provide comment on the Environmental Impact Statement scope for the zoning alternatives under SEPA review, presented at the October 9 Design Workshop for the 145th Street Light Rail Station.

We, the members of the 145th Street Station Citizens Committee, live in the Ridgecrest or Parkwood neighborhoods, both of which stand to experience significant impacts as a result of the light rail station. We are excited at the thought of rapid transit at our doorsteps, yet at the same time we have many concerns and questions about how it will affect our neighborhoods.

We request “party of record” status with Legal Standing in this matter.

Please include our comments in the hearing record, and consider them in your administrative review and notify us of any and all meetings, hearings or updates on this proposed project.

We are concerned about severe, adverse environmental impacts of this project, which cannot be mitigated with the current proposal. These impacts would include direct, indirect and cumulative impacts of the project to the environment, especially in the surrounding neighborhood. We believe our citizens, neighborhood and our environment would be impacted in many ways by the current proposal including, but not limited to: increased traffic congestion, reduced traffic safety, inappropriate housing density, reduced parking, housing densities that are incompatible with existing development patterns, reduced levels of urban services including schools, parks, sewers, water, and

other utilities, reduced water quality and quantity, increased localized flooding, increased taxes and other financial costs including reduced property values, increased air pollution, noise and glare, loss of wildlife and habitat, tree loss, loss of scenic and other aesthetic values, and increased carbon impacts.

Though not all members of our committee agree on which proposed zoning alternative will be best for the neighborhoods, our comments supporting/disagreeing with aspects of both alternatives (as well as suggestions for a hybrid alternative) are outlined below. We incorporate by reference all documents related to this issue, all comment letters and maps.

Alternate Proposal Recommendation:

We would respectfully request that the studies include another alternative. That is a "low range" of growth forecast which would look at the possibilities of slower growth of density in the neighborhoods, and consider the strong possibility that the traffic solutions on 145th and I-5 will not be ready in time for the Light Rail Station. It should also consider that the Light Rail Station might not be completed on time. Or those developers may not rush to build at the MUR-85 rate. We also suggest that you study for a side-by-side comparison of this EIS with other existing environmental documents (Shoreline's comp plan, and Seattle's) for the area. We believe this is only prudent since the proposed rezones represent such a drastic change for our neighborhoods, the residents who have invested so much here over generations and the cost to our City's budget.

• Adjusting the MUR-35 zone to preserve some R-6 areas to protect Paramount Park Open Space and Twin Ponds

The areas near the Paramount Park Open Space should have special zoning and conditions to protect the environmental and open space characteristics there. These areas are overlaid with stream corridors, unstable soils, wetlands and FEMA identified liquefaction zones. The public investment in Paramount Park should be protected by ensuring that the water features that are there are maintained and enhanced. Moreover, this area supports significant wildlife, and this habitat should be protected and connected to other open space tracts. The existing single-family large lot development pattern is more consistent with these objectives than the proposed rezones. [The City's Hazard Mitigation Plan, pg 54 Figs 4-3 + 4-4](#) shows the vulnerability of the area surrounding Paramount Park and Littles Creek is highly vulnerable to liquefaction in an earthquake. These areas should therefore remain single-family or be considered as future acquisitions to be converted to parkland.

http://cosweb.ci.shoreline.wa.us/uploads/attachments/csd/2009_City_of_Shoreline_HM_Plan.pdf#page=51

• Transitional zoning

A majority of our committee members are in favor of "Transitional Zoning and Phasing Standards" in order to lessen negative impacts on existing R-6 zones near proposed station areas. There is a great deal of concern amongst home owners and residents who wonder what their rights will be if their properties are labeled as "nonconforming

use.” For instance, will they be able to sell their property in the interim to another single-family homeowner? Will they be able to upgrade their properties, maintain them, remodel them or increase the footprint of their homes or outbuildings, fences, drainage or other features?

Transitions should also be specifically designed to “step down” to the Open Space areas so as not to overwhelm them with density impacts and shading. We strongly urge the City to Adopt Transitional Zoning codes to go along with any zoning changes.

The studies of alternatives should show a relationship of delays in road improvements of I-5 and 145th and surrounding density and development. Phasing should be related to completions of road and transit projects and only permitted when road improvements are finished. What will be the impacts to surrounding neighborhoods if these are not permitted with adequate phasing?

• **Height, Bulk and Scale**

The “Height, Bulk and Scale” of the proposed MUR zones is completely out of scale with what our community has been accustomed to. Nearly every family who moved to Shoreline in the past 20 yrs, moved here specifically FOR the single-family zones, trees, affordability and good schools. They liked the “small town” atmosphere and scale. Although we would all like the convenience of a walkable community and access to Light Rail nearby, we are opposed to the MUR 85, 45 and 35 zones as they are currently proposed. We feel that density that is more in keeping with the MUR 45 and 35 are more in keeping with the height and scale we are accustomed to and that it is important to maintain.

Shading from 85’ height buildings could be oppressive to the adjoining single-family zones. This should be avoided and developments should be designed with “step downs” and setbacks to avoid these adverse impacts.

The study must measure what will be the impacts of shading to surrounding neighborhoods from all perspectives with full build out.

• **Traffic and parking impacts**

Thus far there has been little discussion in the Zoning Alternatives of the increased traffic that should be expected in the station area. Many neighbors are very concerned about traffic coming not only from other parts of the city (and other cities), but also the traffic from all the new residents of the proposed 85-foot buildings. It is unrealistic to expect these new residents to not have vehicles that need parking accommodations. Nothing in the zoning alternatives seem to address this issue.

What requirements must be put in place to ensure safety and ease of movement in all modes of travel at a high “Level of Service” for all intersections? What will be the cost to City budgets to institute these standards? What will be the cost in safety and budgets if a high “Level of Service” is not secured? What would be the increases in trip minutes/hours to commutes if these high levels are not achieved with full build out?

Safety issues also do not seem to be addressed in the zoning alternatives. Increased traffic for Light Rail travelers is a “given”. Though planning is underway for the redevelopment of 145th Street, work may not have begun on the key intersection of 5th Ave NE and 145th by the time the station opens. Also, staff has stated that WSDOT is not expected to have new I-5 interchanges, which will be needed for the new Light Rail Station Areas to be completed. This situation would be completely unacceptable and will create traffic nightmares even worse than those which take place daily on I-5 and 145th.

• **Impacts on Schools**

Shoreline is well known for its schools both public and private. Increased densities will inevitably increase school age children populations. The studies must examine the enrollments and capacities of our schools. The adverse impacts to the Shoreline Public Schools budgets must be examined. How many school age children would be anticipated? How many new school classrooms and faculty and support staff would be needed? Where would these schools be built? Paramount School Park is actually owned by the Shoreline School District and is one of the most popular parks in the City. Would the School District need to take back that parkland to build a new school? And if so, how would Shoreline replace that popular recreational space?

How many “free and reduced lunches” per day would be needed to fulfill the requirements of new low-income children and families? Where would the funding for these services come from? How many additional school buses might be required to provide safe transportation?

• **Enhancing existing open space**

The existing alternatives do not provide any information about what will be done with existing open space. Both Ridgecrest and Parkwood have open space that needs to be preserved and enhanced. For example, Ridgecrest has Paramount Park Open Space, which is a natural area that drains to Little Creek. It is in need of a new box culvert to support the existing bike/pedestrian path and prevent flooding. Parkwood has Twin Ponds Park, for which no master plan currently exists. Twin Ponds is home not only to a well-used soccer field, but a community garden and natural area that drains to Thornton Creek. Twin Ponds needs a master plan in the face of so much nearby development and the potential for much greater use. Also, increased densities would impact Paramount School Park and Ridgecrest Park, which will lose lands to the Light Rail route. This loss must be compensated in new open space. Any increase in densities there will impact the parks with increased shading and traffic. Levels of Service for those parks must be addressed. These impacts and costs must be studied and costs must be factored in.

