



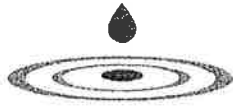
# PLANNING COMMISSION PUBLIC HEARING

July 10, 2014

## Desk Packet:

- Comments received since supplemental packet was sent out.
- Zoning alternative maps (from least change (top) to most change)

NORTH CITY



# Water District

1519 NE 177th St. • P.O. Box 55367 • Shoreline, WA 98155 • Phone: 206.362.8100 • Fax: 206.361.0629

**Commissioners:**

*Ron Ricker*

*Charlotte Haines*

*Larry Schoonmaker*

**District Manager:**

*Diane Pottinger, P.E.*

July 6, 2014

Via Email

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

RE: Draft EIS for the 185<sup>th</sup> Street Station Subarea Plan  
& future EIS for the 145<sup>th</sup> Street Station

Dear Ms. Redinger:

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

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

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

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**Page 3-199:**

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

**Page 3-200:**

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

**Page 3-201:**

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

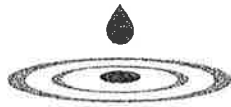
**Page 3-202:**

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

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**Page 3-203:**

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

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

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

**Page 3-216:**

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

**Page 3-218:**

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

**Page 3-219:**

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



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

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

Page 3-222:

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

Page 3-223:

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

Page 3-224:

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

Page 3-230:

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



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

Page 3-231:

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

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

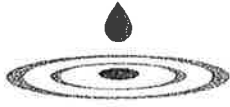
We have not undertaken the expensive hydraulic modeling that would be required to determine the cost of the capital projects required to meet the land use for Alternative 2 and 3. If the new land use is adopted in the next several years, when the District updates its water system plan, we can calculate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

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

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Sincerely,

Diane Pottinger, PE  
District Manager

cc: Andy Maron, District Attorney

Attachment 1

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City of Seattle  
Seattle Public Utilities

March 13, 2013

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

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

Dear Ms. Pottinger:

*Diane*

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

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

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

Sincerely,

*Terri Gregg*

Terri Gregg  
Wholesale Contracts Manager

*Diane Pottinger*  
Diane Pottinger, District Manager  
Shoreline Water District

Ray Hoffman, Director  
Seattle Public Utilities  
700 5<sup>th</sup> Avenue, Suite 4900  
PO Box 34018  
Seattle, WA 98124-4018

Tel (206) 684-5851  
Fax (206) 684-4631  
TDD (206) 233-7241  
[ray.hoffman@seattle.gov](mailto:ray.hoffman@seattle.gov)

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

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

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

**Notes:**

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

*Received July 10, 2014 from members of the 185<sup>th</sup> Station Citizen's Committee (185SCC)*

Rachael Markle, AICP, Director  
Department of Planning & Community Development  
City of Shoreline  
17500 Midvale Avenue N  
Shoreline, WA 98133

Dear Ms. Markle:

RE: Draft Environmental Impact Statement

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

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

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

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

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

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

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

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

Traffic flow (intersections/streets)

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

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

- On page 3-159 it is noted that the city might look to revise its concurrency standards to allow for LOS E in certain situations. I don't agree with this. We should only allow LOS D. If an intersection falls below

this, we will need to make the changes necessary to improve the traffic flow. We don't want to support traffic congestion with it's adjunct of increased emissions and noise.

- Page 3-161 notes that traffic calming measures will be put in place on local streets to prevent cut-thru traffic to the station and to new development. This is very important and those neighborhoods adjacent to the station (Echo Lake, Meridian, North City) should work with the city to gather new data, solicit input and update their respective Neighborhood Traffic Safety Action Plans once the station is "live".

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

#### Bicycle and Pedestrian Facilities

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

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

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

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

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

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

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

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

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

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

### **Buses**

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

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

### **Parking**

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

### **Other Parking thoughts:**

Much will need to be studied further about the possibility of zoned surface parking for the neighborhood. As we have seen with Development in the North City area and on 12<sup>th</sup> between 175<sup>th</sup> and 180<sup>th</sup>: Though buildings have a small ratio of parking spaces to units, people still and for the foreseeable future will have cars! Not being able to park in their building and instead needing to spill over into the neighborhood is something many current residents are disappointed in and concerned about with future development. Also, please work with Seattle City Light to get a commitment that the green space under the power lines will stay a green space/pathway and not become future surface parking for new development or businesses. We must protect all of the green space we have now that will be so hard to obtain years from now.

