

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

February 19, 2015
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Scully
Commissioner Malek
Commissioner Maul
Commissioner Montero
Commissioner Mork
Commissioner Moss

Staff Present

Rachael Markle, Director, Planning and Community Development
Steve Szafran, Senior Planner, Planning and Community Development
Paul Cohen, Planning Manager, Planning and Community Development
Julie Ainsworth Taylor, Assistant City Attorney
Lisa Basher, Planning Commission Clerk

Commissioners Absent

Vice Chair Craft

CALL TO ORDER

Planning Commission Chair, Keith Scully, called the regular meeting of the Shoreline Planning Commission to order at 7:00 p.m.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Scully and Commissioners Maul, Montero, Moss and Mork. Commissioner Malek arrived at 7:07 p.m. and Vice Chair Craft was absent.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of February 5, 2015 were adopted as corrected.

GENERAL PUBLIC COMMENT

Dan Dale, Shoreline, said most everyone can agree that parks are important. Not only must the City protect existing parks, it must also look for opportunities to expand its green space. For example, he suggested the City consider a partnership that would accommodate the expansion of Rotary Park (185th Street and 10th Avenue) to the adjacent two parcels that are currently owned by Seattle City Light. This opportunity would result in a nearly one-acre park that abuts the existing green belt. Not only would this larger park be an amenity for existing residents, it would also be close to the 185th Street Station where future development will likely occur.

John Behrens, Shoreline, pointed out that nearly 50% of his tax assessment goes to the Shoreline School District and Shoreline Fire Department, yet he has heard no discussion of impact fees to recover the costs the special purpose districts will require. He reviewed that the following actions and subsequent increases in expected population, as calculated from the City's DEIS reports, are as follows: 145th Street Station – 5,314 new residents; 185th Street Station – 5,399 residents; Aurora Square – 2,477 new residents; Town Center – 2,600 new residents; and Point Wells – 6,000 new residents. These actions, alone, total 21,760 new residents. Left out of the numbers is the North City Business District, possible expansion at Fircrest, CHRISTA Master Plan, Southeast Subarea Plan, Lake Forest Park Gateway Project, and Shoreline Community College Master Plan. He summarized that if all of the plans come to pass, the 20-year population projection could easily top 85,000 residents, which would make Shoreline the second most densely populated City in the state based on population per square mile, exceeded only by the City of Seattle. To put the numbers into perspective, he observed that numerous professional sources recommend 1.3 firefighters for every 1,000. This would add approximately 40 firefighters to the payroll and likely four new stations would be needed. The City currently only has one ladder truck, with back up coming from the Seattle Fire Department. At least one more ladder truck would be required plus the existing equipment would need to be retrofitted to meet the anticipated needs.

Mr. Behrens said the Federal Bureau of Investigation (FBI) reports that the average police force provides 3.4 employees per 1,000 residents. At the rates mentioned above, over 100 new police employees would need to be hired. In addition, the school district's budget would have to accommodate a 50% population growth and a subsequent increase in capital budget while the City looks to market their excess property for development. He emphasized that the above mentioned actions are not stagnant. Things are changing with additional unanticipated consequences. Just recently, the expected dormitory to Shoreline Community College fell through and the loss of this project will increase the traffic impacts in the Aurora and train station corridors. The Aurora Community Renewal Area (CRA) planned on a 360-stall garage on the Washington State Department of Transportation (WSDOT) site. Instead of the garage, WSDOT will expand its facilities, further increasing traffic.

Mr. Behrens pointed out that no hydrology or geology reports have been done on the CRA site, and no study has been undertaken to determine the existence of piped streams that may be required to be daylighted as part of development. There is a critical area habitat along Aurora Avenue that was addressed in the siting of the train station as part of the reason for the Interstate 5 location. Improvements to the fire station at 155th Street have not been identified, either. He observed that the property tax exemption program is scheduled to become permanent so the increases in property taxes

needed to fund many of these projects will not be available. He summarized that his comments provide a snapshot of some of the uncalculated costs associated with development. Everyone wants to live in a modern, up-to-date, beautiful City. He encouraged the Commissioners to calculate the costs carefully. Many of the plans that are being placed in front of them do not have full cost markups set with them. It is not responsible for the Commission to forward recommendations that leave it up to the City Council to figure out how to pay for the changes.