There are also other areas of wetlands and stream corridor or flood plains that could be preserved for Open Space and educational value which should be added to our portfolio in Shoreline. An important wetland lies just next to I-5 at the end of NE 152nd. What would be the cost and benefit of protecting it and turning it into an amenity with

boardwalks? What would be the cost of destroying this existing wetland? We believe it is invaluable and it would be an adverse impact to destroy it.

- **Additional open space needs**

With the influx of so many new residents the neighborhood will surely need additional open space. This has not been addressed in any of the zoning alternatives. In fact, the maps seem to imply that the Ridgecrest neighborhood will lose Ridgecrest Community Park, which borders I-5. The loss of this public parkland must be mitigated in some way.

The study plan on all alternatives must include a detailed analysis on the impacts of all levels of density and development on Open Space needs, and what ratios of residents to Open Space is healthy and sustainable. How much useable public open space is required for all the alternatives and what are the impacts to residents with and without that important amenity? Open Space is a key factor in combating “Heat Island Effect”, Climate Change effect if enough tree cover is provided, childhood and adult obesity and other health factors, providing respite and quality of life to the community, important for air and water quality if designed correctly and many other benefits. But the sensitive areas in existing Parks must also be protected from overuse and trampling. How will Shoreline provide these benefits and “Levels of Service” of Open Space, and what will the impacts be to the City’s budget needs to provide sufficient and expected Open Space values to residents?

Also, how can the City insist on quality private open space for all developments to ensure safety and environmental quality for all developments?

- **Protecting and restoring Thornton and Littles Creek**

The Thornton Creek Watershed is the largest watershed in Shoreline and Seattle. The Light Rail route cannot be built without impacting Thornton Creek and its associated wetlands. All the alternatives studied must examine impacts of any increased development to Thornton and Littles Creeks. The Thornton Creek and Littles Creek areas are environmentally sensitive areas in the Ridgecrest and Parkwood neighborhoods. These areas need to be preserved, and protections and mitigations must put in place to prevent flooding (seen at Twin Ponds and Paramount Park) and pollution (seen at Twin Ponds) and downstream in Seattle. Seattle has experienced massive flooding in the recent years due to diminished capacity of these creeks to absorb runoff. Existing drainage infrastructure is often crude and very old and inadequate. Surface water runoff should be addressed with Low Impact Development techniques, but these infrastructure improvements are costly. What will those costs be to City budgets (including Seattle’s) and how will adequate infrastructure be built to protect these vital resources? What would the impacts be if these issues were not addressed properly?

Groundwater will be impacted by any of the rezone alternatives. Groundwater feeds the watershed, which provides crucial habitat for five species of salmonid. Adequate groundwater and infiltration to feed the creeks must be studied and impacts of development on groundwater infiltration must be accounted for.

- **Loss of Tree Canopy**

Trees in This section of Shoreline are highly important to residents. In fact their attractiveness to visitors is what inspires people to want to live here. A rezone of the scale being contemplated will necessarily have an adverse impact to the existing tree canopy. The areas affected by this rezone are now home to thousands of large trees, many of which are 50-75 yrs old. Many are conifers, which provide many benefits including shade, wildlife habitat, clean air, clean water and carbon capture. Many will be lost on the route for the Light Rail.

The alternatives studies should include analysis of the current value of all the trees in the Rezone, including street trees and private property, and the costs of replacing them at a ratio of 3/1. The studies should evaluate the value provided by these trees in actual dollars and environmental benefits as well.

- **Trails and alternative pedestrian/bike routes**

During the June 26 Design Workshop for the 145th Station Citizen's Committee, the idea of a pedestrian/bike greenway grid to the station was expanded – the idea we came up with was to create a trail connecting the Interurban Trail in West Shoreline to the business district on 15th Avenue Northeast by way of the 145th Street light rail station. This is one alternative that at a seemingly relatively low cost will help pedestrians and bicyclists avoid using 145th to get to the station. This could be designed as a “Green Grid Infrastructure Trail.” It could be designed to infiltrate and direct runoff into swales and bioretention facilities to reduce flooding and ultimately save money from flood events and provide attractive amenities as well. What would that cost? How would it provide a safe route alternative and what would be the cost in safety of not providing this alternative? There is also a proposal for a bike/pedestrian trail from 155th to the station, running right along the base of the freeway. Neighbors overwhelmingly support the trails as alternative transportation routes to the station.

Another alternative trail should be studied with a pedestrian bridge across I-5 aligned with NE 148th directly to the Station Area. What would that alternative cost?

- **Design standards**

The zoning alternative maps at this point tell us nothing about what the design standards would be. Neighbors need to know whether, for example, micro housing will be allowed. What sorts of buildings will be in the code? What will it cost Shoreline to institute design review and design standards to ensure the success and a high quality implementation of any development in the proposed subarea? And what will it cost to demand a LEED Gold Standard for all the proposed developments?

One aspect of subarea planning is that the Planning Commission has been discussing proposed codes for the MUR zones. However, the Commission's discussions have happened quickly. It is simply unrealistic to expect affected residents to have read hundreds of pages of materials related to the Commission meetings or attend the meetings to find out how the Commissioners are thinking. The City has not provided an

effective mechanism to educate the 145 SCC of the direction of the Planning Commission in regards to the proposed MUR zones.

- **Social services**

There were no references in the zoning maps to additional social services that will be required with the increased density. If we assume that generally we are going to replace the typical 6 dwelling units per acre with approximately 48 units per acre, we will be growing the population of this part of Shoreline by about a factor of 8. How much more social services will the city need to plan for this new population? Is the City prepared/planning to provide the additional social services that will be required?

- **Affordable housing**

There was some discussion at the Design Workshops that affordable housing was an important aspect of the station area plans. The zoning maps themselves did not indicate which parts of the station area would contain affordable housing. Will each developer/development be required to set aside a certain number/percentage of units as affordable housing? How will that number or percentage be determined? Is there a desired/standard percentage that should be set aside? We would like to ask the City to ensure that the zoning code requires that each development set aside a specific percentage of units as affordable housing.

- **Protecting Fircrest School from inappropriate development**

The zoning maps describe the Fircrest campus property as a "Potential Redevelopment Opportunity Site." This is concerning because it invites consideration of potential economic development without qualification, either of the need for respectful uses, complementary to the needs of Fircrest residents and non-residents with IDD (intellectual developmental disabilities), or the fact that the property is State-owned. We would request that on future maps the Fircrest Campus be properly designated.

Closing Comment

Overall, many on the committee question whether the market feasibility study of the 145th station area supports the proposed density in the zoning alternatives. We would like to see either further evidence of a need for such density or zoning regulations that do not penalize those who choose to stay in (or sell) their home as a single-family structure.

To reiterate, those of us currently living in this area moved to our homes FOR the single-family zones, trees, affordability and good schools. Our homes are our biggest financial investment and as well as part of our individual American dream. We ask that in rezoning the subarea, you keep this in mind, and consider the physicians oath, "First, do no harms."

