

**Attachment A: Scoping and DEIS Comments received through June 27, 2014**

*Scoping comment; received February 20, 2014; from Jason Cetina, 849 NE 195<sup>th</sup> St., Shoreline*

Hello Miranda & Steve.

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

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

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

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

Regards,

Jason Cetina

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

Steve,

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

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

planned, gradual transition of existing neighborhoods into the transit-supportive community appropriate for this corridor.

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

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

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

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

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

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

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

**Mike Usen, AICP**

Senior Environmental Planner

King County Metro Transit

New phone number: 206.477.5986

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

Dear Miranda Redinger--

The other night we were discussing the way that the City of Shoreline is approaching the examination of potential zoning changes in regards to the Light Rail Station Area at NE 185<sup>th</sup>. 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 130<sup>th</sup> still an unknown, the next two stations north are those which will be within the City of Shoreline – at NE 145<sup>th</sup>, and NE185<sup>th</sup> – 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 185<sup>th</sup> Street station has much more room and potential for growth. The 145<sup>th</sup> Street Station site is limited, just like 185<sup>th</sup>, by having Interstate 5 occupy all of the land immediately adjacent to the west – but unlike 185<sup>th</sup>, the land adjacent to the 145<sup>th</sup> 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 185<sup>th</sup> Street Station Area could very well see the greatest growth of any transit area in the region during the next decade. The City of Shoreline should plan accordingly, and would be wise to consider making the most of this once-in-a-lifetime opportunity. Done well, the station and the surrounding area has the ability to become a dynamic and vibrant area, with many new residents and services; with the station supporting the community and the community supporting the station.

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

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

Thanks for your attention and consideration--

andy

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

Hi Miranda,

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

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

I am looking forward to hearing from you.

Sincerely,

Judy Parsons

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*DEIS Comment; received June 9, 2014; from Patrick Ducey, 19502 14<sup>th</sup> Ave. NE, Shoreline*

Hi Miranda,

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

Patrick Ducey

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

Dear Mrs Miranda Redinger,

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

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

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

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

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

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

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

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

Regards

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

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

Hi Miranda,

I would like to officially submit my comments on the 185<sup>th</sup> SA DEIS.

1. Alternative 2 is the best option. It allows planable growth and density around the station but doesn't completely alter the existing neighborhood. Buildings up to 145 feet tall, such as proposed in Alternative 3, would not fit at all into this residential neighborhood that has nothing now around it at that scale. I would propose a height limit of 65 feet in Alternative 2 (this is

similar to the Roosevelt SA and is a more livable scale). (This height limit only if residents in the immediate area agree with Alternative 2 rather than 1).

2. Any public services to be removed for development should be moved or rebuilt PRIOR to being removed. In other words, if the Shoreline Center will be redeveloped, the city needs to make sure they can offer the services people receive at the location (pool, recreation center, playing fields, senior center, auditorium, park) at another place before they lose the services.
3. The city should NOT use existing green spaces within the SA to relocate services or allow any existing green spaces for redevelopment. As density grows, the city must provide MORE green spaces.
4. The city should have specific provisions for retaining large existing trees (more than the city currently has, which allows owners to cut all trees within 4 years). Retaining large trees should be a top priority (not replacement).
5. Mitigation for impacts of the light rail and rezoning need to be addressed BEFORE construction and rezoning. In other words, traffic issues should be dealt with now, as well as environmental damages foreseen. I would like the city to spell out to people how they can hold the city accountable if the city fails to properly mitigate.
6. How will the city make sure developers build in a style the current residents prefer? OTAK has shown photos of potential structures and asked for feedback on them. But how can the city guarantee or even strongly encourage that developers build these preferred types of structures rather than boxes such as along Lake City Way? I would like to see a code that clearly describes these guidelines available to the public.

Thanks!

Amy

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

Dear Ms. Redinger,

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

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

But what doesn't make sense to me is to change the zoning in the area now, so many years before the real demand will start. I see no current demand for big apartment blocks as envisioned in either alternatives 2 or 3 until the light rail station is completed. What I see



happening is a few builders buying up individual lots here and there as soon as the zoning change goes into effect, tearing down the existing house, and putting up 4 small houses on each lot. Such a piecemeal approach seems contrary to the vision in the City's plans. And will be very unpleasant for the other residents who would like to stay in their homes another 5-10 years.

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

There was some nice dancing around this at the meeting. But the comments about how long all the developing would take while builders try to acquire adjoining lots, plus a remark that the Center is "key opportunity site" makes it seem that it will be the first to go. (I told some friends who lived here in the 70's and 80's about the meeting, and they cynically said it was clear to them that the sale of the Shoreline Center must be a done deal already and everything else is window dressing. And to expect bulldozers in January. Otherwise why the rush? I hope they are wrong.) After the meeting I was fogged nicely by one of the officials there, as he explained it belonged to the School District, and maybe they wouldn't want to sell it? Right. Turn down \$22 million for a surplus group of buildings they don't use.

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

---Jay Davis

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*DEIS Comment; received June 15, 2014; from Sarah Jaynes, 1641 N 185<sup>th</sup> St., Shoreline*

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

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

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

Dear Miranda,

I am in favor of increasing the hook area of NE Perkins Way to the highest density housing possible, with the buffer step down density along 15th Avenue. Also, I believe that most

## 6b - Staff Report Attachment A

residents from Ballinger and Lake Forest Park will use NE Perkins Way as a main route to the 185th Street Station. So, I think it would be deemed necessary to fix this dangerous section of roadway by making it wider and including bike lanes on both sides of the road.

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

The following website shows details:

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

I lived at 1019 NE Perkins Way for five years and witnessed how busy, and dangerous, this hook area can be. While I currently live in Edmonds, I do own four properties on the hook area of NE Perkins Way that total .9 acres. Following is a list of my properties and also a map highlighting the locations:

Parcel# 3972300194  
1019 NE Perkins Way  
1121 & 1123 NE Perkins Way  
1024 190th Street

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



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

Sincerely,  
Tony Gale  
8516 214th Place SW  
Edmonds, WA 98026  
[tonygale1@gmail.com](mailto:tonygale1@gmail.com)

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

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

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

I am very excited about having light rail nearby.

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

Thanks,  
Jeanne