Brian Derdowski, Issaquah, commented that in just one hour of public comment, citizens were able to convince the City Council to loosen up the process and open their minds related to the 185th Street Station Subarea Plan. As the process moves forward he encouraged the Commission to:

- Provide input to the City Council about how to redraw the boundaries for the 185th Street Station Subarea. If an area is over zoned, its value to redevelopers is reduced, making a large property's competitive advantage less than a small property. In addition, the boundary needs to be more directly associated with the freeway interchange and Sound Transit Station. It should be strategically designed so it is ripe and attractive to the right kind of development. If the first project is the wrong kind of development, the entire vision will be damaged.
- Reconsider the form-based Development Code Regulations that will control the proposed Planned Action Ordinance. Staff should be directed to create a matrix that compares the City of Seattle's standards with the City's proposal. Shoreline's code should not be any less restrictive than the City of Seattle's code or they will end up attracting Seattle's "cast off" development. The citizens do not have the time and money to hire enough experts and lawyers to do all the work, and it is up to the Commission to provide input in order to ensure a better outcome.
- Preserve the City's State Environmental Policy Act (SEPA) authority going forward by adopting a policy, as part of the Final Environmental Impact Statement (FEIS), that would give the City the ability to review stormwater, transportation and utility impacts as part of future development permit review. If a mistake is made in the proposed plan, SEPA could be used to fix the problem, if necessary.

Mr. Derdowski encouraged the Commissioners to look at station area planning as a fantastic opportunity for everyone who lives in the City. Now is the time for the City to redouble its efforts to get good results.

Jerry Patterson, Shoreline, said he has spoken to numerous agencies on behalf of the Shoreline Coalition for Open Government and Richmond Beach Advocates. He currently serves on the board of the Richmond Beach Community Association. Rather than speaking on behalf of these groups, he said he was present to speak as an individual in support of neighborhoods. He reviewed that the Commissioners were appointed by the City Council and instructed to be an independent group making recommendations to the Council. The City Council Members are not looking for the Commission to provide answers that fit their particular public postures. Although he does not live in the neighborhoods near the 145th or 185th Street Stations, he supports the neighborhood concept. He referred to the neighborhood theme that is clearly called out on the homepage of the City's website. He also noted that he had an opportunity to work with the Council of Neighborhoods to develop a mission and vision for

the concept of neighborhoods within the City. This group's core values relate to promoting a sense of pride and belonging to the Shoreline community of neighborhoods, which celebrate the uniqueness of all the neighborhoods emblematic of what the City stands for. He requested that the Commission focus on neighborhoods as an integral part of what the City has been, what the City is, and what it should be in the future.

Peter Watters, Shoreline, recalled that at the last City Council meeting he attended, Councilmember Hall defended the urgency for moving forward with the station plans by referencing the spike in gas prices and people wanting higher densities. He does not believe that is a wise approach to planning. While he is not advocating a significant increase in gas prices, he noted that some countries change behaviors and encourage public transit by imposing steep taxes on gas. He said it does not seem realistic to have high-density development by transit centers that can only go north and south. He voiced concern that the current proposal would require only .75 parking spaces per unit, when it is common for each adult to have at least one vehicle.

Shanna Sierra, Shoreline, said she lives within the boundaries of the proposed 145th Street Station Subarea and looks forward to having the ability to walk to local coffee shops and use public transportation to get to work. However, the community has clearly stated to both the City Council and Planning Commission the level of density they are willing to accept, and they are willing to fight and push forward with litigation. While the community desires rail and the benefits that come with it, they believe it should be integrated into the existing communities. The plans, as proposed, would replace the existing strong neighborhoods with multi-density development. She noted the impacts of the taller developments that have occurred in Fremont and contrasted them with the 35 to 45-foot buildings that meld into the community. The taller buildings block sunshine in an area of the country where citizens have very limited Vitamin D. She noted the trees that are currently located along the streets in both the 145th and 185th Street Station Subareas that would likely be wiped out, as well. She asked the Commission to slow down the process and present plans to the City Council that integrate the comments that have been raised over and over again by the neighborhoods. While the City staff had indicated the need for an additional 5,000 plus units in the station areas, Sound Transit indicated that approximately 720 units would be sufficient in the immediate vicinity.