Received 10/31, from King County METRO

Hi Miranda - Thank you for the opportunity to provide comments on your NE 145 Street Station Subarea Plan Scoping. King County Metro has reviewed the subarea planning and design workshop information and we have the following comments.

1. We support allowing as much residential density near the station as possible.

2. We do have some concerns regarding traffic congestion and mobility for buses in around the station areas when there are high residential densities. We expect Metro will have a large role in providing access to and from the station facility, and congestion will impact our ability to provide reliable service.

As Sound Transit's Light Rail service reaches further north into the Shoreline area, Metro will review its route structure and service levels to maximize resources and provide the appropriate service levels. This effort will be similar to what has occurred when other segments of LINK have come on line. A key factor in determining future service will be the ability to provide reliable service. We feel that the mitigation of the potential traffic and congestion impacts should be an integral part of the Environmental Impact Statement (EIS) analysis.

3. We think that the traffic study should compare build-out impacts of each of the alternatives and should analyze the following:
 - a. The effects of each alternative on transit speed and reliability throughout the planning subarea.
 - b. An analysis of transit access to the light rail station; also pedestrian, bicycle, vanpool, and paratransit access.
 - c. A special focus on impacts and mitigation at the NE 145th Street and 5th Avenue NE intersection; this intersection currently has poor LOS during peak hours and the ST forecasts show even worse conditions.
 - d. An analysis of pedestrian access considering the one-half mile walk shed, and bicycle access to the station, including creative land use measures that may enhance access.
4. The EIS should analyze ways to enhance the integration of bus transit with future development in the station area.
5. We recommend and encourage that you work closely with King County Metro, along with Sound Transit, SDOT and WSDOT, while assessing traffic impacts and potential mitigation. Additional considerations include concurrency and integration with other transportation and transit agency plans.

We look forward to working with the City of Shoreline as you move to develop and finalize the NE 145th Street Station area planning effort. If you have any questions please contact Lisa Shafer at (206)477-5824 or lisa.shafer@kingcounty.gov. Lisa Shafer has been assigned the lead responsibility for King County Metro for coordination during your NE145th Street Station planning effort.

Thank you!

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Received 10/31, from resident of NE 151st Street

As a long time member of this community which I love dearly, I am concerned about one particular issue that seems to be overlooked: traffic flow/parking and crime.

As for parking, I am very concerned about the current model for large apartment/multi use structures that most contractors use. Most of these building only require a minimum of 10% parking spaces for the residences. Look at Thirntom place, for example. It is a mess! There is insufficient parking for the people who live in those buildings so every day there is an enormous overflow of cars into the nearby neighborhoods. It is unfair to the people who live there to have to deal with this nightmare. I understand that part of the goal is to eliminate the need for so many cars, but that's isn't always a reality. As a mother of two young kids, I need a car to get them around. When adequate parking is not in place and the "flow" of traffic isn't a priority, it's families like mine who suffer the most. Ridgecrest prides itself on being a family friendly place to live. I would agree and want to keep it that way.

Thank you

Received 10/31

What transportation improvements are needed in the subarea, and for pedestrians and bicyclists?

I'm most concerned about an increase in the traffic on small streets, and also the lack of sidewalks. You'll be adding a huge number of people out walking to and from mass transit, but areas like the corner of 5th and 148th are getting less user friendly, rather than more. I don't know what to expect in that area.

What concerns or suggestions do you have related to parking?

I'm very concerned about this. It looks like our street might be rezoned for density. With the current (about 10) single-family home on our street, there is already very little open street parking. If you were to add several sets of town houses, I would ask that they be required to add at least one (if not two) parking spaces per unit. It's unreasonable that guests would have to go several blocks to park to visit me. As it is, it seems that people should park their own cars in their driveways or garages and leave the street open for visitors. we moved away from the city because there was no where to park and we couldn't invite people to our home because there was no parking. I would hate to have that happen in our current neighborhood.

Do you have future plans for your property? What would be the best case scenario for you personally? What are your biggest concerns?

We had hoped to do some remodeling of our property, including potentially adding a bedroom and solar panels, but we worry that should we be forced to sell due to the decline in quality of life based on the rezone, we wouldn't be able to recoup that cost, especially if our home couldn't be sold as a single-family home, or if our property taxes were to increase significantly, making it undesirable.

Best case scenario for us would be that our street remains single-family homes with the option of a few two-story town houses (no commercial), that are purchased (not rentals).

The town-houses would be required to have their own off-street parking. This would keep our street kid-friendly, and would encourage investment in the properties and neighborhood. Also, it would mean that the way of life we invested in when we bought our house would be maintained.

Received 10/31, from residents of NE 151st Street

The current alternatives have gone too far. I have been to multiple of the meetings and have heard what virtually ALL the people who live in this area have in mind with growth. We are willing (and some even looking forward) to having growth in our area, but we want that to be destination growth, not some corridor like Lake City where people still don't want to walk or enjoy time. ABSOLUTELY EVERY small group at these workshops has been willing to accept a maximum height, even on the corridors, of MUR 35-45. That's it. We who live here are not willing to accept giant apartments of MUR 85 or 65 that are shown in both Alternatives 2 & 3. When you get these big apartments, you get people who are temporary and don't care for the neighborhood at all. On top of that, the large majority of developers are now out-of-state Corporations who have absolutely no concern for the places they make there money. We have seen it happen in Fremont, on Stone Way at North Lake Union, and in many other places around the city. These corporations don't care that Shoreline wants to be a Green City, that we care about our Open Spaces, that we care about supporting Local Businesses. Smaller Developers will have that in mind, but not these giants you will bring in with giant complexes. Also, I specifically remember that they discussed that the apartments would not be taller than the actual SubStation, which should not be reaching near 85 feet. Regardless if it does, we don't want those monstrosities built here. We on 151st St. have already seen a massive increase in crime in the past 2 years. We are currently in the works for a Street Watch with the Police Department because we now have car prowlers on a consistent basis and drug deals going down on the corner. With more people, especially those in massive apartment dwelling, that will only worsen. Both Alternatives 2 & 3 have too much height and too much density. It is not normal to make city adjustments based on a 100 year plan, but on a 30-50 year plan. I speak for many of my neighbors when I say you've gone too far. We are willing to accept the corridors of 5th, 155th, and 1st Streets as MUR-45, 1 block off of that in each direction, MUR-35. Beyond that, we want our neighborhood to remain R6-8. We are not okay with you wiping out the entire Ridgecrest neighborhood south of 155th and turning it all into MUR-35. We all realize the height is the same as now. That is not the issue. The problem is density. We are here to stay for the long term, and we do not want the area directly around us and our homes to become Multi-use. There is a drastic difference in care of the neighborhood and it's resources. To add to it, the city has no way informed us of what would happen to our property taxes with rezoning. If the city would expect to make a lot more money off of MUR, but we maintain our homes without selling out, what happens to us? Also, we don't know what kind of Eminent Domain the city has over our area. This could greatly affect us if we in the future don't want to sell but the city wants us to sell to developers. We don't know that we can get the price we'd need to get a house close to Seattle again 10 years from now. We as a neighborhood are meeting to find what kind of legal action we can take if need be to protect ourselves from forced buy-outs in the future. And also, everyone is still ignoring the 145th Street problem and

how to deal with all the added traffic that would occur. In the end, you guys need an additional Alternative that is for Moderate Growth. The current alternatives are based off of Massive Growth #2 and Rediculous Growth #3. There has got to be a middle ground. Please work with us for moderation, we don't want this to become a fight through the approval process and beyond. And what goes without saying is...improved infrastructure, lighting, sidewalks, open spaces, green building, local small businesses only, etc. We love our neighborhood and want to continue loving it and the community it has created.