### **Other**

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

### **Recap:**

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

### **Specific comments from Susana Guzman and Paul Whitehill:**

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

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

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

pedestrian crossing at 179th or 180th would provide a loop for people to take and get around the area without having to walk next to busy roads.

Lastly, given that the parks are intended to be located within the ½ mile radius the area where I live (178th and 3rd Ave) there isn't a park for a mile. Given that one mile really is not all that far the 1 mile walk is on a non-paved side shoulder with cars zooming by at great speeds- not conducive to pedestrian traffic – (but it is far better than trying to cross the underpass at 175th. In this instance providing a pedestrian bridge across 180th would provide a connection for Cromwell Park to the east side of the freeway and provide all the people on the eastside a park within a ½ mile. In all I support the full up-zoning to the area. But as stated, I have concerns about the losing the wonderful quality of Perkins Way by giving in to car traffic.

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

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

Thank you for your consideration,

Susana Guzman and Paul Whitehill

Comments from Merissa Reed

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

**Land Use:**

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

**Traffic:**

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

---

Thank you for your consideration,

Members of the 185<sup>th</sup> Station-Area Citizens Committee





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

COMMISSIONERS  
Robert L. Ransom  
Gretchen A. Atkinson  
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George R. Webster  
Arnold H. Lind

GENERAL MANAGER  
Michael U. Derrick

July 9, 2014

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

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

Dear Ms. Redinger:

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

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

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

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

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

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

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

**Working for Environmental Protection**

A special purpose district formed pursuant to RCW title 57

DEIS Comments  
page 2

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

Below are some general comments:

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

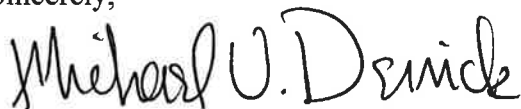
The table of contents should list tables and figures.

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

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

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

Sincerely,

A handwritten signature in black ink that reads "Michael U. Derrick". The signature is written in a cursive, slightly slanted style.

Michael U. Derrick  
General Manager

cc: Board of Commissioners  
George Dicks  
Scott Christensen



HOUSING  
DEVELOPMENT  
*consortium*

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

July 10, 2014

**RE: 185<sup>th</sup> Street Station Subarea Planned Action Draft Environmental Impact Statement**

Dear Ms. Redinger:

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

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

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

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

*Affording Opportunity*

1402 Third Avenue, Suite 1230 Seattle, Washington 98101

206.682.9541 Fax 206.623.4669 [www.housingconsortium.org](http://www.housingconsortium.org)

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

❖ Construction Type

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

❖ Land Costs & Transit Access

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

❖ Mitigating Impact

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

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

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

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

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

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

Best,



Kayla Schott-Bresler  
Policy Manager

THOUGHTS ON 145<sup>TH</sup> STATION SUBAREA

7-10-14

First I would like to state that I am against extending the 145<sup>th</sup> station subarea to include 5<sup>th</sup> Ave. NE from 155<sup>th</sup> to 165<sup>th</sup> or even beyond to 185<sup>th</sup>. And, second, I am against making it a commercial boulevard with a focus on smaller independent and local businesses. See Footnote 1.

At this time I would like to compliment the Planning Commission for a wise policy statement that was attributed to them in an Agenda Item in 2013. See Footnote 2.

“Planning Commission agreed that the removal of the land use study area along 5<sup>th</sup> Ave. NE was appropriate given that the focus of land use changes should be in the ¼ and ½ mile area surrounding the light rail station”

There are many reasons I believe 5<sup>th</sup> Ave. NE above 155<sup>th</sup> should not be added to the study subarea, and one is that it will take additional resources, monetary and personnel, and could very likely impact the current schedule deadlines. In addition, the future possibility of additional needed infrastructure could be very expensive, which would drain funds from more important projects. I think revitalizing North City and Aurora Square, the acquisition and development of 145<sup>th</sup> St., the upgrading of the Aurora Corridor, and the development of both station areas are all crucial to Shoreline’s economic future and should be given priority. It seems obvious that it would be more productive to provide a strong link between the 145<sup>th</sup> station and Aurora Square rather than from the station to the Crest Theater and the few small shops around it. If you allow small groups of people to add their local projects to the subarea at will, resources will be spread too thin for more important projects.

