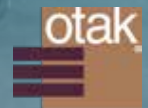


SUMMARY REPORT



Design Dialogue Workshops Second Series

February 19-20, 2014



Hammer & Co. Architects

THE OTAK TEAM

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Comments and Notes from February 19-20 Workshop Sessions

Introduction

With proposed light rail service coming to the Shoreline community by 2023, the City of Shoreline is planning for vibrant, equitable communities in its two station areas—185th Street Station and 145th Street Station. Community and stakeholder engagement has been an important and integral part of the station subarea planning process. The City has been conducting multiple community workshop series, using a process called “Design Dialogue,” which facilitates interactive engagement between stakeholders and the project team.

This report is a product of the 185th Street Station Subarea planning process and summarizes the results of the second Design Dialogue workshop series held February 19-20, 2014 at City Hall. The first Design Dialogue workshop series was held in November 2013, and it focused on engaging participants in a discussion about opportunities, challenges, and potential land use changes in the station subarea. The February workshop series focused on presenting potential possibilities and options for land use and community design in the station subarea.

Background on Proposed Light Rail System

The Lynnwood LINK Extension will be operated by Sound Transit and is currently in design. The 8.5 mile light rail line will connect the Cities of Shoreline,

Mountlake Terrace, and Lynnwood to the existing Central LINK light rail line in Seattle (with the nearest station at Northgate). Once complete, this system will provide fast and reliable transportation for Shoreline residents to and from destinations throughout the region including employment centers, the University of Washington, downtown Seattle, Sea-Tac International Airport, and other locations.

The Lynnwood LINK Extension will run along the east side of Interstate 5 primarily within the freeway right-of-way through Shoreline. The 185th Street Station will be located below NE 185th Street at grade with Interstate 5 and will include a park-and-ride transit garage (on the west side of the interstate), bus queuing lanes, a pedestrian plaza, and the waiting platform where passengers will board and deboard the train. Various improvements, including stormwater facilities, retrofitting of the 185th Street overpass over I-5, and rebuilding of the 195th Street pedestrian/bicycle bridge, are proposed by Sound Transit. The proposed transportation system improvements will enhance connectivity to and from the station.

The Purpose of Station Subarea Planning

To prepare for light rail service, the City of Shoreline has been working with the community to develop long-range plans for its two subareas at 185th and 145th. The purpose of these planning processes has been to identify opportunities to create vibrant,

walkable neighborhoods around high-capacity transit that increase activity in the station subarea, connect more people to more housing and transportation options, and enhance the character and identity of the neighborhood with community amenities and public spaces.

The 185th Street Station Subarea Plan will identify a preferred alternative for zoning based on the results of an environmental analysis process. The plan will propose actions necessary to implement the community-shaped vision for the station subarea and set a framework for the future of this community demonstrating how light rail and the land uses of the surrounding neighborhoods can support each other. With the development of the station subarea plan, the City anticipates amending the Shoreline Comprehensive Plan, zoning designations in the subarea, and code provisions with design and transition standards, as well as incentives for affordable housing and green building. The subarea plan will identify capital improvements that encourage innovative engineering solutions, such as green streets. The subarea plan is following the Planned Action process, allowed by Washington's

State Environmental Policy Act, which will streamline future project approvals, catalyzing redevelopment and reducing costs of development.

Community and Stakeholder Involvement

The City of Shoreline is implementing a variety of community and stakeholder involvement activities during the station subarea planning process. The Design Dialogue workshop series are just one part of a full spectrum of ways that neighborhoods, key property owners surrounding the proposed light rail stations, and the community-at-large is being engaged in the process. Visioning workshops, tours of the station areas, and an online survey and robust website with extensive information are some of the other engagement tools that have been implemented since spring of 2013. Throughout the station subarea planning process, residents and groups are encouraged to provide feedback and ideas through these methods along with the Design Dialogue workshops.



Conceptual design illustration for 185th corridor improvements

For more information about public and stakeholder involvement and the station subarea planning process and to view the results of other workshops and activities (including the November 2013 Design Dialogue workshop series for the 185th Street Station Subarea), visit: www.shorelinewa.gov/lightrail. The project Public and Stakeholder Involvement Plan also can be downloaded from this website.

How Comments and Input Will Help Shape the Future of the Subarea

Comments and input received from community engagement and stakeholder involvement activities are helping to shape the future of the 185th Street Station Subarea. The Design Dialogue workshops provide a unique, interactive forum for gathering this input and immediately applying it to design options and possibilities in the station subarea. Through individual workshop sessions as well as a general public workshop held over the course of a couple of days, the project team is able to interact directly with key stakeholders, neighborhood representatives, and the community as it considers potential options for the station subarea. Participants have identified key concerns and opportunities in the neighborhood.

Comments and input gathered from the November 2013 Design Dialogue workshops helped guide the creation of the potential land use alternatives for how the subarea may develop and grow over a 20+ year time horizon. The input received during the November 2013 workshops helped frame the range of alternative land use scenarios to present at the February 2014 workshop series. These alternative scenarios will now move forward through further analysis in a detailed evaluation and environmental analysis process, consistent with Washington's State Environmental Policy Act (SEPA) requirements for Planned Actions. A Draft Environmental Impact Statement (EIS) will be developed, which will be available for public review later this spring (2014).

Overview of February 19-20 Design Dialogue Workshops

This second Design Dialogue workshop series was conducted over the course of two days (February 19-20, 2014) at Shoreline City Hall and involved various stakeholder group sessions including:

- Large property owners and key stakeholder agencies such as the Shoreline School District (owners of the Shoreline Center property) and Seattle City Light
- Sound Transit and multi-modal transportation interests
- Shoreline youth ambassadors
- 185th Station Citizens Committee (185 SCC)
- Housing and development interests

The workshop series culminated in a general public workshop session on the evening of February 20, 2014, where the community-at-large was invited to review and comment on the land use scenarios and design possibilities being developed for the station subarea.

Approximately 100 people attended and participated in the stakeholder and general community workshop sessions in total. The sessions began with presentations describing the purpose of the meeting, project background, what we heard in the November workshop series, land use scenarios and design possibilities, and environmental scoping information. 3D sketch-up models of the station subarea showing each scenario were presented, along with illustrations and photographs showing what redevelopment and community design elements might look like. Displays also were on hand in the room (see list below), along with informational hand-outs and materials.

YOU'RE INVITED!

To the **2nd DESIGN DIALOGUE WORKSHOP**
for the 185th Street Station Subarea Plan

February 20, 2014, 6:00 to 8:00 pm
in the Council Chambers at City Hall
17500 Midvale Avenue N., Shoreline

On November 5 & 6, 2013, the City hosted a series of workshops with stakeholder groups to discuss design elements for the 185th Street Station Subarea, including public spaces, public art, transportation improvements, and neighborhood design character. **The 2nd Design Dialogue Workshop** will allow the community to see how their ideas are represented through computer models, and provide for feedback on these ideas and new ones.

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mredinger@shorelinewa.gov and (206) 801-2513

CITY OF SHORELINE
www.shorelinewa.gov/lightrail

What makes public spaces most inviting and functional?

What will encourage more people to ride their bikes to the station?

Scenarios Presented

The three scenarios for land use and zoning were presented:

Alternative A - No Action:

Under this scenario, current zoning would stay as is. It was explained to workshop session participants that this scenario did not necessarily mean that no change would occur in the in the station subarea. Property owners would still be able to maximize development of their property to current zoning (mostly R-6/6 units per acre), which may result in additional units (such as duplexes and accessory dwelling units) on parcels.

Alternative B - Some Growth:

The “Some Growth” scenario explores increasing the number of units per acre in the station subarea, focusing growth along the 185th Street, 10th Avenue NE, NE 180th Street corridor as a connector between Aurora and Shoreline Town Center and the North City area. Key opportunity area also would be upzoned in a focused approach along the corridor, as well as around the proposed station area and in the vicinity of Shoreline Center.