CONTINUED PUBLIC HEARING: 145TH STREET STATION SUBAREA PLAN – DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) AND RECOMMENDATION OF PREFERRED ALTERNATIVE

Chair Scully reviewed the rules and procedures for the public hearing and then opened the hearing.

Staff Presentation

Mr. Szafran explained that the DEIS studied the environmental impacts of the following alternatives:

- **Alternative 1 – No Action.** Under this alternative, the zoning would remain as it currently is.

- **Alternative 2 – Connecting Corridors.** This alternative spreads development over a larger geographic area and the building heights would be less than in Alternative 3. Growth would occur along the connecting corridors (NE 145th Street, 155th Street and 5th Avenue).
- **Alternative 3 – Compact Communities.** This alternative has a more compact geographic area with growth focused near the station, rather than along the corridors.

Mr. Szafran said a Green Network concept has also been proposed as part of Alternatives 2 and 3 to move pedestrians and bicycles safely throughout the subarea and connect to the commercial areas on 15th Avenue and Aurora Avenue North. The Green Network would entail sidewalks, drainage systems, street trees, etc.

Mr. Szafran explained that the Planned Action Ordinance addresses the amount of growth each of the alternatives would accommodate relative to population, households, and employment. He specifically noted:

- An annual population growth projection of 1% was used for Alternative 1, and the annual growth projection for Alternatives 2 and 3 was 1.5% and 2.5%. The low-end projection (1.5%) for Alternatives 2 and 3 would net about 2,900 additional people, and the high-end projection (2.5%) would net about 5,300 additional people.
- The build-out projections (60 to 100 years) would be similar in Alternatives 2 and 3.
- Relative to transportation, Alternatives 2 and 3 would result in significantly more PM Peak Trips than Alternative 1. Related Green House Gases (GHG) would be greater, as well.

Mr. Szafran reviewed that the Planning Commission's Light Rail Station Area Subcommittee reviewed the three alternatives and decided to add a phasing approach to Alternative 2 (Connecting Corridors). Phase 1 would be rezoned when the plan is approved by the City Council, and Phase 2 would trigger at some point in the future. Staff incorporated the phasing concept into Alternative 3 (Compact Communities), as well.

Mr. Szafran summarized that staff is specifically asking the Commission to provide feedback on the following:

- Does the Commission prefer the Compact Community or Connecting Corridor zoning scenario, a phased version, or something else?
- Are there other amendments to the full or phased-zoning maps presented?
- Are there other questions or amendments to the DEIS?
- Does the Commission feel comfortable making a recommendation to the Council tonight or wish to extend their deliberations to the next meeting (March 5th)?

Mr. Szafran reviewed that, as per the current schedule, the City Council will select a preferred alternative for the 145th Street Station Subarea Plan on March 23rd. After the City Council's decision, a Final Environmental Impact Statement (FEIS) will be prepared and published. He noted that the full DEIS is available for download at www.shorelinewa.gov/145DEIS or www.shorelinewa.gov/lightrail.

Copies may also be reviewed at Shoreline libraries or City Hall. In addition, copies or compact disks can be purchased at City Hall for the cost of production.

Public Testimony

Robin Lombard, Shoreline, said she lives slightly more than ¼ mile from the proposed 145th Street Station. She welcomes light rail and understands the need to provide affordable housing and create a walkable neighborhood around the station and believes this can be done with careful planning over many decades. She voiced concern that although the DEIS and subarea plan have a lot of details about the end vision (60 to 100 years), they fail to identify the series of steps needed to get there. For example, what steps need to be taken now so the City is ready for the increase in traffic that will result when the stations open in 2023? The City will suffer if it does not think through how to deal with very heavy traffic on 5th Avenue, 155th Street, NE 145th Street and a number of other secondary streets.

Ms. Lombard commented that she does not understand why rezoning has to happen now when full build out is not expected for 60 to 100 years. Instead, she suggested the City should focus on the steps that can be taken over the next 10 to 20 years to ensure a smooth transition of the area around the station from single-family homes to a mix of transit-oriented development. A phased-zoning approach would provide more certainty for homeowners and allow for a gradual transition. The phased zoning could be tied to a series of milestones that include roadway and utility improvements. She thanked the Commission for their work and said she trusts them to balance all of the facts and opinions and make recommendations that are in the best interest of the City and its citizens.