Addressing commercial activity on 5<sup>th</sup> Ave NE: First I don’t think that 5<sup>th</sup> Ave should be commercial exclusively, but should include high quality residential or be predominately residential. I think any commercial buildings on 5<sup>th</sup> Ave. should be required to be attractive sustainable and green architecture that is not the strip mall format or converted inexpensive homes. If you want the 145<sup>th</sup> Station on 5<sup>th</sup> Ave. to be an impressive gateway to Shoreline it should have impressive buildings, not helter-skelter urban sprawl and underfunded small businesses. See the NOTE on the next page describing how a low density commercial boulevard on 5<sup>th</sup> Ave. would hurt home values there.

Attached are some photos of several businesses in the converted home category on NE 145<sup>th</sup>, mostly in Shoreline. If the new zoning in the subarea allows the spread of this business architecture from 15<sup>th</sup> NE to the freeway on 145<sup>th</sup>, do you think that the visual message to everyone driving down that street would be, “Shoreline is a great place to shop”? That situation could be a deterrent to a vital and thriving business community for decades. If you allow something like that to start on 5<sup>th</sup> Ave it would have the same detrimental effect there.

Footnote 1. From an Op-Ed published in the Shoreline News by the Board of the Ridgecrest Neighborhood Assoc., and from workshops and 145<sup>th</sup> SCC meetings that I’ve attended, that is what the Board of Ridgecrest Neighborhood Assoc. appears to be pushing for. And it also appears they want it to be a commercial boulevard with a focus on smaller independent and local businesses.

Footnote 2. Planning Commission Agenda Item 6.A, dated July 18, 2013, in the PROPOSAL & ANALYSIS section.

NOTE ON NEGATIVE IMPACT OF 5<sup>TH</sup> AVE. COMMERCIAL ACTIVITY ON THE PROPERTY VALUE OF HOMEOWNERS ON 5<sup>TH</sup> AVE.:

Aside from the esthetics, there is another aspect that should be very important to the people who currently own homes on 5<sup>th</sup> Ave. If 5<sup>th</sup> Ave. is allowed to become populated by underfunded marginal businesses (many of which won't last long), or if zoning laws are designed to limit the size or ownership of businesses, or in effect limit the profit that can be made on that property, people who still own fairly nice homes on 5<sup>th</sup> Ave. will see their property value drop. Almost no one wants to buy a residential home in a commercial area if they want to live in the home. And for those people with nicer more expensive homes who have had a commercial zone forced on them, and who decide they don't want to live in a commercial area anymore, who are they going to sell to? Probably not people who want to live there nor people running or starting small independent businesses. The latter want to buy the cheapest house they can find. You are not going to have developers asking homeowners to bundle their property with their neighbors so a few small independent businesses with limited profit prospects can be put there. Shoreline will have trapped that homeowner. They either sell for a loss or live where they don't want to. Whatever zoning laws are adopted, great care should be taken to insure no one's property value goes down.