Thank you.

*On my recently submitted comment, I stated Alternatives 1 & 2 a few times, obviously referring to the changed neighborhood options of Alternatives 2 & 3 (considering that #1 is no change). Sorry for the confusion.

Received 10/31

What is the plan to mitigate crossings for children at NE 155th Street from the parks at 8th and 10th Ave. NE? This is already a low visibility (hill) area for crossing.

Received 10/31, from resident of NE 145th Street

I am a resident of NE 145th street and I would like to express my opinion on the development around 145th street. I am in favor of mixed use building/commercial development according to the market forces with adequate pedestrian connection to and from the station.

I am excited that we will have better connection with downtown Seattle with the new station along with proper neighbor hood market and with multiple option of housing and commercial structures.

Received 10/31

I am very disappointed that the Council and others involved in the redesign process have chosen to basically ignore what residents in the 145th area presented in terms of their wishes for density and height limits. I live between 8th and 15th near 145th and have no 35 foot houses in my neighborhood. It is single family residences and now we are heading into a conglomeration of townhouse rows and proposed eight story monstrosities. It's not so much a matter of the residents input in the area helping to "guide" the process as the people developing it telling us what we must adapt to. At least that is how the process feels. I believe the design group I attended suggested nothing higher than 5 stories max and near the train station. I know you are saying this will take decades but once development takes off it does seem to happen sooner than one expects. All because a train station is being built. I remember talking about creating ways for ALL residents of Shoreline to be able to access the Light Rail such as one recommendation for circulator buses and other Metro buses to get people to the station. Ergo why must all the density be focused in one neighborhood? It seems it could be spread out a bit more in other directions and places around the City. Not everyone who may move here in the future wants to be quarantined in a small area by the station sites just to use Light Rail; but many do like the idea of being able to access the Light Rail

without having to drive a long distance such as going to Northgate or another transfer type of center. There is also concern over truly protecting our open spaces like the parks and keeping them environmentally safe with more people and the impact the related development brings. I read something on your web site that mentioned current single family housing will be "grandfathered" in and "protected": really? When I drive around the Portland area, many of their neighborhoods near their Light Rail system do not seem to be over developed in the ways you are proposing and have maintained their single family residential character. I moved here 25 years ago because I did not want to live in Seattle or places like Redmond and Bellevue with all their dense development and now Shoreline (or at least my neighborhood) is becoming them. I also worry about increased property taxes especially since my taxes seem to be increasing every year already. I haven't really heard what the City will do to have the revenue to pay for all the additional parking needed to support bigger residences, sewer systems, storm runoff Police and Fire support, ways to prevent potentially higher crime rates with the Light Rail station, etc.

Received 10/30, from resident of N 160th Street

I encourage the adoption of the "No Action" option. Bringing in light rail to the area does not mean providing business interests with the opportunity to jam in massive development, which will benefit only them, and nobody living in Shoreline now. Excessive development means increased taxes to pay for new/bigger schools and other needed services like police protection, as well as increased traffic and congestion. Thus the public bears the costs of development while the builders and developers get the profit.

Also, when considering "choice" in housing, I hope you don't mean micro-housing. That has been a disaster in Seattle, and I certainly wouldn't want to see it in Shoreline.

I moved to Shoreline because it is a nice, quiet, suburban area of single family homes, green lawns, and good schools. I would like it to stay that way.

Received 10/30, from resident of 5th Avenue NE

We're concerned about 5th NE being turned into a parking lot, along the curbs.

Received 10/30, from resident of NE 145th Street

Given the existing commercial and high density node at 15th and 145th (both Shoreline and Seattle sides of 145th). Consider maximum height mixed use zoning for lots fronting 145th between I-5 and 15th. (both corridor and dense village concepts)

Consider green street ped improvements that better tie into the existing trail system encircling Jackson Park. Possibly routing trail along the tributary of Thornton Creek that exits the golf course at 10th and into Paramount Park, or perhaps a trail connection between the Jackson park trail at 145th/5th to the station, via the stormwater features Shown on ST prelim plans.

Consider requesting that ST/WSDOT provide a ped/bike trail along the guideway between the two Shoreline Stations

In addition to the ped bridge crossing I-5 toward Twin Ponds, work with ST to bring a ped bridge directly from the station platform over 5th to give pedestrians a safer route eastward from the station. Touchdown location at the SPU pump station would be ideal....

Or

work with SPU/ ST to create a pocket park/station plaza extension at the pump station with a wide crosswalk across 5th (textured/colored pavement).

Consider working with KC Metro or ST to revise or add bus circulation to develop a feeder route to the stations. The route could travel in the clockwise direction via 15th, 145th, Aurora, and 185th at high frequency during peak hours. Build out streets and stops accordingly to provide dedicated/ or signal priority bus lanes and pre pay kiosks similar to rapid ride. Adjust Zoning at these mini nodes to encourage neighborhood commercial mini marts/coffee shops etc.

Request that ST not build parking garages at stations.

To decrease the visual impact of high density, consider increasing height limits and front setbacks requirements on non-arterial-fronting dense zoned lots (similar to the residential tower neighborhoods south of stanley park in Vancouver BC). Note that maintaining views along the southern parts of 5th and 145th close to I-5 is not really an issue since the aerial track approach and I-5 will not be desirable views and building up along the LRT and I-5 frontage should help shield noise into the surrounding neighborhoods.

Received 10/30

I heard of this re-zoning from a neighbor who just happened to strike up a conversation with someone visiting our neighborhood. And, then they didn't know what it was about. I've asked around and none of my neighbors received any notice of this.

If you had a landlord who was going to remodel your rental isn't he required to inform you beforehand? But if the neighborhood is to be re-developed nobody is required to tell us?

Someone needs to go door-to-door informing the residents about the planning. Is this going to be so bad for us that it has been decided to keep the information to selected groups? The Council needs to choose "NO ACTION" until someone is required and does inform the affected residents of this planning.

Received 10/30

What are your primary concerns about this area from an environmental perspective?

The scenarios you showed us at the last public meeting were frightening. We all moved to Shoreline for the quaint single-family-home neighborhoods with tree-filled lots. I never thought my early support of light rail would result in ending all of that.

Unless you're planning on cutting down every tall tree in the light rail subarea, you need to Photoshop some of those back into your scenarios.

Please protect the tall trees! If you can't, then promise to plant new TALL TREES as soon as possible! Leave room for them. Plan around them. It's important.

What green building features are appropriate for future development here?

TALL TREES! Work around them whenever possible. Replant TALL trees, not just the short and medium ones in your scenarios.

Without TALL TREES, it isn't Shoreline anymore.

What concerns or suggestions do you have related to parking?

My concerns are traffic tie-ups, crime, public urination, and no room for short-term rentals or plug-ins. And the removal of all the tall trees for the parking structure!

Do you have future plans for your property? What would be the best case scenario for you personally? What are your biggest concerns?

After moving around all my life, I planned to never move again. I planned to live here until I die. My husband, too.

My daughter wants the house after that, but she and her brother are only six. I fear the house will be a teriyaki shop by the time they're grown.

And we put so much money into it. It's just not fair.

What are your recommendations for integrating housing options for seniors and for a range of income levels? Where should affordable and senior housing be located?

Aegis. And Aurora Avenue. Or 145th Street, not 5th.

What about in 40 to 50 years - what should the neighborhood be like when your grandchildren are raising their own families?