Ellen Sullivan, Shoreline, said she lives in the Ridgecrest Neighborhood, just north of 152nd Street. She does not want to and cannot afford to move from her current home. She has spent the past several years making small improvements and creating a large garden. It is meant to be her home for the rest of her life, as well as her investment in her future and her sanctuary away from the stresses of life and work. Saying this is a decades long process does not ease her concern, as she plans to live in her home for decades more. Saying that the process is driven by market forces does not make her feel any better. Inevitably, someone near her will sell their home and developers will let the property deteriorate until homeowners begin to sell and development will begin. When she looks out her back door, she sees one house and the roof of another, beautiful old pine trees, a vast expanse of sky, sun, and sunsets. If the plan moves forward as proposed, trees will be taken down and four to seven-story buildings will be constructed to eclipse the sun and sky from her property. While the City is saying no one will be forced from their homes, taking away the peace and quiet, the privacy, the sun, the sky and the wildlife is a sure fire way to make me her feel forced out. She urged the Commission to take more time and reduce the scale of the rezone.

Dia Dryer, Shoreline, commented that the generally accepted distance that people are willing to walk to transit is ¼ to ½ mile, and radius mapping only shows unconstrained access as the crow flies, not real street grid walking distance. This results in inflated and inaccurate planning. Using walk sheds, much of the rezone area on the map is actually beyond a half mile, and nearly half of the area west of Interstate 5 is beyond the ½-mile walk shed. In addition, 10% to 20% of the area within the ½ mile walk shed are properties that are tax exempt (churches). These property owners will not be so inclined to move because they won't feel the market pressure. If phased zoning is used on the east side of Interstate 5, she

questioned why not on the west side, as well. She also questioned why they continue to include properties beyond the ½ mile walk shed on the west side of Interstate 5, but exclude many properties on the east side even though they are within ½ or ¼ mile of the station and on the same side of the freeway. As per Alternative 2, many properties on the east side of Interstate 5 would be upzoned beyond what they would be zoned at if there was non-phased zoning. Buildings that were 35 feet tall would be 45 feet tall and buildings that were 45 feet tall would be 85 feet tall. Because the churches and parks take up so much of the acreage, the area west of Interstate 5 did not qualify for a sound wall. If the community is supposed to be desirable, she would assume a sound wall would go up first. She summarized that she does not have a preference between Alternatives 2 and 3, and slowing the process down will not change the outcome. She wants the outcome to be changed, and not delayed.

Patricia Weber, Shoreline, commended the Commission for paying attention to the concerned residents and being willing to continue discussions and prolong the decision. She questioned what is meant by “city planning” and what education the City Planners are required to have. She referred to the website of the Association of Collegiate Schools of Planning, which states that “*Planners are to help community residents develop ways to preserve and enhance quality of life; find methods to protect the natural and built environment; identify policies to promote equity and equality; and structure programs to improve services to disadvantaged communities.*”

Ms. Weber said the website further states that *the skills of city planners should involve all affected parties in important planning decisions*. While the public hearing is an example of inclusion, she noted that many of the meetings pertaining to the 145th Street Station Subarea Plan have not been well advertised nor well explained. She said the website also states that “*City planners should help, not direct, communities to develop their own version of the future; prepare plans responsive to shared community objectives; analyze solutions to complex problems, evaluating cost effectiveness; and present recommendations to officials and citizens in a comprehensive and understandable way.*”

Ms. Weber recommended the Commission return to the ideals outlined above. She commented that residents of Shoreline are not just small land owners put in place as an annoying impediment to an inflated, if flawed, scheme. They are the community, and not a group of irresponsible dissenters. They make up the community that wants to be respected for its current identity of neighborhoods.

Sigrid Strom, Shoreline, said she is a former member of the citizen advisory committee that was appointed for the Southeast Neighborhood Subarea Plan. She expressed her belief that all of the work this group did in terms of identifying the context for planning in this area has been “deep sixed.” She said she plans to do a detailed comparison of the two plans and provide written comments. She recalled that the committee felt strongly that the 145th Street Corridor was a problem that had to be addressed before any planning or rezoning took place. She was appalled that, up to this point, the recommendations of the people who are currently studying the 145th Street Corridor were not even included in the DEIS. She observed that a lot of data is missing from the process, and much of the data is outdated and/or questionable. As a trained limnologist, she commented that the ground water problems in the subarea are significant and have never been adequately mapped or addressed. It is a huge mistake to believe that the City can avoid water problems in the future by simply driving steel beams to bedrock every time development occurs. She said she would like the City to complete

fundamental planning that includes ground water, building community, and economic development other than mixed use.