Alternative C - Most Growth:

The “Most Growth” scenario shows a higher level of potential growth and zoning to support this, using the 185th Street, 10th Avenue NE, NE 180th Street corridor as an organizing framework for the growth, but extending further to the north and

south along this corridor and encompassing more units per acre than under the “Some Growth” scenario.

Each of these are illustrated in the workshop materials provided in the Appendix. Participants provided comments and input on the scenarios and possibilities presented. These are summarized later in this report.

At the general public workshop session, City of Shoreline representatives from the Planning Commission and staff attended to facilitate discussions and record feedback from attendees. The format of the workshop sessions was designed to be participant-driven and allowed for flexibility and variation in each session based on the discussion generated by the participants. Key messages presented to participants are shown in the graphic boxes on pages 5 and 6.

SEPA Scoping

The February stakeholder workshop sessions and general community workshop also provided the opportunity to gather public input on elements of the environment to be studied in the Draft Environmental Impact Statement (EIS) for the station subarea. (A public notice was published in advance to announce that public scoping would occur as part of the public workshop session on February 20th). Scoping was conducted consistent with SEPA procedures required for Planned Action projects, and not only were the public workshop participants asked to comment on potential elements of the environment to be analyzed, but also participants in the stakeholder group sessions. Displays were provided listing anticipated environmental elements to be analyzed and participants were asked to suggest if other environmental elements should be analyzed and provide information about why these should be analyzed. Environmental elements listed in the scoping notice as potentially being analyzed in the EIS included:

- Land Use
- Housing
- Parks and Recreation
- Transportation
- Utilities
- Habitat and vegetation considerations (as part of the Parks, Recreation, and Open Space section)

Displays listed various additional elements of the natural and built environment that could be evaluated and workshop participants were asked to comment on these and place green dots on those that should be considered. Based on the public and stakeholder input received, in addition to the above elements, the City will also analyze:

- Public Services (including police, fire, and school services)
- Surface water runoff and management and water quality (as part of the Utilities section)

Based on the subarea context, much of the focus of the environmental analysis will relate to built elements of the environment rather than natural elements of the environment. The City will combine several elements to enhance the flow of content and readability of the EIS. For example, the natural element of water will be addressed within the Utilities section of the EIS, with content covering water service (water supply/capacity), as well as stormwater runoff, management, and water quality. The habitat and vegetation topic fits well within the parks, recreation, and open space sub-element within the Public Services section. The natural element of air quality will not require analysis in this EIS since it is already addressed in the Sound

How Will the Subarea Change Over Time?

- **Very gradually, over decades. The subarea plan is a 20-year vision, but there are opportunities to re-evaluate periodically.**
- **City will set the stage by determining zoning and development regulations. Actual redevelopment will be contingent upon market forces and property owner decision-making.**
- **The City is required to examine impacts of full-build out in environmental analysis.**



185th Street Station Subarea Plan
February 2014 Design Dialogue Workshop Series #2



The Otak Team

Transit EIS, and for the proposed transit-oriented land uses, impacts related to air quality would not be expected to be significant or adverse. The natural element of earth also will not be analyzed in the EIS, since it would be expected that each project will obtain separate geotechnical analyses to guide site development, and there are not areas proposed for redevelopment identified as hazardous.

Workshop Displays and Materials

In addition to the SEPA information and scoping displays, workshop displays included:

- Zoning scenario maps for each of the three alternatives
- Housing density board showing photographs of built examples of different density types (units per acre) color coded to the zoning scenario maps

- Displays of 3D SketchUp models of each of the three scenarios
- Design concept illustrations for the 185th Street corridor and overpass, and for transit-oriented, mixed use development along 8th Avenue NE corridor and east of the proposed light rail station
- Project history and background information, including the planning process timeline, a list of important planning terms, information from Sound Transit, and other displays

The digital presentation (available on the website) highlighted these elements and also presented animated “fly through” videos showing the three zoning scenarios.

How Will the Subarea Change Over Time?

- **Market Assessment indicates demand for residential development; less so for large scale commercial. Public investment in the station subarea can promote redevelopment consistent with community vision.**
- **Property aggregation will be required and contribute to long timeframe for redevelopment.**
- **Placemaking will happen as a result of public and private investment and redevelopment over time.**



185th Street Station Subarea Plan
February 2014 Design Dialogue Workshop Series #2



The Otak Team

What We Heard - Workshop Results

Across the sessions, common themes emerged as participants shared their comments and input on the zoning scenarios and design possibilities presented. Common themes heard across all workshop sessions including the public meeting are summarized below. More detailed workshop notes are provided in the Appendix.

SUMMARY OF COMMON THEMES

CORRIDOR CONNECTION OF 185th/10th/180th	Framing land use and zoning changes around this connecting corridor between Shoreline Town Center on Aurora Boulevard and North City makes sense as an organizing framework for growth and change.
MULTI-MODAL CONNECTIVITY TO THE STATION	Continue to emphasize the importance of multi-modal connectivity throughout the subarea—including pedestrian, bicycle, and transit access to and from the station.
NEIGHBORHOOD TRAFFIC CONGESTION AND POTENTIAL PARKING IMPACTS	Neighborhood representatives continue to have concerns about how traffic congestion in the neighborhood can be mitigated related to autos accessing the park-and-ride transit garage (and using neighborhood streets to get to and from the garage). Some also mentioned concerns about people parking in the neighborhood from outside the area to access the light rail station. Meeting facilitators mentioned that transportation and parking would be key elements studied in the alternatives analysis as part of the EIS.
PUBLIC SERVICES INCLUDING SCHOOLS AND EMERGENCY SERVICES	Multiple workshop session participants stated that the EIS should analyze potential effects on public services, such as police, fire, and emergency services, as well as schools as a result of increased population in the subarea.
MAINTAIN A RESIDENTIAL, “VILLAGE” FOCUS	Many participants expressed the importance of maintaining the livability quality of the Shoreline community and agreed with the approach of increased residential densities and various types of multi- and single family residential development around the light rail station. Participants also agreed with the need to provide transitions between land uses through zoning and design standards. Participants also continued to express the need for a variety of housing choices that are well designed and are an enhancement to the community.
UTILITY CAPACITY	Affects on utility capacity and needed utility service improvements should be identified in further analysis. Meeting facilitators explained that this was another element that will be analyzed in the EIS.

**MASTER USE PERMIT/
CREATIVE DEVELOPMENT
AGREEMENTS**

Many workshop participants stated support for working flexibly with developers on some of the key opportunity parcels in the station subarea through a “Master Use Permit” (MUP) and/or development agreement process. The process is seen as an opportunity to facilitate integration of community housing (including affordable housing choices), amenities, green building approaches, and other favorable outcomes through density bonuses and working collaboratively and cooperatively with developers. Some participants in the workshop sessions thought it would be a good idea to zone church parcels and other large parcels as MUP, in addition to the areas shown in the alternatives, or to designate a minimum parcel size for eligibility to submit a MUP. So if residents got together and aggregated their properties, development approval could use the more flexible MUP process.

**MAXIMIZE
REDEVELOPMENT
OPPORTUNITIES**

Overall, throughout all the workshop sessions and at the general community workshop session, there was support for the range of alternatives presented. Comments received during and after the workshop series indicate an interest in even more upzoning in the station subarea, even beyond that presented in the “Most Growth” alternative. Many workshop participants mentioned the importance of maximizing redevelopment opportunities around the light rail station and saw this as the primary tool for catalyzing positive change in the neighborhood (including more street improvements, public spaces, parks, community amenities, etc.) While the “Most Growth” vision is aggressive and may take several decades to implement, many participants felt it was better to articulate an aggressive vision now, rather than to wait.