Like this, only with fewer cars in front of people's houses, since they could take the train or rent a short-term rental at the station.

It's never been made clear in any of the meetings why so much has to change. You say it's to accommodate anticipated population growth, but you don't answer this basic question:

If you didn't build all the little apartments and townhomes and such near the station, then why would you have to worry about population growth? In other words, if you build it, they will come, right? Then don't build it! Let newcomers live in Lynnwood or Northgate, which already have apartments and townhouses. Or let them live in big apartment buildings on Aurora and run a shuttle to and from the train station 24 hours a day.

Why mess up what we have here in this neighborhood? Just build the train and let the locals use it like crazy. Why do you have to make more housing for more people here? Is there some reason we need to attract people to this particular neighborhood? Let them buy a little house like the rest of us did.

How do you think your housing needs might change in 20 years? What will your children's housing needs be then?

The same.

How should other buildings look; what kinds of uses are appropriate for the neighborhood over the next several decades?

Having a couple of useful shops near the station is fine, but it sounds like you're planning to change the character of the whole area.

Received 10/30, from resident of Fremont Avenue N

Thanks for your good work. We eagerly look forward to the access that the light rail will provide for transport from Shoreline to Northgate, to UW, to downtown, and to the airport. But the only thing that will make that possible for us and our entire Richmond Highlands neighborhood will be public transport through "the last mile", to get us from about 165th and Aurora to the station. An essential part of the network needs to be frequent reliable bus shuttle service looping along the Aurora corridor to connect with the station. Maybe dedicated mini-buses that make only local loops around major arteries in the heart of Shoreline, and make them every 10-15 minutes.

My husband and I have used LinkLightRail from Westlake to SEATAC since the week it opened (we are frequent fliers), relying on Metro buses to get us from Shoreline to Westlake-- a long and inconvenient, but essential, journey to get to SEATAC without driving. Link Light Rail is a real treasure! BUT-- Bus access is crucial for the new stations. The new Shoreline stations will be useless to Shoreline residents who live in the heart of the current Shoreline corridor along Aurora unless there is seamless frequent reliable local transport to the station. We need to address this in the planning.

Received 10/30

What are your primary concerns about this area from an environmental perspective?

For a Draft EIS, my primary concerns are the health impacts (noise, traffic, quality of life) to those in the surrounding neighborhoods. See my answers to #2 for additional concerns regarding restoration and stormwater.

Are there opportunities for environmental restoration or improvements to natural and storm water systems that you would like to see?

Please see the letter submitted on behalf of the 145th Neighborhood Light Rail committee with respect to recommended Thornton Creek and other creek restoration projects.

In addition, there are a variety of small wetlands in and around the proposed Light Rail station. This is a good opportunity to restore these areas and incorporate them into the design, rather than a potential option of eliminating them completely and paying into a wetland mitigation bank elsewhere in the district (please note: I have not heard that the City is considering this, it is merely a comment). The restoration and incorporation of the creek at the Thornton Creek theatre complex and the subtle, yet effective, parking lot stormwater swales at Northgate Mall are good examples of how this light rail station might make such improvements.

What green building features are appropriate for future development here?

Green building features consistent with current LEED regulations would be appropriate. Specifically, low-impact development stormwater drainage systems (rain gardens, etc) should be required as part of all building permits (see answer to #2). Also, this is a good opportunity to require high density of tree plantings in all development to maintain the current "green"ness of Shoreline.

What transportation improvements are needed in the subarea, and for pedestrians and bicyclists?

145th is always fairly congested. I support Shoreline's proposal to annex the properties around 145th to facilitate road improvements. There will inevitably be traffic issues with a light rail station as people come and go, so significant traffic improvements should be prioritized. 145th is currently not the most bicycle and pedestrian friendly, although the infrastructure (i.e., Interurban Trail) is there. Traffic improvements that incorporate larger sidewalks and bicycle lanes would be a major asset to 145th.

What is the best way for pedestrians from the west side of the freeway to access the station? What features should be included in the bridge design for 145th Street?

Per my answer to #5, I am very concerned that people living immediately adjacent (i.e., within walking distance) to the station will prevent access for people living within convenient bicycle or driving distance. What is so exciting about the 145th station is that it could become a major hub for people coming from south Shoreline (both east and west sides of the freeway), Lake City neighborhoods, and Lake Forest Park, Kenmore, and Juanita. It is imperative that we consider the significant negative implications of not having parking available. Therefore, we should consider the variety of parking alternatives that might work. Would a parking lot on the WEST side of the freeway be more appropriate? A short walk to the light rail across the pedestrian bridge would be very reasonable from a cheap-to-free parking lot. A much smaller parking lot, for a higher parking fee, could be located immediately adjacent to the light rail, to accommodate for neighbor's concerns.

I'd like to reiterate: since I am a mile from the station, lack of parking would definitely be prohibitive to me to talking the light rail.

Do you have future plans for your property? What would be the best case scenario for you personally? What are your biggest concerns?

We plan on remodeling our home to add square footage, and plan to stay for many more years and continue to raise our family here. 2023 is not that far away! Best case scenario for us personally is that the light rail station, coupled with renovations of the Aurora Square shopping district, attract more younger people, restaurants, shopping, and other commerce and amenities to the area that are all walking distance from our home. This in turn will popularize Shoreline as an alternative to Seattle neighborhoods, increasing property values. AND it will improve our quality of life (which is already pretty good!).

What are your recommendations for integrating housing options for seniors and for a range of income levels? Where should affordable and senior housing be located?

I have no strong opinion on this question. I like what they have done along Martin Luther King Blvd in South Seattle, incorporating such housing options along the light rail lines.

What about in 40 to 50 years - what should the neighborhood be like when your grandchildren are raising their own families?

I hope that this area is a vibrant community with increased development and walking options. I hope that in 40 years, when you drive along 145th, the speeds are a little slower, there are people walking to and from the light rail station and the shopping, and the green spaces are connected and filled with playing children.

How should other buildings look; what kinds of uses are appropriate for the neighborhood over the next several decades?

New construction would be great. This area has a lot of older homes and a facelift in architecture would be lovely.

What are characteristics of areas where you spend your free time? Do they include well designed plazas and art, a mix of uses, landscaping, and other ways to design public and private space?

Yes! I like to hang out in areas with plazas, coffee shops, and open areas to meet with people. Ballard and Lake Forest Park Towne Center are good examples of such neighborhoods. Both of these communities have vibrant farmer's markets, too!

Received 10/30, from resident of N 143rd Street

Very concerned about the impact on 145th Street traffic and the effects of slower traffic on air pollution. Also, absolute need to coordinate with Seattle planning for station area transit oriented development. Shoreline does not exist in a vacuum.

Received 10/29, from resident of 10th Avenue NE

I've lived in Shoreline with my husband for almost 11 years.

Before, we lived in the Ballard area from 1992-2002, and we still visit Ballard frequently. So, we've seen Ballard change a lot. At first, as Ballard residents we resisted change because we wanted to keep Ballard what it was, the way we personally knew it. We felt as if we had ownership of it. But, while we lost a few good things to "progress", much new good has happened in Ballard. And the increased residential density there has no doubt handled a significant amount of population increase in Seattle with a minimum of added commute miles. Also, there is now a variety of housing types and prices in Ballard thanks to its apartments and condos. So, we've grown accustomed to change, and we now even welcome it. We were not the only people who wanted to live in Ballard, it turns out.