NE 145<sup>th</sup> near 12<sup>th</sup> NE in Shoreline



Seattle side of 145<sup>th</sup> near Greenwood Ave

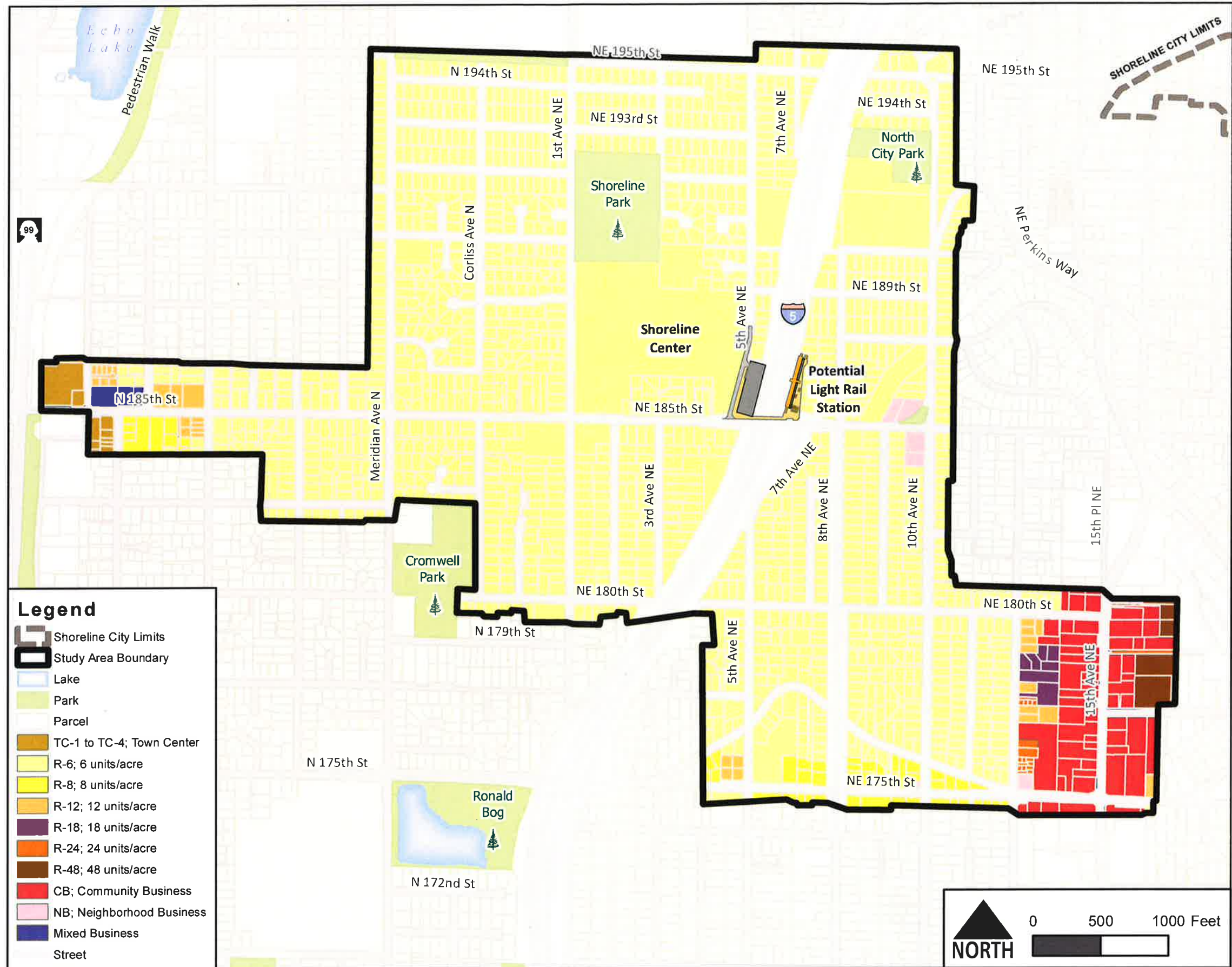




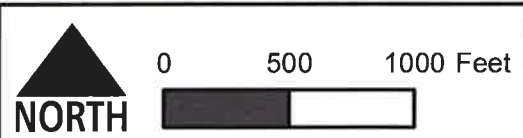
NE 145<sup>th</sup> near 12<sup>th</sup> NE in Shoreline