**CAPITAL INVESTMENT
STRATEGY**

The station subarea plan should include a specific capital investment strategy that will show how the City can invest in high priority areas and encourage a catalyst redevelopment project in the station subarea.

**MORE HOUSING,
DONE WELL**

Participants were generally supportive of increased density in the subarea, including in the vicinity of the light rail station, and on NE 185th Street. There was a general level of support for mixed use (ground floor retail/active uses with housing above) up to four to six levels in height. In other parts of the neighborhood, responses varied on the potential height and density of housing. Some saw three stories/levels as the maximum throughout the rest of the subarea, while others preferred retaining more single family and compatible uses such as duplexes, rowhouses, townhouses, etc.

CITY-SPECIFIC BUS ROUTES

Although Shoreline will have access to frequent regional transit services (King County Metro RapidRide Line E on Aurora Avenue and Sound Transit Link light rail service), transit service throughout the city is still viewed as not as frequent and direct in providing access as needed. In particular, workshop participants felt it will be important to provide fast and frequent east-west bus service between the light rail line and bus rapid transit line on Aurora on corridors such as NE 185th Street and others. The idea of a circulator route providing fast and frequent access from Aurora/central Shoreline out to the light rail line and back throughout the day was mentioned.



Participants looking at presented zoning alternatives



An illustrated example of one land use and zoning alternative



Conceptualizing and discussing potential alternatives for the subarea at the first workshop series, November 2013

Planning Recommendations as an Outcome of Design Dialogue Workshop Series #2

Planning recommendations are described below. These recommendations have been formed as an outcome of the second Design Dialogue workshop series and the common themes from the stakeholder discussions summarized previously.

Proceed with the Range of Zoning/Land Use Alternatives Identified

The community and stakeholders involved in the workshop sessions generally felt that the range of alternatives presented seemed appropriate for further analysis. More aggressive levels of change to zoning would be far beyond market projections for this area. There was general support for the configuration of the proposed changes, organized around the 185th/10th/180th connecting corridor.

Consider Additional Properties for Master Use Permit Zoning

Several workshop participants felt it would be appropriate to change the zoning of some other larger parcels to MUP, including some of the church properties in the subarea.

Proceed with Organizing Growth around the 185th Street/10th Avenue NE/NE 180th Street Connecting Corridor and Creating a Signature Street on 185th

As an outcome of the first Design Dialogue workshop series, planning scenarios frame growth around the connecting corridor of 185th Street/10th Avenue NE/NE 180th Street corridor, between the Shoreline Town Center at Aurora Boulevard and North City. In addition to supporting multi-modal improvements for this corridor, other routes in the subarea should be enhanced for pedestrians and bicyclists, including NE 195th Street, NE 175th Street, 15th Avenue NE, 8th Avenue NE, 5th Avenue NE, 3rd Avenue NE, 2nd Avenue NE, 1st Avenue NE, and Meridian Avenue N.

Also, many participants continued to agree with investing in 185th Street as a great street in Shoreline—a signature corridor that supports all modes and serves as a creative and innovative model to the region. European style arrangements of pedestrian and bicycle facilities were shown in illustrative concepts presented at the workshop, which many participants supported, along with the need for more right-of-way and/or easements along 185th to accommodate pedestrian, bicycle, and transit improvements. Many expressed the importance of having wider sidewalks, delineated bike ways, and exclusive transit lanes, street trees and landscaping, green stormwater infrastructure, and other features along the 185th Street corridor.

Continue to Emphasize and Support Housing Opportunities and Livability in the Plan

Consistent with comments and input from the first Design Dialogue workshop series, participants felt that the subarea overall can support more housing density and areas immediately surrounding the light rail station are poised to support more mixed use, transit-oriented development. The community generally supports increasing density so that more people will be living in proximity to the transit station. A variety of housing types are envisioned, including 4 to 6 level mixed use and multi-family buildings near the station, as well as a mix of housing options throughout the neighborhood (townhouses, cluster and cottage housing, rowhouses, duplexes, four-plexes, eight-plexes, and courtyard housing, etc.). There also was support for additional density and some neighborhood-scale commercial uses along the 185th/10th/180th connecting corridor, particularly at key intersections/nodes. There continues to be support for higher density development within one-half mile of the station, on both sides of I-5.

Redevelopment of the Shoreline Center

Participants continued to express that the Shoreline Center is an important parcel in the neighborhood that is currently underutilized and poised for redevelopment. The suggested mix of uses for the site included residential, commercial, community spaces and recreation uses, office, conference space, and hotel, and participants continued to agree with retaining the existing stadium and sports fields. The Shoreline School District, which owns the property, will be studying potential redevelopment opportunities for the site and has stated an interest in retaining a long-term lease on the property if it moves forward into redevelopment. Given that there is high potential for this area to redevelop in the future, carefully integrating the new plans for the site with the surrounding neighborhood will be important. Maximizing pedestrian and bicycle connections between this site and the NE 185th Street corridor and light rail station also will be critical.

Priorities for City Capital Investments

A commitment to new capital investments by the City and utility providers will be critical to support redevelopment and improve access and services for existing and new residents in the subarea. These investments could include a number of multi-modal transportation improvements throughout the subarea, as well as pedestrian/bicycle paths, community gardens, parks, public art, subregional stormwater facilities, utility improvements such as expanded sewer and water infrastructure, and district energy development, to name a few. The subarea plan will identify where capital investments will be needed and will prioritize these investments to support implementation of the preferred alternative.

Creating a New Identity for the Station and Surrounding Neighborhood

Participants continue to be interested in the potential to create a new identity for the station (a new name and signature look) and related placemaking opportunities in the surrounding neighborhood.

Although the area supports multiple existing neighborhoods, there is an opportunity to create a new place at the station and the immediately surrounding area that will be recognized by the region as a new place. Building a strong identity can also help in attracting redevelopment activity. While specific names have yet to be discussed and determined, there is a strong interest in building on the potential of the station area as an enhanced village setting. Perhaps incorporating the word “village” into the station name such as “Shoreline Village Station” or finding a name that best represents Shoreline’s strong sense of community should be considered.

Next Steps

As an outcome of the two Design Dialogue workshops, the land use/zoning scenarios presented will now be refined into alternatives to be analyzed in the Draft EIS. The Draft EIS will be prepared over the course of the next couple of months and will be published for public review in late spring of 2014. After the DEIS public review is completed, the City will identify a preferred alternative to be emphasized in the 185th Street Station Subarea Plan. The plan will then be compiled and taken through formal review and adoption by the Planning Commission and City Council. Planning Commission and City Council meetings are open to the public. The City will amend comprehensive plan, zoning, and code provisions to support the planned action of the Station Subarea Plan and prepare a planned action ordinance with development regulations. The subarea planning process is scheduled to be completed by late Fall 2014.