My husband and I moved to Shoreline in 2003 for a two car garage and a good commute. It's a great place to be, with good parks and a good framework for growth. We're looking forward to more transportation choices, more density, and more "third places" (coffee shops, restaurants, pubs, bookstores, etc.) We understand the emotional investment in the current look and feel of Shoreline - we used to feel like that too about Ballard. But we also understand that population growth is inevitable, and we look forward to being able to walk to go out to dinner or get coffee, with all the other people who would like to be able to do same.

Therefore, in general, we support the densest zoning situations possible at this time. That said, we would also like the most people-friendly building fronts and walk/bike friendly corridors possible, and as much greenery as possible. We need to fit a lot more people in this city in the future, and we might as well plan aggressively for them now, and plan elegantly.

We also support the corridor maps for their greater thoughtfulness about connecting Shoreline as a city. Shoreline is currently a sea of single-family homes with growing clusters of businesses and higher density housing. I'd love to see corridors connect neighborhoods and hopefully reduce driving miles by allowing more businesses locate outside of current clusters and Aurora Avenue.

I have not been able to make any of the meetings about the plans about the 145th subarea because of schedule conflicts, so I am unable to comment on specifics about the maps. But, I suspect that many of the specifics fit in the categories I've mentioned.

Thank you for your consideration.

Received 10/26

What are your primary concerns about this area from an environmental perspective?

I would like to see trees retained and/or replanted in the substation area.

What transportation improvements are needed in the subarea, and for pedestrians and bicyclists?

This area will need sidewalks that make it safe for people to walk both on 5th Ave NE and on NE 145th.

What concerns or suggestions do you have related to parking?

My concern is about how to manage an expected large increase in car traffic in the substation area; the larger the garage, the more congested the area will be. Will a smaller garage and other bus or shuttle options to the station be considered?

Do you have future plans for your property? What would be the best case scenario for you personally? What are your biggest concerns?

I plan to stay in my house as long as possible. My street dead-ends, so the only way to drive out at this time is via NE 155th (from 10th Ave NE). I do have a concern about increased traffic on NE 155th as it is likely to become another funnel for car traffic to reach the station.

What are your recommendations for integrating housing options for seniors and for a range of income levels? Where should affordable and senior housing be located?

I believe that small groups of affordable, single-story condominiums could fit nicely into a neighborhood of single-family homes.

How do you think your housing needs might change in 20 years? What will your children's housing needs be then?

I may want housing that does not require yard and other maintenance tasks.

How should other buildings look; what kinds of uses are appropriate for the neighborhood over the next several decades?

One of my primary concerns is regarding zoning changes to MUR-85. I am especially concerned that these changes would, under certain conditions, allow building heights to exceed even the 85 feet that MUR-85 seems to suggest. Buildings that high would remove community from the neighborhood.

A maximum height of 3-4 stories -- without exception under any condition -- would allow more density without creating a wall or barrier that blocks out a beautiful sunset and a quality of life that I (and my neighbors' children and grandchildren) would like to enjoy for 20-50 years to come.

What are characteristics of areas where you spend your free time? Do they include well designed plazas and art, a mix of uses, landscaping, and other ways to design public and private space?

I presently enjoy walking in my neighborhood, working in my gardens, and visiting other gardens and local parks. I think that we do have an opportunity to develop some public plaza and green spaces that allow people to walk, shop, and play. A public garden

would be a beautiful addition to any area that is destined to become a cement & steel landscape.

What attracts people of all ages, cultures, abilities, and interests to use public space?

Eateries, a feeling of safety and community, a place to sit and walk, enjoy the views, and visit with others.

Received 10/20

I support the Compact Community zoning option for the 145th Street Station Subarea. I do not support the Connecting Corridors option. As I have stated previously, making 185th Street a corridor connecting two large existing commercial areas sounds reasonable. 5th Ave. connects no such large commercial areas and 155th Street connects to Aurora Square, but there is no existing large commercial area at its East end. For the reason above, there may have been an argument for up-zoning 185th Street more than a ½ mile from the station, but that argument does not work for 5th Avenue, and maybe not for 155th Street either. The latter two arterials are more similar to Section K along the Meridian Ave. arterial than they are to 185th Street in its subarea. It was vigorously argued in City Council that Section K should not be up-zoned because it was more than ½ mile from the station. Using that same argument, and remaining consistent, 5th Ave. and possibly 155th Street should not be up-zoned beyond ½ mile from the station. In zoning matters it is very important to be consistent. In fact, in some cases State law requires it.

In my opinion, the problems related to the corridors are an unnecessary distraction that should be avoided. However, there is a task that Shoreline has been charged with that should not be shirked. That is providing leadership to facilitate creating positive development near the station. That is going to require creativity and hard work because the homeowners in that area don't want tall buildings and they don't want density. There are proactive methods that have been used around the country that might help ease this problem, but I don't think "letting market forces work" is one of them. Information about those methods is available on the internet. Some people just want to spread the up-zoning out well beyond ½ mile so there will be less density near the station. However, virtually all studies show ½ mile is the maximum walkability range. This is logical because probably only the very fit are willing to walk more than ½ mile in the rain, in the snow, in the cold, in the dark, or in the hot sun. This is probably why the studies also show that any property value increases derived from proximity to a station diminish as the distance from it increases. In some cases substantially. Any big profits from selling to developers are going to be made by the people living closest to the station. Therefore, I believe that the density should be concentrated very close to it, and that we try to do it in a way which provides the most opportunities for the people who live there. We should not be distracted by corridors.

Received 10/17, from resident of Lacey, WA

Your map labels Fircrest RHC as, "Potential Redevelopment Opportunity Site". I hope that this is some typographical error. The Fircrest campus is not scheduled for

redevelopment as it serves a population of long-term residents who need close personal and medical support.

Please re-label your documents and maps to exclude Fircrest RHC from any possible redevelopment - this could send the wrong message. At this time, DSHS has assured us that no plans are in place to change the usage of the Fircrest campus.

Received 10/14, from resident of 15th Avenue

Dear Debbie,

Thank you for your comments. I spoke with Miranda Redinger, yesterday, who explained what you have written, below.

Your explanation makes sense in that it is true that the decision to redevelop the property is the purview of the State of Washington and that there is not, at this time, any proposal to change the campus zoning.

It also is true that the concept of "unlock" does not suggest uses that necessarily complement the lives of Fircrest residents. I have been unable to find this wording in context. If you could please direct me to the URL where it can be read, I would appreciate it.

In addition, even the description on the map of the Fircrest campus property as being a "Potential Redevelopment Opportunity Site" is of concern in that it invites consideration of potential economic development without qualification, either of the need for respectful uses, complementary to the needs of Fircrest residents and non-residents with IDD (intellectual developmental disabilities), or the fact that the property is State owned. Also, your comments in this email refer to "Fircrest Excess Property," whereas the designation on the map only says "Fircrest Campus." It may be that you have dealt with this information for so long that you take this knowledge for granted, but most readers will not.

The map does not designate as "Potential Redevelopment Opportunity Site" the property owned by the State for the use of the Bioterrorism Lab, nor are any properties owned by individuals, families, churches or other businesses, all of which properties also have the potential for redevelopment, depending on the owners' choices at any given time. The Fircrest campus, which is the home of it's residents, even while owned by the Wa. state, should be treated with similar respect, without such designation.

On behalf of Friends of Fircrest, the Shoreline City Council is requested to remove from the 145th Subarea Potential Zoning Scenario map (Attachment C: Compact Community), description of the Fircrest Campus as "Potential Redevelopment Opportunity Site". If any other maps so describe the Fircrest campus property, we further request that those descriptions be removed and that such designation not be applied to future maps unless formal redevelopment permission, at that future time, has been received by the City of Shoreline from the State.