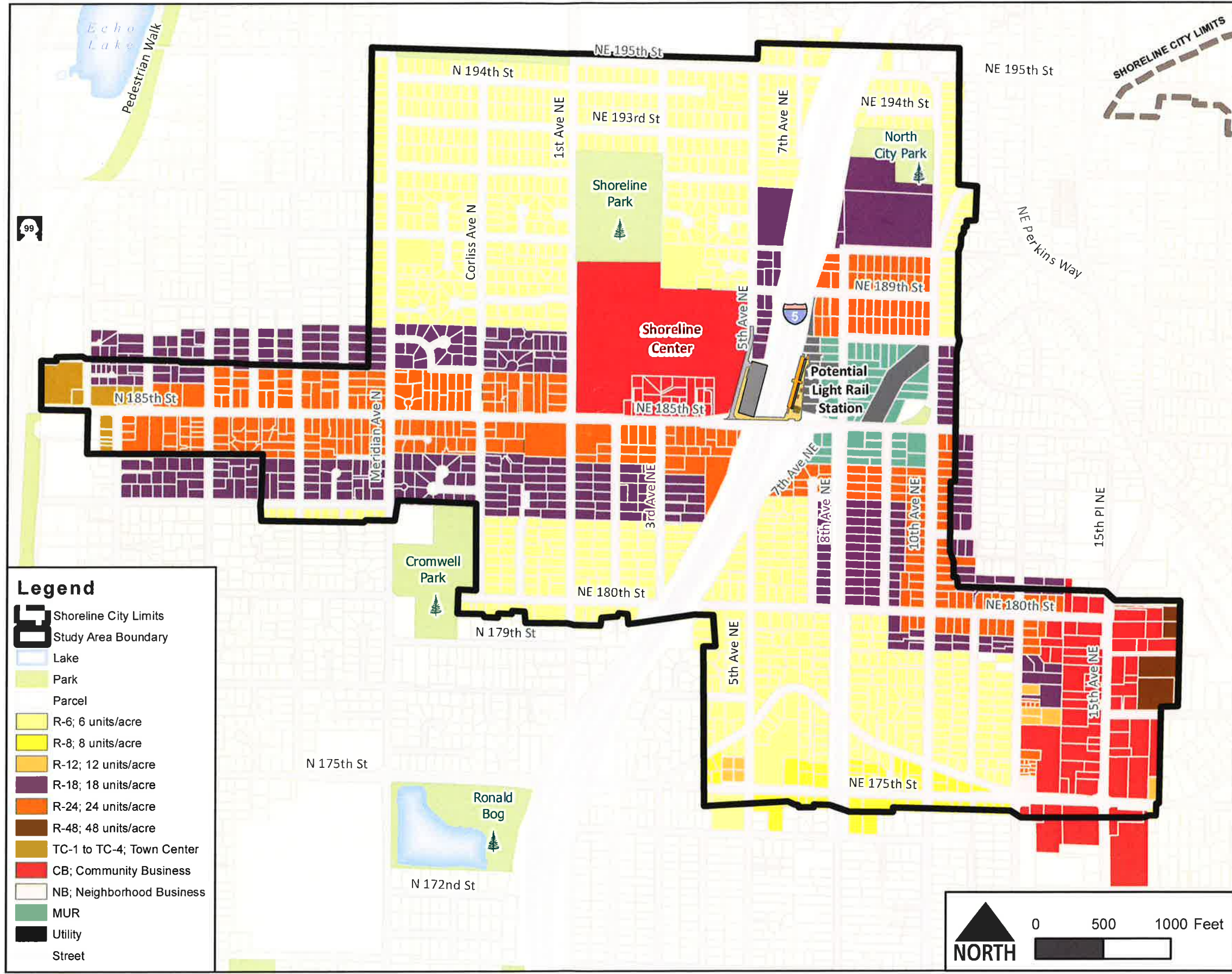


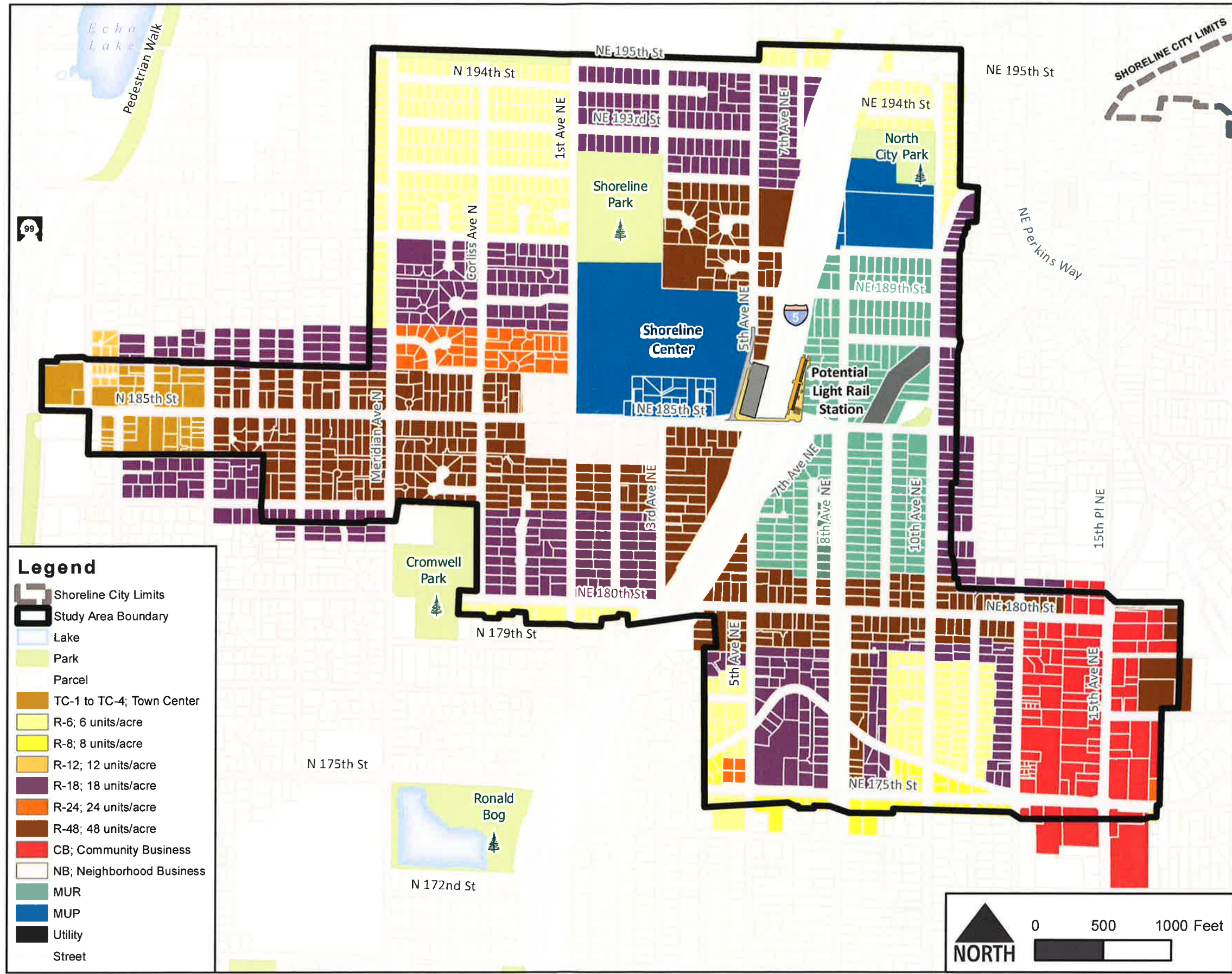
NE 145<sup>th</sup> near 12<sup>th</sup> NE in Shoreline



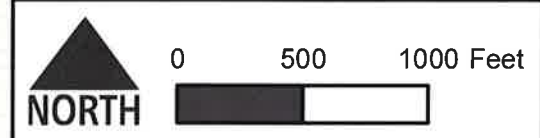
- Legend**
- Shoreline City Limits
  - Study Area Boundary
  - Lake
  - Park
  - Parcel
  - TC-1 to TC-4; Town Center
  - R-6; 6 units/acre
  - R-8; 8 units/acre
  - R-12; 12 units/acre
  - R-18; 18 units/acre
  - R-24; 24 units/acre
  - R-48; 48 units/acre
  - CB; Community Business
  - NB; Neighborhood Business
  - Mixed Business
  - Street