APPENDIX

Summary of Input from Public Stakeholder Workshop Sessions

Public Comments:

- Evaluate the effects on public services related to the additional population in the subarea under alternatives 2 and 3, including police, fire, and emergency services—what additional services and facilities will be needed to serve the growing population?
- Comment on Alternative 3—Most Growth Scenario: this alternative provides opportunities for the most variety in housing types, from micro-units (such as Apodments) to four bedrooms.
- Should senior housing be specified as a percentage of new development per project in certain locations?
- False Creek, Vancouver BC is a great example of mixed-use development around high-capacity transit
 - *Later research: The False Creek area is an eclectic group of neighborhoods with very different urban planning and architectural techniques/styles. Southeast False Creek has redeveloped within the last ten years, partially spurred by the creation of the Olympic Village for the 2010 Winter Olympics. According to the City of Vancouver, the purpose of the planning project was to turn Southeast False Creek into a leading model of sustainable development. It features efficient energy solutions, high performance green buildings, and easy transit access. Southeast False Creek was designed as a mixed-use community with a total population of 11,000 – 13,000 people, with*

a focus on residential housing. As a complete neighborhood – with the 2010 Olympic Village converted to permanent housing options for residents at its core – Southeast False Creek has goods and services within walking distance, and housing and jobs that are accessible by transit. For more information, visit: <http://vancouver.ca/home-property-development/southeast-false-creek.aspx>



Southeast False Creek Master Plan



Built Results with Green Roofs

Public Meeting Notes (February 20, 2014), Continued:

- Coordination with transit is critical.
- Important to minimize impacts (visual, noise, etc.) of station on adjacent buildings and transit-oriented development in the immediate area.
- Develop a checklist of amenities that can be provided by developers and incentivize these through bonus density/height allowances.
- Like the proposed strengthened connection to North City and beyond.
- Make the 185th bridge an icon (like the Rialto Bridge).
- Creating a strong “urban village” is the key.
- Breaking up street grid will be important to enhance walkability/to create a more walkable neighborhood, a tighter street grid is needed; also there are areas of the street grid that discontinue and need to be completed/reconnected to complete grid where possible.
- The City should require certain minimum square footage of solar panels per development (geothermal, etc. too).
- Encourage reuse ahead of recycle.
- Regarding the block on westbound 5th (north of Sound Transit’s proposed parking garage), suggest this be changed from change from R18 to transit-oriented development (such as MUR or MUP).
- Appreciate the illustrations that showed attention to architectural features and like the “main street” features. Don’t like high density alternative (3), think medium density alternative (2) is a good middle ground.
- The City will need to prepare design standards to create cohesive architecture and building styles.
- Like focus on art, and would like more opportunities to perform and more gathering places.
- Changes on 185th Street and total changing neighborhood and Shoreline Center – these are big changes for me – even with no action, 185th and light rail will change my neighborhood a lot– so for land use – “No Action” is my preference.
- Schools! – The environmental impact analysis (EIS) needs to evaluate the need for new schools with increased population under the proposed alternatives.
- East side of pedestrian bridge and 10th Ave NE – R-6 why? Why not R-18? Creating an R-6 island doesn’t seem like a good approach.
- Apodments -- leery of the lack of parking in those developments and the amount of parking that has to be accommodated by on-street and not on-site parking spaces.
- Value of Rotary Park/Seattle City Light property – good place for transit-oriented development being so close to the station.
- What about a round-about at 185th and 10th? This would be a good location for traffic and an attractive neighborhood solution.
- Fill in the ditches throughout the neighborhood; or create more attractive solutions, such as rain gardens.
- There is a need for potential standards for large tree preservation.
- Would like to see pocket parks every block or every other block with variety of amenities.



Rialto Bridge, Venice, Italy, Source: Wikipedia Commons

- Include park zone designations.
- Preserve existing public spaces for future public uses; Shoreline Center and North City Elementary.
- Need walkable park on east side of I-5, north of North City.
- Meaningful public space if school properties redeveloped.
- I would support the “most growth alternative” (3) with quality public spaces.
- Need good lighting for walkways and pathways, especially on paths to bus stops and light rail station.
- Concerned about congestion from Aurora to 10th NE, especially in light of Point Wells.
- Will there be a Transportation Corridor Study for 185th east of Aurora on 185th?
- Anticipated school needs? Where would students in this growing neighborhood go?
- Explore the opportunity of undergrounding utility lines – adds value to redevelopment sites!
- Stormwater system – repair and improve at every opportunity. Encourage green roofs and other low impact development solutions.
- If 185th is the primary road – it needs to have a major, large focus on capacity load. Shoreline is full of neighboring dead ends and cul-de-sacs. There are not many other secondary road options that go through.

Design Dialogue Stakeholders Workshops (Series #2, February 19-20, 2014)

Because many comments in the stakeholder groups were actually questions, italicized text summarizes staff response.

LARGE PROPERTY OWNERS

- **Is there an articulated vision for public investment? Will capital investment dollars be put into 185th?**

Yes, this corridor is shown as a priority in the City's Capital Improvement Plan, but the Subarea Plan will articulate and prioritize potential investments. Implementation of these projects will likely be reliant on additional funding sources, such as federal grants.

- **Will we need additional utility capacity?**
Probably, as part of the Draft Environmental Impact Statement (DEIS), the City will evaluate capacity for water, sewer, and other utilities to determine what improvements would be needed to serve future growth.
- Look at a scenario for potential redevelopment and opportunities at Shoreline Center, geared around maintaining the existing uses that are there and developing the site to its fullest potential with upzoning.
- Shoreline Center - income from property must be able to drive the development. May need to have more development closer to the freeway as a buffer for the neighborhood.
- Concept of open space drives profitability... who pays for utilities? Could be a combination of public and private investment.
- What about need for/placement of new schools with growth in neighborhood? Needs to be considered.
- Consider change to zoning where the swimming pool and park to north of Shoreline Center are; couldn't this area be redeveloped with park and swimming pool uses integrated into new development? Could this be a new community center site that includes many of the uses at Shoreline Center, freeing up the Shoreline Center site for other redevelopment?
- Spartan gym is part of the site. Developer would want to work with entire center. Can't break facility use from gym center.
- Shoreline School District will provide inventory of existing uses/tenants on Shoreline Center site.
- Be cautious of language – should be “consolidation” not “removal” of uses...if “relocation” clarify that “onsite” is intent.

- Grade schools must be built on-grade so kids can exit and enter quickly in emergencies. Check into code requirements.
- Shorecrest is now re-opening to serve growing demand. Elementary and high school classes are growing. Sunset may have to be built because of student overflow.
- Think about how to structure the Master Use Permit (MUP). Zoning should set foundation of what would be required to be submitted with the MUP. Wouldn't want to be limited in density/height at that site if a market/development potential study is completed that shows greater potential than zoned for in this subarea plan. Process to develop proposals, pro formas, etc. is very complex. School District has not started market study yet, but plan to in the coming months and will share results.
- Development underneath utilities/near utilities is possible and would help to increase redevelopment potential. Must be coordinated with Seattle City Light. Think about tree height, landscaping, access, maintenance. Trucks may need to drive over. Could underground lines, but would be expensive. Should avoid a dip or wave (above ground, underground, and then back to tower). 300 feet minimum before change. What would the extent of the undergrounding area be? Typically:
 - Paid by proponent
 - Rate increase may be incurred by all
 - May depend if it is regionally significant
- Undergrounding power lines can greatly influence development potential by creating a more attractive living environment. Areas with underground power attract developers more than areas with overhead power. Seattle City Light representative indicated they would research the potential for undergrounding power and related costs and considerations. Otak will get back in touch with them.

SHORELINE YOUTH

- What's the ultimate goal: access to transit, range of affordable housing, etc.? If so, Alternative 3 would be more optimal, as it provides the most opportunities to the neighborhood.
- In a roundtable poll, most youth representatives felt Alternative 3 offered the most opportunities for residents.
- Parks are important for kids.
- Quaintness is great, must be careful of the balance between high density and little shops.
- To me, I prefer Alternative 1, because I like the single-family feature of Shoreline and wouldn't want to see that changed too much, but given that growth will happen no matter what, I could see Alternative 2 as a good compromise.
- Alternative 3 is necessary to attract younger people. It will provide more uses and amenities, including neighborhood retail, shops, cafes, etc.
- **What are the demographics of the people moving to Shoreline?**
Demographic trends suggest that the market for housing in station areas will be driven by aging Baby Boomers who would like to stay in their Shoreline community even if they no longer want the maintenance responsibilities of a single-family home, and maturing Millennials who wish to move out of downtown Seattle as they settle down, start families, and begin looking for a relatively affordable home to buy in an area with good schools, but still want to be able to easily commute to work and activities in Seattle.
- Edmonds example – I see that the alternatives have sort of the look and feel that is good for the area...like downtown and other areas of Edmonds, not far from here.
- Shoreline needs some restaurants/shops that cater to teenagers – e.g., like a burger shop or frozen yogurt store.