Sincerely,
Saskia Davis
Friends of Fircrest Board of Directors:

Received 10/14, from resident of 15th Avenue

On behalf of Friends of Fircrest, the Shoreline City Council is requested to remove from the 145th Subarea Potential Zoning Scenario map (Attachment C: Compact Community), description of the Fircrest Campus as "Potential Redevelopment Opportunity Site". If any other maps so describe the Fircrest campus property, we further request that those descriptions be removed and that such designation not be applied to future maps unless formal redevelopment permission, at that future time, has been received by the City of Shoreline from the State.

EXPLANATION:

The description on the map of the Fircrest campus property as being a "Potential Redevelopment Opportunity Site" invites consideration of potential economic development without qualification of the need for respectful uses, complementary to the needs of Fircrest residents.

The map does not designate as "Potential Redevelopment Opportunity Site" the property owned by the State for the use of the Bioterrorism Lab, nor are any properties owned by individuals, families, churches or other businesses, all of which properties also have the potential for redevelopment, depending on the owners' choices at any given time. The Fircrest campus, which is the home of each of it's residents, even while owned by Wa. state, should be treated with similar respect, without such designation.

Thank You

Received 10/13

What are your primary concerns about this area from an environmental perspective?

Building height should not go higher than 4 stories. Keep all development on 5th and not on 6th or 8th av ne. Development should go west of 5th ave ne. Any new developments should have enough parking for one car per unit. Do not let people in the new developments park their cars on side streets. The new developments should have plenty of visitor parking.

Are there opportunities for environmental restoration or improvements to natural and storm water systems that you would like to see?

rain gardens, daylight streams, more trees

What green building features are appropriate for future development here?

Solar and rain gardens.

What transportation improvements are needed in the subarea, and for pedestrians and bicyclists?

Widen 5th ave ne. Have more buses bringing people to the light rail stop.

What is the best way for pedestrians from the west side of the freeway to access the station? What features should be included in the bridge design for 145th Street?

I see very little pedestrian traffic coming from west of I-5. 145th is not pedestrian friendly. This idea should wait at least 5 years after the light rail has been up and running.

What concerns or suggestions do you have related to parking?

Most of the garage should be underground and have cameras to prevent cars from getting broken into.

Do you have future plans for your property? What would be the best case scenario for you personally? What are your biggest concerns?

keeping my neighborhood single family homes.

What are your recommendations for integrating housing options for seniors and for a range of income levels? Where should affordable and senior housing be located?

North City.

What about in 40 to 50 years - what should the neighborhood be like when your grandchildren are raising their own families?

single family homes

How do you think your housing needs might change in 20 years? What will your children's housing needs be then?

single family homes

How should other buildings look; what kinds of uses are appropriate for the neighborhood over the next several decades?

Any buildings on 5th should have retail on the first floor.

What are characteristics of areas where you spend your free time? Do they include well designed plazas and art, a mix of uses, landscaping, and other ways to design public and private space?

We go to the mountains.

What attracts people of all ages, cultures, abilities, and interests to use public space?

piece of mind, relax, unwind.

Received 10/13, from resident of 15th Avenue

We have future plans for the Fircrest Property. Fircrest School for people with intellectual developmental disabilities (IDD) is among the "institutions" protected in the State Constitution. Land was donated to the state for specifically for it's use. Fircrest School should be considered permanent in it's current location.

The Homeland Security Lab, located to the South of the Fircrest Property, should be relocated away from Fircrest and the surrounding neighborhood. Up until recently, it has been designated level 3 BSL. Currently, we are learning that it has been "upgraded" to level 4. Neither level 3 nor level 4 Biosafety Lab is appropriate to it's location. Level 3 deals with serious-to-lethal/fatal airborne organisms. Level 4 handles potentially lethal/fatal organisms for which there is no known treatment. Both present a bioterrorism threat and both could be considered accidents waiting to happen. Neither level 3, nor 4 BSL should be located near the Fircrest population which would be impossible to evacuate. Neither should be located in a residential area of any kind. Lab relocation should become a high priority in the planning for this neighborhood.

We are concerned that whatever is placed near the residents of Fircrest School be supportive of people idd. Currently unused portions of the Fircrest property + that which is vacated by the lab should be developed in such a way that businesses and inhabitants complement the needs of the Fircrest School population as well as the non-Fircrest-resident idd/population. This could include:

Medical, dental, therapeutic and independent residential homes for non-Fircrest residents with idd as well as adults with head injuries.

Senior housing, but not housing for younger families. Quiet lifestyles and minimal traffic would be required.

Businesses could be located along 15th Avenue. Any businesses located there should be prepared to employ people with IDD (intellectual developmental disabilities).

Unused portions of the Fircrest property, as well as property vacated by the Lab, could be used for a cultural center to the benefit of the community at large and Fircrest residents.

A training center for medical, therapeutic and direct care givers for people with intellectual developmental disabilities would be an asset to the idd community as well as the Shoreline community at large in that it would bring in people from all over the state.

Professionals educated specifically to treat this population are in short supply. There is currently little available to them to learn to work with this population.

Received 10/13, from resident of NE 152nd Street

Some people would like to live in a single family house and at the same time, enjoy the walking distance to the Light Rail station. But if we look around, not just the Puget Sound area, but globally, there is no such a thing! Light Rail Station subarea is a very

precious resource, and it should be enjoyed by more people!

City of Seattle has been encouraging hot spots development around all the current and future Light Rail stations, like U district and Northgate. So does the City of Mountlake Terrace. On 2007, City of Mountlake Terrace had planned a redevelopment on 56th Ave. On 2009, they extended their plan to the Light Rail Mountlake Terrace station on 236th St SW. Right now, if you go there, you can see the new buildings and buildings under development.

The Light Rail station is an excellent development opportunity for the City of Shoreline. I think "No Action" is not a smart choice. Up Zoning should be the way to go. And open doors to the growth will benefit both the city and the citizens.

Received 10/11

Do you have future plans for your property? What would be the best case scenario for you personally? What are your biggest concerns?

We have future plans for the Fircrest Property. It should be reserved for people with intellectual developmental disabilities. Currently unused portions should be developed in such a way that businesses and inhabitants complement the needs of the idd/population. This could include medical, dental, therapeutic and independent residential homes for non-Fircrest residents with idd as well as adults with head injuries. Senior housing might also be a possibility. We are concerned that whatever is placed near the residents of Fircrest School be supportive of people idd . Quiet lifestyles and minimal traffic would be required. Businesses could be located along 15th Avenue. Any businesses located there should be prepared to employ people with idd. Currently unused portions of the Fircrest property, as well as property vacated by the Lab, could be used for a cultural center to the benefit of the community at large and Fircrest residents. A training center for medical, therapeutic and direct care givers for people with intellectual developmental disabilities would be an asset to the idd community as well as the Shoreline community at large in that it would bring in people from all over the state. . Professionals educated specifically to treat this population are in short supply. There is currently little available to them to learn to work with this population.

In addition, the Public Lab located to the South of the Fircrest Property should be relocated away from Fircrest and the surrounding neighborhood. A level 4 Homeland Security Lab should NOT be located in a residential area of any kind. This should become a high priority in the planning for this neighborhood.

What are your recommendations for integrating housing options for seniors and for a range of income levels? Where should affordable and senior housing be located?