Judy Nelson, Shoreline, stated her belief that the City should only rezone the area encompassed by 5th Avenue NE, Interstate 5, N 155th Street and NE 145th Street. She observed that 15th Avenue already has a large grocery store (QFC), Starbucks, dollar store, Goodwill, Burger King, and several apartment buildings. Residents of new apartment buildings along Interstate 5 would not have to travel far to shop, and there is still room for more businesses. She voiced concern that, ultimately, all Shoreline homeowners would have their property taxes raised substantially to pay for installation of part of the infrastructure for any new development. She commented that, as per the plan, developers would be given incentives of paying no taxes for ten years or more and apartment residents do not pay property taxes. That means homeowners would incur the cost of increasing the number of police officers, clerical support, additional police cars, fire trucks that can reach the upper stories of high-rise buildings, and an additional fire station. Additional emergency medical technicians (EMT) and emergency vehicles would also be required.

Ms. Nelson pointed out that high-density housing would mean a dramatic increase in the school population, which would require additional teachers and enlarged or additional school facilities. She referred to the sustainable community concept outlined in the City's Comprehensive Plan where residents are encouraged to have gardens and grow their own food. Apartment residents cannot do that, and neither can property owners if their gardens are shaded from the sun by high-rise buildings. She commented that installing apartments necessitates a removal of existing tree canopy and oxygen producing plants. The proposed plan only shows trees along the corridors and a few token plants along the fronts of buildings, which will not make up for the number of plants removed. Roof gardens might be helpful, but she questioned how the City can ensure they are used and maintained as it cannot mandate apartment residents to keep them planted and cared for.

Ms. Nelson said that, presently, the community garden plots at Twin Ponds are in great demand, yet the City has told the group they cannot expand the number because Twin Ponds is already very polluted and expanded gardens would add to that pollution. Yet the City is now encouraging high-density housing in the area and additional stormwater runoff resulting from more paved area and wider streets. This would definitely add to the pollution in the ponds. She pointed out that Twin Ponds and Thornton Creek constitute a bog area that should not be included in Phase I. Instead, it should be studied, protected and carefully considered in any future phases. The proposed plan identifies the area as MUR-35, which means part of the bog would need to be filled in. She questioned how environmentally sound that would be. She summarized that she moved to the area because of all the greenery. She has made substantial improvements to her home over the years, as have many of her neighbors. She believed that the improvements would add to the equity of her home. The neighborhood wants to protect its equity, which would be removed by the proposed rezoning.

Liz Poitras, Shoreline, recalled that the City Council has repeatedly discussed the need for more housing choices, and that is one of the benefits or rezoning in the station subareas. She referred to Figure 3.2-3 in Section 3 of the DEIS, which identifies the number of affordable housing units by income group in Shoreline. The map indicates its source as the 2012 Comprehensive Plan. She provided a table she made to show the available stock of housing units affordable to low-median income

(\$40,000 to \$60,000) and very-low income (\$5,000 to \$40,000). The houses in the low-median income range (\$99,720 to \$265,999) were sorted from most units to least units by neighborhood. She summarized that the Ridgecrest Neighborhood has 20% of all the affordable houses in Shoreline, and all the neighborhoods affected most by the light rail station subareas (Ridgecrest, North City, Echo Lake and Parkwood) provide 56% of this type of housing in Shoreline. She acknowledged that the data can be spun a number of ways, depending on what you want to sell. For example, you could say that people live in these homes because they can't find lovely little apartments to rent or town homes to buy because Shoreline doesn't provide enough in this price range. However, to many people, affordable housing means a small house with a yard for children to play, an area to grow vegetables, or space for a hobby.

Ms. Poitras said it has been suggested that senior citizens who become too decrepit to take care of their homes and yards will enjoy moving into apartments for a while before entering assisted living. However, some might want to continue to grow prized dahlias, host family Thanksgiving dinners and stay in their homes until the big move to assisted living. It has also been suggested that hordes of millennials will want to live in apartments that provide an easy walk to their commute via light rail to downtown Seattle. The assumption is that when they start having children, they will stay in the townhouses or apartments. However, many people won't want to raise children in apartments and will move somewhere else for their white picket fence and yard. She questioned if there would be a steady stream of millennials to take their place.