- I've been to Charleston, SC and really liked it there; it seems like Alternative 3 would provide the opportunity to create an environment like that where you can walk anywhere you want.
- Need north-south light rail service to be connected to express bus service on SR 99/ Aurora by east-west bus routes on 185th and other streets.

185th Station Citizen Committee (185SCC)

- **Why is Rotary Park being removed?**

There are 2 possibilities for Rotary Park, but no decisions have been made at this point. One possibility is that the park remains in City ownership, and could be used for public art; another is that it could be sold as part of a redevelopment proposal that included other properties in that block. For the 3 zoning scenarios that will be analyzed in the Draft Environmental Impact Statement, the park is shown "as is" in the zoning maps, but as redeveloped in the computer models.

- **The 8th Avenue right-of-way (ROW) is much wider. 10th is considered the main link. Why is 10th the connecting route and not 8th?**

This was influenced by the City's Transportation Master Plan (TMP), as well as the "station boulevard" connector concept. The TMP shows 10th as the priority for bike lane and sidewalk construction. For 8th, the City heard during visioning events last summer that because of the wide ROW, it could potentially support higher densities that include a linear park/plaza area with pedestrian and bicycle use.

- All streets in the subarea will need to become more pedestrian and bicycle friendly to create the neighborhood character desired by the community; not just 10th and 8th...but have to start somewhere with identifying priorities; that is understood.
- **There is a big transformer on 185th near 8th and a big gas main on 180th. How would these features affect development?**

The City will evaluate utility conditions as part of the DEIS. These features may need to be relocated/ undergrounded, or left in place and worked around. Possibilities for redevelopment shown tonight are very conceptual at this point – meant to start the conversation to see what can be done. We will further explore constraints with utility providers.

- **Is 10th considered main route for people going from 175th to the light rail station?**

The TMP identifies 10th as a main route for multi-modal traffic, including vehicles, pedestrians, bicyclists, and transit. We will be further studying traffic flows in the DEIS. We need to analyze how traffic would flow if 10th were to become the main corridor and determine what further improvements may be needed (intersection upgrades, signals, etc.)

- 5th, 8th, and 9th also could be possible corridors to spread transportation across other streets (pedestrian, bicycle, bus, and car traffic); rather than putting too much pressure on 10th.

- **Would the City purchase land on 185th for the boulevard?**

The illustration shows a 3 lane cross section for 185th Street. Even under the "No Action" alternative, the coming of light rail and resultant traffic may necessitate improvements that would require expanded setbacks along that corridor. Regardless of timing of capital projects, adoption of the subarea plan will likely change setbacks so that no one would put buildings within 10 feet or so of the existing right-of-way in the meantime. This will be further analyzed in the DEIS.

- **What about the old growth trees along 185th?**

One reason that the road cross section shows 3 lanes (instead of 5 that would include bus lanes in each direction) is to preserve existing trees in the right-of-way. The City recognizes that these street trees are an important part of neighborhood character to many residents and will make every effort to protect them during design and development.

- **Looking at the land use maps – what about parking? Will they be whittling down parking like Seattle?**

Parking will be an important topic of much discussion throughout the rest of the process, and there will be a variety of opinions. With the right land use and transit support, an ambitious goal of light rail subarea planning could be to make it feasible for households within a certain proximity of the station to own one car instead of two. The City reduced parking standards in the Town Center subarea plan, which was used as the model for commercial design standards adopted citywide, including exemptions for low-income housing and proximity to transit. The DEIS will look at a number of potential mitigations for parking, including the possibility of residential parking zones.

- **Issues related to traffic – picturing 185th with all that build-out. There will be a lot of traffic and failed signals. Will big developments have limited parking available for residents and incentives for people to have one car?**

One way to reduce congestion on 185th would be to not allow any new curb cuts so new development would need to be accessed off of side streets or rear alleys. This is the reason that the depth of potential rezoning extends beyond the original study area boundaries, to provide enough space for development to accommodate internal traffic flow and parking.

- **Look at what is happening around Lake Forest Park, and Bothell. Perkins is getting busier and busier and bicycling feels more dangerous.**

The City recognizes that Perkins is a perilous route with lots of drop offs and blind curves, and will study best practices for making improvements, which must be carefully designed.

- **What types of utilities would need to accommodate build-out?**

The City will be looking at potential impacts to water availability and pressure, sewer, stormwater, electricity, and other services, including the possibility of incorporating district energy or other innovative methods to support additional households. The City's Comprehensive Plan looked at projected growth with regard to utility infrastructure needed to accommodate it, and

the light rail DEIS will build on that analysis to determine what utility improvements are necessary.

- **On 185th, are you going to encourage new development to have underground powerlines?**

We don't know the answer to that question yet, but will be exploring the options, especially how the benefits weigh against the costs, and whether the City may take it on as a capital project or have change occur incrementally through redevelopment. One of the most noticeable distinctions between the Seattle and Shoreline sides of Aurora Avenue is the powerlines, and the City has demonstrated that it can build complete streets that are safe, aesthetically pleasing, and improve water quality, the trick is to get grant funding to pay for a vast majority of it.

- **How do we hold developers to design standards? How do we pull off consistent design? What do we have and what do we know now? Walk and drive between 175th and 180th on 12th Ave NE. That is a great example is on all different types of zoning; lots of different areas of development.**

Styles and preferences naturally change over time, but some of the most effective tools to achieve consistency are design and transition standards. This is another example of how the City can set the stage for development, but market forces and property owners determine what gets built and ultimately how neighborhoods look and feel over time. In establishing design and transition standards, the City considers how to encourage higher quality development and discourage code-minimum development, and to balance neighborhood character and desired amenities (like green building) without adding costs that make development too expensive to pencil out.

- From what I've seen, this will cause spill-over parking onto the single-family neighborhood. Think about that as you view concessions to builders. For the foreseeable future, we will see spillover parking.

- **The Shoreline Center – Alternative 2 and 3, noticing that they include serious changes to the building construction. Is the assumption that the uses and resources there will be moved or kept there?**

In discussions with the School District, it was mentioned that most existing uses are important and would likely need to be consolidated on site with redevelopment. It was felt that the proposed Master Use Permit (MUP) zone would allow the most flexibility for such redevelopment. The School District is planning to hire a consultant to determine what would be in their best interest in the long-term, and don't want to sell in case they need to build another school in the future, but are interested in the possibility of long-term leases – could be residential and/or commercial. The City is interested in a partnership that achieves mutual goals, especially given that Spartan gym and the pool are some of the current uses at the Shoreline Center that are important to the community.

- **MUP process: really like it as a way of maintaining flexibility for the future—affordable housing, parking, etc. Is that something Shoreline already uses? Could a MUP be a possibility if someone aggregated land for that?**

This would be a new zoning designation created for the station subarea, but it is possible that this zone could be utilized on other parcels that meet a size threshold or other criteria. This will be discussed in more detail when the Planning Commission begins to look at development code regulations that could be adopted as part of the subarea plan.

- **What is this going to do to my property values or taxes? We know that timing will influence values; what about specifics? Can taxes be capped?**

At the City's request, OTAK prepared a hand-out that describes how redevelopment around the light rail station may affect property values and taxes. We can't definitively predict what will happen, but the hand-out summarizes Washington's requirements and exemptions related to property tax increases.

- From Meridian to Aurora, that's about the same distance from 1st to 10th. One of the similarities—bike lanes, bus center, etc....but it's only 25 miles an hour. 185th is 40 miles an hour. Look at where we've had successes in other areas, we should see how we can do that in this area. Really need to evaluate all the speed limits throughout the subarea and create consistency and predictability throughout the neighborhood.

- What about fire safety? This is something that should be analyzed in the EIS...serving new growth and development with police, fire, and emergency services.