Senior housing, but not younger housing would be compatible with the safety needs of Fircrest School residents.

Received 10/10, from resident of Wallingford Avenue N

I think Light Rail will be great. I'm very excited for it. I understand that this level of Mass Transit brings more people to the area, and that's just something that is going to happen. I have a few concerns about something of proposed plans (Compact Community and Connecting Corridors) here they are, in no particular order:

1) I don't think any sort of Mixed Use zoning is a good idea right next to one of our neighborhood schools. There should be residential zoning next to schools, period. I worry about addition traffic, kids trying to cross streets when walking, where will all the parents who can't walk their kids to school park to drop them off, and greater density comes with greater crime, I don't want that near the school my children will attend. We have great schools in Shoreline, we need to keep it that way and make sure we don't make development plans that will be detrimental to that.

2) I understand that Affordable Housing is wanted. However, I moved here from Seattle because there were neighborhoods I simply couldn't afford if I wanted to living in a single family neighborhood. I don't think I should sacrifice that because of mass transit. I know more people will be moving the the Puget Sound region, but there will be places some of them simply can't afford and I don't think the government of the current residents needs to provide for them to the detriment of the current residents/tax payers. So seeing MUR-35 or higher right next to R6 sounds like it really will be unpleasant for those current R6 residents. And quite a dramatic change to go from R6 to MUR 35, and being one of those who would be immediately next door to an MUR-35, I really don't want that. I lived in a densely back neighborhood of townhouses in Seattle, I hated it. That's why I moved here. I wanted space, quiet, ample parking, and good schools.

3) With rezoning to allow greater densities of people, can our school system handle this? Can our police and fire departments handle this?

4) If we do have more people living in the area, will our current property taxes be enough to provide funding for the additional burden on our schools? I don't want to pay a greater chunk (i.e. have my taxes raised) of the expense of educating new students than those new residents would be paying themselves

5) I think all of the things I've read and seen about improvements to parks, preserving trees, storm water systems, potentially burying utilities, etc. are fantastic! Hooray for environmentally friendly things!!!

6) It seems that Seattle doesn't have very much regulation in regards to townhouses, they just cram them in wherever they can and as many as they can. Can we please be better than that? More thoughtful than that? I feel like some smart regulations or building/development codes and polices should be in place to make them something people wouldn't mind living next to.

7) Can we also hold developers and owners responsible for things like parking (not just providing it, but providing it in a way that they occupants will actually use it and not take

up free street parking that everyone else needs) The apartment building on 175th and 12th is a perfect example, they provided parking as they were required to do, but charge too much for it, so none of the tenants want to pay for it, so they've taken up ALL the free street parking and the increase in density has also increased the crime in that area. This seems to have been planned very poorly. I don't want the same sort of things to happen in the 145th subarea.

8) If lots along 155th, or really any arterial are changed to a different zoning code, how will the vehicles of those future structures be able to pull out into the street? It's already difficult to do that for those few driveways, especially right by the school, and increasing the density seems like it would only increase the difficulty for those drivers and the other drives already on the road who are trying to get drive through in any sort of prompt fashion.

9) I know this is a very long term plan, but suddenly changing the zoning so quickly for a light rail station that is still 9 years out seems shockingly quick to a lot of people. I think there should be some sort of long term grandfathering of the zoning changes.

Received 10/10



Hi Miranda,

I just wanted to share some more ideas for density in the station area. These are some great ideas of density without height that the neighbors prefer.

I think the look of many of these also add to charm (esp. brownstone, last pic). You could also imagine some of these as row-house duplexes or row-house apartments up to 3 stories. In Europe many, many buildings are connected to each other, whether

apartments or single-family. The unified look makes a lot of difference in charmingness, I feel.

Also, I wish the City would further explore the idea of a pedestrian-only zone near the station area. Is this something that could be included in the DEIS? An option that takes everything west of 5th and below 149th or 152nd and makes it pedestrian?









The architect Christopher Alexander advocated a 4-story limit, arguing that people start to go crazy at the 6th floor. Too far above the ground to remain connected to street life and society. Those aren't his exact words, but I believe there's something to that general theory.

I am all for new urbanism, mixed use, and a moderate increase in density, but not for the modern equivalent of tenements. This is not the University District or Capitol Hill. I personally feel that even Ballard has gone too far with their high-rise apartment development.

Suburban Vancouver, BC -- east of the city, out in Langley and White Rock -- seems to be getting it right with their mix of postwar suburban architecture and newer townhomes. They are achieving density that works at 3-4 storeys, with ample open space and personal outdoor realms.

I live fairly far from I-5 corridor, but if the "worst case" plan comes to fruition and development is allowed to march along 155th towards Aurora Ave, it will directly affect me for sure.

Regarding Alexander and his 4-story limit, here is a review of his 1977 book, *A Pattern Language*, which cites this theory:

<http://discoveringurbanism.blogspot.com/2008/05/book-pattern-language.html>

Received 10/10, from resident of NE 147th Street

Dear City:

As a resident living just outside the half-mile mark from the new 145th St. station, I am concerned about new development in my neighborhood and the increased traffic, noise and population growth it will bring. I am especially worried about the mysterious and

amorphous phrase "redevelopment of the Fircrest property". Fircrest is my favorite walking place, quiet and green. It provides a balance to the commercial development at NE 145th and 15th NE, which is noisy, busy and traffic-clogged. If Fircrest is "redeveloped" into even more commercial space, my home and neighborhood will then be surrounded by noise and traffic, effectively turning my residential area into a commercial zone. This scenario is simply unacceptable.

Frankly, I do not understand why a new transit station requires new development, other than for the station itself. It seems as though city planners lump the two together as if development beyond the station is inevitable, yet no explanation for that is given. How about building the station, solving the immediate problem at hand (i.e. providing an alternative to cars), and then growing services, housing or whatever organically as the need presents itself? Perhaps commuters won't come clamoring for new housing near the station as city planners seem to assume they will. Perhaps they will just continue living where they live now and just commute to the station. That seems the more likely scenario to me.

As you can surmise, I am in favor of Option 1, the "do nothing" option. Clearly the station itself will require parking, traffic control and some services, all well and good. But redeveloping and commercializing the surrounding residential neighborhoods when there is no clear reason to do so is simply a bad idea. I bought my home in a quiet residential area and I have no wish to suddenly find myself living in the middle of a shopping mall.

My second choice of plan would be Option 3, the "compact deveopment" option. If the concern is commuter services, parking, and housing, then supply those needs near to the station rather than forcing unwanted change upon the surrounding neighborhoods.

My worry is that the city and its partner private developers are not concerned about the quality of life of local residents, but are rather focused on what appears to be an opportunity to turn "non-productive" residential areas into money-making ventures. If our quiet neighborhoods are re-zoned into commercial or even high-density areas, they will no longer be the places we chose to live in the first place, effectively taking our homes from us.

Thank you for your attention and thoughtfulness.

Received 10/6

What are your primary concerns about this area from an environmental perspective?

The Ridgecrest neighborhood along 5th, 4th, 3rd NE streets from NE 165th - NE 175th Streets), already gets a lot of noise from I5 traffic; with the additional noise from the trains, what plans are being made to block/buffer that sound levels for residents in that area?

What transportation improvements are needed in the subarea, and for pedestrians and bicyclists?

In general, what are the anticipated parking plans, bicycle paths and walkways for pedestrians who are attempting to get to the train OR bus? As well, what changes will there be for 4-way stop or stoplights to accommodate the increase traffic (pedestrian car and train/bus) in this area?