Ms. Poitras summarized that it has been stated that more affordable housing is needed in the City, and the two station subareas are the best place for it. This would leave the rest of Shoreline for detached, single-family homes. However, it is important to take note that most of the affordable housing in the subareas would be apartments, which is not everyone's choice. Because it does not know what people will do or want in the future, she suggested the City use a phased approach to zoning that will enable future adjustments if needed. For example, she recommended that only the southern portion of the Ridgecrest Neighborhood be rezoned, leaving all the affordable homes in the northern portion above 155th Street intact. Rezoning in the southern portion of the subarea should be done in at least two phases to leave some affordable homes there for a while.

Wendy DiPeso, Shoreline, referred to pictures she submitted earlier that were taken from 32nd Avenue NE, just north of NE 145th Street. She noted that two developers own most of the property on the street. She recalled that the Southeast Subarea Plan was adopted in 2009, after a two-year community process. Since that time, the properties have degraded noticeably, and she suggested this was done by design. By allowing the properties to degrade, the developers will be able to purchase the remaining parcels for a lot less. She suggested this same scene (abandoned furniture, boarded up homes, etc.) would play out in the station subareas if the proposed plans are adopted. She questioned why the City is proposing a massive rezone when its Growth Management Act (GMA) goals can be met without it. She observed that the Southeast Subarea Plan provides an example that rezoning large parcels does not result in affordable housing. Instead, it harms the community and results in blight, as illustrated in the photographs. She urged the Commission to only rezone those parcels immediately adjacent to the station and keep the blight contained. Once these areas are completely redeveloped and at 80% capacity, the City could consider additional rezones.

Patricia Panitz, Shoreline, said she owns property that abuts the subarea. She commented that no one wants the proposed plan except those who will profit from it. The developers who favor the plan do not live in Shoreline, and they do not care about the affects the massive buildings will have on traffic, the need to upgrade infrastructure, the school system, and the people who will be displaced. Little thought is being given to these potential very serious problems in the rush to get the plan approved. The 145th Street corridor is an example of a potentially negative traffic situation resulting from the plan, particularly the part that accesses and egresses Interstate 5. Already, it is overcrowded and difficult to navigate around rush area. A triangle of land running along NE 145th Street and 1st Avenue has been designated for 65 to 85-foot buildings, which would make the traffic situation at rush hour unmanageable. She suggested it is unrealistic to assume that most people will use the light rail, as it will not provide access to other needed services.

Ms. Panitz said Shoreline is justly proud of its excellent school system, and it is one of the main features that attract people to the City. The planners just assume new schools will be built, but this will cost a lot of money and people may or may not be willing to pay it. If not, what affect will it have on the quality of schools and the district's reputation. She questioned why the City is pandering to and providing stability for developers. Most people who learn the details of the plan are shocked and believe the claims made in support of it are questionable. Young people do not want more density; they want single-family homes with yards where their children can play and good schools they can attend. Older people are not anxious to sell their homes; they want to stay in them. If the plan goes through, Shoreline will end up looking like Seattle. If she wanted to live in Seattle, she would have moved there. She summarized that no one wants the project except people who will profit from it. Elected and appointed officials have a duty to citizens of the town who have indicated they do not want it; not to out of town business interests who do.

Robin Lombard, Shoreline, said she was present to speak on behalf of the 145th Street Station Citizens Committee (145SSCC). She advised that, on many occasions over the past 18 months, the members of the 145SSCC have been asked to provide input on the 145th Street Station Subarea Plan. She read a letter that provided feedback from the members, many of whom have participated since the group was formed in August of 2013. The letter recalled that in two design workshops and the months before and after, the committee acknowledged the need for greater density and low-income housing and came up with pictures and design elements for 3-story buildings, as well as parks, trails, and other amenities. Some of the members of the committee put a lot of energy into the process. Many were surprised and angry when the proposal for the subarea plan came back with 8-story buildings. The committee was thinking about the near term (first 10 to 20 years), but that was not the City's focus. The letter noted the following concerns related to near-term impacts:

- Many committee members are uncomfortable with what they feel is a rush to upzone the entire area. They understand that the City needs to plan for greater density, but not the need to upzone a large swath of the neighborhood this year to a density it is not expected to reach for 60 to 100 years. Questions were raised about the timeline and the consequences of not meeting it. They agree that a plan is needed for grant funding, but questioned if the funding decisions hinge on the large zoning changes being enforced by June of 2015. The proposed zoning changes are larger than the committee members expected. Because it has been explained that the full build-out won't be seen for 60 to 100 years, the committee favors a plan that gradually phases in zoning over those years for

full build-out. The committee also believes the phased zoning should be tied to specific milestones such as utility, stormwater, and traffic improvements. They also feel a smaller first step in rezoning would be in line with the market analysis that was done for the subarea plan.