- **What about transparency in the City Council? They want a bigger tax base of course, but what is their interest? Have they been involved?**

The Planning Commission and City Council have been actively involved in the subarea planning process. The 3 zoning scenarios presented tonight represent the most current thinking of the Council.

- **Will these graphics and presentation materials be posted on the website?**

Yes, look for them to be up on the website at www.shorelinewa.gov/lightrail in the near future.

- **When do we hope to hear about our list of wishes that was sent to Sound Transit in September?**

Sound Transit's preferred alternative reflected many comments submitted by the City. They are currently working on their Final EIS, and the City and public will have another opportunity to comment on that before it is sent to the Federal Transit Administration for final approval.

- **Is there an example that can show how a neighborhood has transitioned over time to light rail service. Would be good to find. What about BART line examples?**

Tonight's presentation incorporated some examples of projects in the Portland area, but it is a good idea to ride the light rail line in this region to see some of the more recent changes happening around stations to the south.

- Change is inevitable; it is even interesting to consider how this neighborhood has changed since 30 years ago.

Developers- attended by Sound Transit, Cascade Green Building Council, and Forterra

- **Will you analyze capacity of the existing zoning?**

Yes – in the DEIS.

- **Are you planning to use the MUP in Alternatives 2 and 3?**

No, just for alternative 3 so we can contrast and compare the different options.

- **Challenge with alternative 3 is that you're dealing with the same property owner for this. Is there a way to expand this? If the school doesn't want to use it, then there will be no one will use it.**

The City is considering potential for thresholds and criteria that could allow property owners to request MUP zoning under certain conditions. This will be discussed in detail when the Planning Commission considers Development Code regulations and zoning that would need to be developed.

- **What does it mean if a homeowner is on the MUP zone? What does that mean for redevelopment?**

That is a good question. The intent behind the MUP was that it provide flexibility for properties large enough to redevelop as a Transit-Oriented Development (TOD), not for single-family parcels. However, in Alternative 3, the single-family homes between the Shoreline Center and 185th Street are shown with this designation. They would need to be aggregated in order to take advantage of MUP flexibility, but we will discuss this in more detail with the Planning Commission, likely in August and September.

- **Does the concept for 185th presented fit in the existing ROW?**

No, the conceptual cross-section presented would require nearly 80 feet of available right-of-way. Currently, the right-of-way is closer to 60 feet wide.

- **Will you address parking, parking reductions and incentives?**

Yes – we will analyze parking demand as part of the DEIS, and ordinance provisions will be developed to guide parking management in the subarea.

- **Will you pull out parking separately based on each alternative or will you make assumptions with all? Mountlake Terrace has parking reduction within 1/8 of a mile. MLT is a good example because they don't have the station yet, but the bus is there. They have incremental parking reductions, and then for every 2 single-family lots, you can put in 3 houses.**

We are not sure yet how the analysis will be presented, but are aware that there will be a variety of concerns related to parking. Thanks for mentioning Mountlake Terrace; we are collecting model code language from around the region to provide examples to consider in developing our Planned Action Ordinance. When the City revised commercial zoning standards based on the Town Center code, it included up to 25% parking reduction within proximity to transit or for populations with low rate of car ownership. Shared parking is another option we will analyze.

- **Who will be coming to the station? And how will they get there? Will they be coming to this neighborhood or leaving?**

The intent of the mobility study area is to look at how people from outside the subarea will access the station, most likely by car or bus, and how people inside the subarea could get there, ideally by walking or biking. Traffic modeling for the DEIS will analyze trips coming from places like Lake Forest Park and Richmond Beach, or generated by additional development, and identify mitigations for these projected impacts. More services and businesses near the station may encourage commuters to support the local economy.

- **Really want to understand what people want from this corridor? Does that mean they want a good quick drive, or do they want to stop in**

between? If it's a commuter getting from A to B, that is one experience. If they want to stop through this space, that is another experience. Looks like you want to cater to all of that and that you are open, which is more of a district feel. It'll be interesting to see how that all plays out. If I were a commuter outside the community, I may choose to go to stations to the north or south. It feels like it'll probably be local residents. It's a really unique opportunity to create a new kind of livable area.

We've heard a lot of support for creating a very walkable and bikable neighborhood/district that avoids heavy traffic congestion by dispersing traffic throughout the grid as much as possible. It is challenging to achieve the balance between those that want a smooth commute, and those that are interested in neighborhood placemaking, complete with gathering spaces and businesses like restaurants and yoga studios, but we think there are tools we can employ to achieve both.

- **Is Interstate 5 perceived as a barrier by the community/neighborhood? Do they see this neighborhood as different segments from east and west of I-5? It feels different.**

During last summer's visioning workshops, we heard from many people that when I-5 bisected the neighborhood, it created a feeling of division beyond the physical separation, and that one of the goals of this subarea plan should be to figure out ways to reconnect areas on the east and west sides of the freeway to reestablish the sense of community that was lost.

- **Thinking about people getting off the interstate at 175th and heading north to the station? How likely is this?**

Traffic will be getting to the proposed parking structure at 185th from many directions, including a variety of neighborhood streets. This will be analyzed in the traffic modeling in the DEIS so we can determine which areas are appropriate for improvements, such as signals and turn lanes to improve traffic flow, and which areas

are appropriate for traffic-calming measures to discourage cut-throughs.

- **You mentioned a long timeframe for Alternative 3 – do you know what that would be like?**

Under either of the growth scenarios, the full build-out shown in computer modeling and analyzed in the DEIS will take decades; it is perhaps more appropriate to think about neighborhood transition in terms of generations. The Puget Sound Regional Council identified 74 areas that may become Transit-Oriented Developments (some on bus rapid transit, some on light rail lines), so there will be competition to attract development interest. A number of market studies suggest that the 185th station subarea will be less competitive because of the number of small lots that would need to be aggregated for larger or mixed-use developments, and that lack of interstate access could be a deterrent to large employers or retailers. This is one reason that the 2 growth scenarios envisioned focus on creating a boulevard or village feel that would be unique to Shoreline, rather than the level of intensity usually associated with TODs.

- **How would the city encourage a catalyst project? Think of a smaller project, like a church parcel that could redevelop?**

A catalyst project could come in the form of a capital improvement, such as stormwater or road infrastructure like along the Aurora corridor, which encourages economic development because it takes some of the burden off of developers. Other examples of catalyst projects could be those allowed by innovative code language or incentives for green building, such as the Bullitt Center in Seattle, which is the world's greenest office building. This came about because the property owner worked with the City of Seattle to develop a Living Building Challenge ordinance that removed code barriers to building this type of project, and forged a path that others could follow.

- Living communities- Cascadia Green Building Council (CGBC) is working on a report that

recommends a process to avoid a common “silo effect” where different organizations don’t communicate as effectively as they could to achieve mutual goals. Working with utilities is a big step forward. Next big step is trying to figure out how to encourage innovative development. Leadership projects are a good idea. Maybe MUP option (alternative 3) lends itself better than in alternative 2 to provide these opportunities.

- **Have to think about community, who is here now and who we are attracting. We are also thinking of infrastructure as well as community, equity, etc. and what makes Shoreline unique. Has anything else emerged to identify key partners to help shape this?**

At this point in the process, we have engaged in discussions with the community and various stakeholder organizations, but it has all been very high-level. This Design Dialogue Workshop series is the first time we’re going back to the community with graphic representations of ideas they shared during visioning and the first series of design workshops. In the upcoming phases of DEIS and examining development regulations, we hope to cultivate interest and participation of other partners who may actually bring projects to fruition.