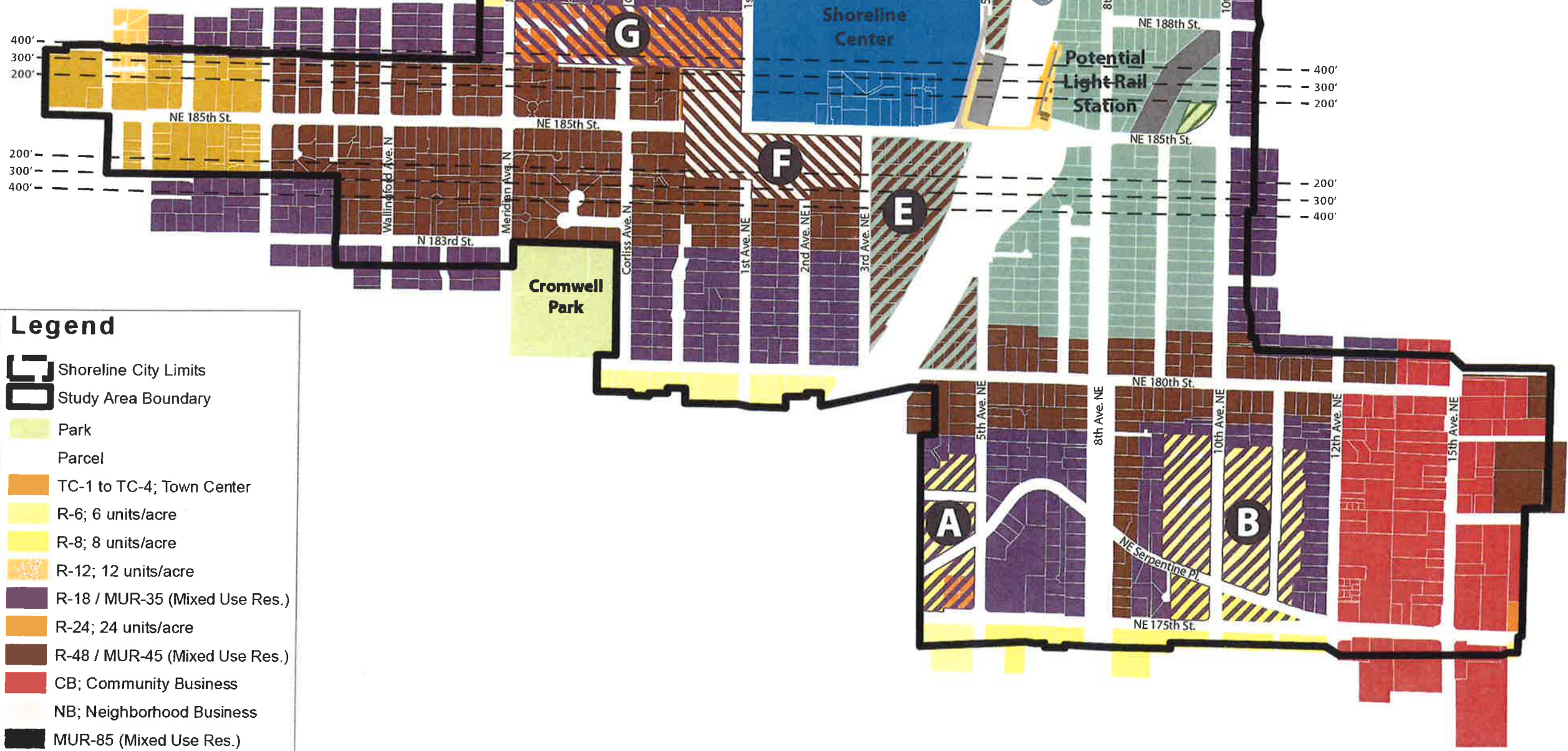
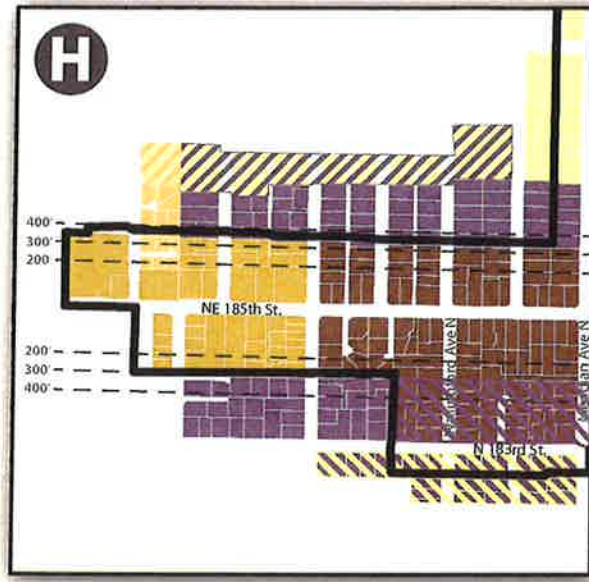




- Legend**
- Shoreline City Limits
  - Study Area Boundary
  - Lake
  - Park
  - Parcel
  - TC-1 to TC-4; Town Center
  - R-6; 6 units/acre
  - R-8; 8 units/acre
  - R-12; 12 units/acre
  - R-18; 18 units/acre
  - R-24; 24 units/acre
  - R-48; 48 units/acre
  - CB; Community Business
  - NB; Neighborhood Business
  - MUR
  - MUP
  - Utility
  - Street



99



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