- Many committee members are concerned about the plan for NE 145th Street, itself. The DEIS did not address traffic along 145th. Instead, it referred to the route development plan that is still unfinished. City staff have communicated to the committee that one project will inform the other, and maybe that is the best case scenario that can be achieved in this situation. However, the committee does not think it makes sense to rezone anything along NE 145th Street until both plans are synchronized. How will the livability of communities be defended during a potentially longer development period of two separate projects, such as updating NE 145th Street and building construction in a rezone area.
- The committee believes that the newly proposed Map E extends MUR-85 zoning too far from the station. She referred to the Polaris Development (185th Street and 12th Avenue) as a living example of how MUR-85 zoning might impact existing residents in terms of both parking and unwanted lighting. The committee feels that, at least initially, MUR-65 or MUR-45 would be more appropriate.
- The committee would like to see single-family homes as a permitted use in all upzoned areas. It is unclear exactly what will happen to single-family homes in the different upzoned neighborhoods in terms of value and salability. This is a special concern for many neighbors who plan to continue to live in their homes after the light rail arrives. Allowing single-family homes as a permitted use would provide more options to the current homeowners.

Ms. Lombard said that, as a result of the above issues, the committee also requested the Commission delay its recommendation to the City Council until at least April when Sound Transit's FEIS is available. It will be important for the community, committee, Planning Commission, City Council and City staff to know what Sound Transit requires or will pay for before any action is taken regarding zoning around the station. The members of the committee want to live in a vibrant community, and they want the plans for the 145th Street Station Subarea to reflect the residents' desire for gradual change. They appreciate that the Commission represents their interests in matters of City planning and are participating on the committee so they can provide a neighborhood voice to guide and support the Commission in its decision making.

Terri Benson, Shoreline, said she lives just north of NE 145th Street in the Ridgcrest/Paramount Park Neighborhood. She submitted photographs of her great grandmother's log cabin (corner of 155th Street and 5th Avenue NE), which she would like to see preserved and added to the City's historical register. She said the home was built by her great aunt and uncle after they constructed their larger home in the same location. The City of Shoreline allowed the larger home to be demolished and replaced with a church. She said she will not let the City ruin her neighborhood, which is a tight-knit community that watches out for each other. Little's Creek, which is a tributary to Thornton Creek, runs through her backyard. It already floods and additional development will worsen the problem until the golf course and high school are flooded, too.

Ms. Benson said Sound Transit has already proven to be an incompetent group of people. They are extremely over budget and way behind schedule. They are ruining neighborhoods, and the number of riders is low. She commented that transit is supposed to reduce traffic, but she anticipates the proposed plan will create more. She expressed her belief that the rezone needs to be delayed for a minimum of one year so that all of the neighbors can have an opportunity to learn more about the proposal and provide feedback.

John Knopf, Shoreline, commented that light rail does not go where people need to go. Planners teach, "Build high rise apartments near the stations." He and his wife spent 10 days in Singapore, which is said to have the best light rail in the world. He noted that the apartments near the stations were for the poor, with laundry lines shared between adjacent buildings. The apartment unit where he stayed with his daughter was in a modern, 30-story plus building located within a mile of two stations. Although cars cost three times more there, it was cheaper for them to take a taxi than ride public transit. He said recent studies have shown that each taxi type of vehicle in use leads to 15 fewer cars on the highways. He submitted pictures to illustrate his comments.