- We haven’t talked much about water today, but that is one of CGBC’s big concerns – how can we incorporate water conservation into infrastructure systems as development happens. We can change the way we emphasize the different corridors. For example, some improvements might be planned along 10th, but could be more appropriate for another street based on water/utility opportunities.
- Henderson station example – bike routes/pea-patches underneath. Think about other avenues to ease for bicycle routes.
- **What about keeping residents here? Affordability? Do you have an idea which station area has more homeownership?**

Both station areas are predominantly single family neighborhoods that tend to be more affordable than other places in Shoreline or Seattle, so there is definitely a risk of displacement as the area redevelops. That is one reason we will be considering regulations and incentives to create housing that is affordable to a wide range of incomes. This will be especially important for folks who work in Shoreline, but can’t currently afford to live here, and those for whom light rail and enhanced bus service will be their primary modes of transportation.

- **What could CGBC do to help?**

Continue to participate in the process and provide feedback. Submit written comments and/or testimony at Planning Commission and City Council meetings when they discuss the DEIS preferred alternative and potential regulations. Any resources, ideas, best practices, etc. you can suggest as we work on development of the Planned Action Ordinance would be helpful.

- **An incentive structure that could be added to promote City goals would be a great framework to move forward. It’d be interested in seeing how this is conceptualized in the bigger vision. Having infrastructure installed upfront will help with what the City envisions.**

Station area planning done correctly has the potential to implement a number of policies in the City’s other guiding documents, including the Economic Development, Housing, Healthy City, and Sustainability Strategies; Subarea, Climate Action, and Comprehensive Plans; and Surface Water, Parks, and Transportation Master Plans. Ideally, station area planning can embody the triple-bottom-line principles of sustainable economy, environment, and equity.

Affordable Housing Advocates—took place at HDC North King County Housing Workgroup

- Unanimous support for Planned Action EIS and capital projects that would reduce developer

costs with regard to SEPA, traffic analysis and improvements, stormwater infrastructure, etc.

- Unanimous support for reduced parking standards near transit, with additional reductions for housing for populations with low rate of car ownership. Support for shared use parking.
- Support for reduced access from 185th Street by creating aggregated development parcels, alleys, and generally reducing number of cul de sacs, which are not conducive to affordable housing.
- Suggested that the City push for an agreement with Sound Transit stipulating surplus property be used for affordable housing.
- Noted that the “sweet spot” for funding seems to be between 50 and 75 units for a project, but that R-48 zoning should work for family housing.
- Mentioned that density limits can work against development of projects targeting certain populations, such as homeless individuals or veterans, because it often precludes a concentration of studios or smaller units (say 300 sq. ft.).

Comments Received during the State Environmental Policy Act (SEPA) Scoping Period

- Comments from *King County Metro* related to scoping for the 185th Street Light Rail Station Subarea Plan/planned action EIS: King County Metro Transit strongly supports the City of Shoreline’s efforts to leverage development opportunities near future light rail stations through subarea planning around the NE 185th Street Link Station. We believe that high capacity transit should act as a catalyst for growth that enhances the value of high capacity transit and have consistently encouraged Sound Transit to work with local jurisdictions like Shoreline to facilitate Transit Oriented Development (TOD). Preparing a Subarea Plan and Planned Action EIS will lay the foundations for a well-planned, gradual transition of existing neighborhoods into

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

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

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

Local bus service: The NE 185th Street corridor is currently served by Metro’s Route 348. Metro is exploring ways to provide additional connecting service to the future Link station through the study area. The Subarea Plan should prioritize transit access on NE 185th Street and other bus route arterials by including in-lane transit stops and transit signal priority

for better transit flow and bus and van access to the light rail station. It should also address in coordination with the transit agencies other transit supportive elements, such as opportunities for passenger facilities and layover. It is also important to coordinate with Community Transit on plans they may have for transit service in and around the station.

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

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

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

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

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

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

- **Comment from private resident:** The other night we were discussing the way that the City of Shoreline is approaching the examination of potential zoning changes in regards to the Light Rail Station Area at NE 185th. You said that it would be best if I could submit my comments in writing, so here you go: The city has created what is being called "bookends"

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

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

On Monday you explained that a business and real estate analysis was done on the area, and the current “bookend” represents the maximum development which can be expected in this station area for the foreseeable future. You said that the results were not as large as many people expected, because this analysis took into account the fact that in the coming decade there will be some 74 (I think you used that number) different ‘Transit Hubs’ developing in the Puget Sound Region, so commercial and residential growth and development can be expected to be spread amongst these many areas.

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

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

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

The development and build-out of the Light Rail System is principally moving north at this time. This is especially important because after downtown it will soon to be serving the second-

largest contributor of riders to the system, the University of Washington. So with commuters needing to come and go from downtown, and from the university, they will look outwards at the station areas for potential places to live. Coming North out of Seattle, neither of the University District Stations have significant residential areas adjacent to the stations which exist, or have not already seen substantial development, so there is limited density growth potential there. The next station north, Roosevelt, has significantly up-zoned (multiple blocks to 85' and 65'), and is already seeing major construction of multiple developments all while the station is still years from opening. (in fact, the growth and development seen in Roosevelt –even in a down economy-- should serve as a lesson of what can be expected.) But growth and development even in this station area is somewhat constrained – by the high school grounds next door, to the already existent high rises and business district.

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

An examination of the two Shoreline station areas reveals a further truth: the 185th Street station has much more room and potential for growth. The 145th Street Station site is limited,

just like 185th, by having Interstate 5 occupy all of the land immediately adjacent to the west – but unlike 185th, the land adjacent to the 145th Street site is further encumbered by the ramps necessary for the freeway interchange, and by the land devoted to a golf course.

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

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

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

- **Comment from private resident:** I talked to you about my concern with the multi-housing zoning surrounding my house in the design that has the highest impact. I would like to know statically what would happen to the small group of homes

on 10th & 11th between 175th & 180th. It would seem to me that those homes would end up being an area of less desirable location. My address is 17535 11th Ave NE, and I do have this concern. Anyway, I guess I want to know if there is any thought in just having all that property from 175th to 180th on 10th & 11th considered at least multi-family zoned instead of in a dead zone. I am looking forward to hearing from you.

**This commenter also mentioned that more park space should be created to serve the increased density proposed.*

IMPORTANT TERMS TO REMEMBER



** Denotes that definition is from Shoreline Development Code. Otherwise, source is listed in parentheses at the end of definition.*

COMPREHENSIVE PLAN—The Growth Management Act (GMA) requires certain cities and counties of Washington State to adopt comprehensive land use plans. A comprehensive plan is a generalized, coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to the GMA. A comprehensive plan consists of a map or maps, and descriptive text covering objectives, principles, and standards. Each comprehensive plan includes goals and policies for land use, housing, capital facilities, utilities, transportation, and the natural environment. Optional components include elements relating to economic development, community design, conservation, solar energy, recreation, and subarea plans. (*Shoreline Comprehensive Plan*)

ZONING*—The delineation of districts and establishment of regulations governing the use, placement, spacing, and size of land and buildings.

ZONING MAP*—The map or maps that are part of the Code and delineate boundaries of zone districts.

SEPA (STATE ENVIRONMENTAL POLICY ACT)—The State Environmental Policy Act (SEPA) provides a way to identify possible environmental impacts that may result from governmental decisions. These decisions may be related to issuing permits for private projects, constructing public facilities, or adopting regulations, policies, or plans. Information provided during the SEPA review process helps agency decision-makers, applicants, and the public understand how a proposal will affect the environment. This information can be used to change a proposal to reduce likely impacts, or to condition or deny a proposal when adverse environmental impacts are identified. (*SEPA Website*)

FLOOR AREA RATIO (FAR)*—The gross floor area of all buildings and structures on a lot divided by the total area.

AMENITY ZONE—Area adjacent to the street curb where a variety of elements may be located, such as street trees, landscaping, furnishings (benches, trash receptacles, etc.), utility poles, light poles, signs, and other features. This area can vary in width but generally should be a minimum of 4 feet wide.

INCENTIVES (ECONOMIC DEVELOPMENT)—Components of economic development policy that seek to encourage growth in traditionally impoverished or underdeveloped areas. Incentives come in the various policy forms, but traditionally focus on tax incentives and infrastructure improvements. Development Incentives come from various levels of government on the local, state and national level. (*Wikipedia*)

SCOPING—Scoping is the first step in the Environmental Impact Statement (EIS) process. The purpose of scoping is to narrow the focus of the EIS to significant environmental issues, to eliminate insignificant impacts from detailed study, and to identify alternatives to be analyzed in the EIS. Scoping also provides notice to the public and other agencies that an EIS is being prepared, and initiates their involvement in the process. (*SEPA handbook*)

EIS (INCLUDING DEIS AND FEIS)—An environmental impact statement (EIS) is prepared when the lead agency has determined a proposal is likely to result in significant adverse environmental impacts. The EIS process is a tool for identifying and analyzing probable adverse environmental impacts, reasonable alternatives, and possible mitigation. (*SEPA Handbook*) First a Draft EIS (DEIS) is prepared and presented for public and agency comment, then a Final EIS (FEIS) is prepared and issued that responds to comments and documents the decision for the proposed action.

IMPORTANT TERMS TO REMEMBER



** Denotes that definition is from Shoreline Development Code. Otherwise, source is listed in parentheses at the end of definition.*

SUBAREA PLANNING—Subarea plans provide detailed land use plans for local geographic areas. This level of planning brings the policy direction of the comprehensive plan to a smaller geographic area. These plans are meant to implement the comprehensive plan, and be consistent with City policies, development regulations, and Land Use Map. (*Shoreline Comprehensive Plan*)

PLANNED ACTION—A development project whose impacts have been addressed by an Environmental Impact Statement (EIS) associated with a plan for a specific geographic area before individual projects are proposed. A planned action involves detailed SEPA review and preparation of EIS documents in conjunction with sub-area plans. (*MRSC, Municipal Research Services Center of Washington website*)

LOCAL IMPROVEMENT DISTRICT (LID)—The Local Improvement Districts are a means of assisting benefitting properties in financing needed capital improvements through the formation of special assessment districts. LIDS permit improvements to be financed and paid for over a period of time through assessments on the benefitting properties. (*MRSC Website*)

LOW IMPACT DEVELOPMENT (ALSO CALLED LID)*—Low impact development means stormwater management and land development strategy applied at the parcel and subdivision scale that emphasizes conservation and use of on-site natural features integrated with engineered, small-scale hydrologic controls to more closely mimic predevelopment hydrologic functions. (May also be called green stormwater infrastructure and low impact site development.)

RAIN GARDEN—A planted depression or a hole that allows rainwater runoff from impervious urban areas, like roofs, driveways, walkways, parking lots, and compacted lawn areas the opportunity to be absorbed. This reduces rain runoff by allowing stormwater to soak into the ground (as opposed to flowing into storm drains and surface waters which causes erosion, water pollution, flooding, and diminished groundwater). They can be designed for specific soils and climates. The purpose of a rain garden is to improve water quality in nearby bodies of water. Rain gardens can cut down on the amount of pollution reaching creeks and streams by up to 30%. (*Wikipedia*)

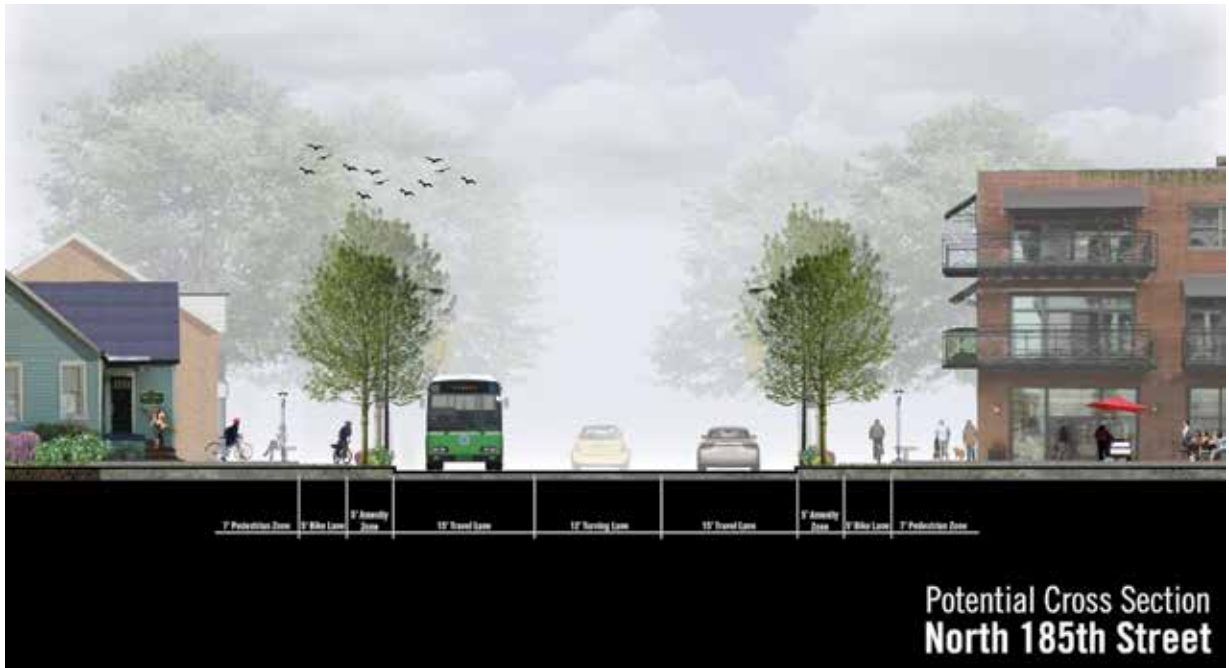
CARBON EMISSIONS—A greenhouse gas emitted into the atmosphere produced by vehicles and industrial processes. (*Web Dictionary*)

CAPITAL IMPROVEMENT PROJECT (CIP)—A short-range plan, usually four to ten years, which identifies capital projects and equipment purchases, provides a planning schedule and identifies options for financing the plan. Essentially, the plan provides a link between a municipality, school district, parks and recreation department and/or other local government entity and a comprehensive and strategic plans and the entity's annual budget. (*Wikipedia*)

MARKET FORCES/FACTORS—The economic factors affecting the price, demand, and availability of a commodity. (*Web Dictionary*)

PARCEL AGGREGATION (LAND AGGLOMERATION)—Several parcels of land grouped together or considered as a whole. (*Adapted from Web Dictionary*)

NE 185TH STREET DESIGN PERSPECTIVES



NEIGHBORHOOD DESIGN PERSPECTIVES



Corner of NE 185th Street and 8th Avenue



Mixed Use Development

POTENTIAL NE 185TH STREET BRIDGE DESIGNS



Conceptual Sketch of Potential NE 185th Street Bridge



Conceptual Sketch of Potential NE 185th Street Bridge

HOUSING DENSITY EXAMPLES

Up to 12 units/acre

10 units/acre



11 units/acre



12 units/acre



12 units/acre



Up to 18 units/acre

14 units/acre



Retail and office



17 units/acre



18 units/acre



Up to 24 units/acre

19 units/acre



24 units/acre and retail/office



23 units/acre



24 units/acre with retail



Up to 48 units/acre

27 units/acre and retail



28 units/acre and retail



33 units/acre and retail



38 units/acre with retail



40 units/acre



40 units/acre



Up to 100 units/acre

53 units/acre



65 units/acre



67 units/acre



94 units/acre



More than 100 units/acre

100 units/acre with retail



140 units/acre with retail



185 units/acre with retail



310 units/acre and retail/office



EXISTING CONDITIONS



ALTERNATIVE 2 SOME GROWTH



ALTERNATIVE 3 MOST GROWTH