Marilyn Whited, Seattle, said she did not know about the public hearing and the proposed plans for NE 145th Street until a few days ago. She learned about the proposal from the neighborhood website called Nextdoor.com. She said she travels NE 145th Street often, but never saw a sign announcing the proposal, and she has not received any mailed notices, either. She expressed concern that no one in her neighborhood knows what is being proposed. She also voiced concern that her property, which is 12 blocks away from the station area, is included in the plan. Her neighborhood is cohesive and she raised her family there. The neighbors know each other, and she introduces herself and offers to help people who pass by that she doesn't know. She recommended that Metro, particularly east/west connections, be made part of the train station activity to limit the need for a huge parking lot. She also encouraged the City to involve more people who live in the affected area. She asked why a station is being planned for NE 145th Street, given that there will be stations at Northgate and NE 185th Street.

Dan Jacoby, Shoreline, disagreed with the notion that the City can create a connecting corridor by constructing a long row of tall buildings. The only way to create a connection is through communication or transportation, which is provided by the existing streets. The concept of "connecting corridors" is planning speak, which is antithetical to transit-oriented development (TOD). He explained that TOD is a concept whereby a mini urban center, including high-density residential along with supporting retail development, is built within easy walking distance of a transit center. By adding a "phony" connecting corridor, you spread out the residential buildings, dissipate the demand for retail near the station, and defeat the purpose of TOD.

Mr. Jacoby also disagreed with the notion of MUR zones on small side streets. He expressed his belief that no one would open a retail store on 152nd Street and 6th Avenue, and questioned why it is being zoned MUR. He commented that the proposed plan goes against reality. The City needs to remake the map, zoning non-commercial areas for residential use only. He recalled that, for the past few weeks, the City Council has been furiously buzzing over what has become known as the "Roberts Option," and he commended Council Member Roberts for acting where many others are just talking. Because the neighbors are confident that something that of nature will also happen with the NE 145th Street Station Subarea, he questioned why the Commission should not simply put off their decision on a preferred

alternative and direct City staff to create a new plan based on real TOD and legitimate zoning. He reminded the Commission that he offered to help draw the map. Because City staff did not accept his offer, he is working with community members to create a new map. He urged the Commission to direct City staff to work with the community to draw a legitimate map for the preferred alternative; one that ignores planning speak and looks at reality.

The Commission took a short break at 8:26 p.m. The meeting was reconvened at 8:38 p.m.

Dr. Cory Secrist, Shoreline, said he lives in the Ridgecrest Neighborhood. He referred to an old psychological trick called the “illusion of freedom and absence of alternatives.” In other words, when you want to get somebody to do something, you provide them with limited alternatives and ask them to choose between them. In this situation, Shoreline citizens are being asked if they want connecting corridors or a compact community; a decision between options they do not want. As homeowners in the subarea, zoning is their major defense for maintaining the character of their neighborhood. Asking them to give up the current zoning laws is asking for a lot. He recognized the City will have to add new housing to accommodate the inevitable population increase. He referred to Amsterdam, Holland, which is held up as a model example of density done correctly. The reason it works so well is that their predominant mode of transportation, before densification, was the bicycle. They also have many modes of public transportation. The City is designed with specific lanes for bicycles, pedestrians, etc., and everything is condensed into central areas with shops, work places, and activities. Unfortunately, Shoreline has traditionally been a bedroom community where people commute outside of the City to go to work and shop. While he said he does not particularly want additional density; if the City is going to do it, it needs to be very smart about it. He recommended that zoning be done gradually, based on population demands and the completion of certain milestones for infrastructure (roadways, bicycle lanes, sidewalks, sewer, water mains, parking, public transit, fire safety, trees, wildlife, etc.).

Janet Way, Shoreline, said she represents the Shoreline Preservation Society in an effort to save Shoreline neighborhoods. While she submitted a letter prior to the meeting outlining her concerns, she wanted to reiterate the need for the Commission to postpone their recommendation to the City Council until Sound Transit’s FEIS has been completed. She expressed her belief that the DEIS’s for the 145th and 185th Street Station Subareas are fatally flawed because they do not consider how each will impact the other. The Society believes the proposal will result in significant adverse environmental impacts. They do not want to choose between the two plans, as they do not support either one. They support phased and transitional zoning as certain elements are completed such as the 145th Street Corridor, light rail station, etc. She also said it is important that all comments, including those provided during “general public comment,” should be included in the record.

Ms. Way said affordability is very important. She told a story about her neighbor, a senior citizen who has paid off her home. Because she has no mortgage, her home is affordable, but she can’t afford to move somewhere else and pay rent. She asked that the DEIS be corrected to show that Littles Creek is ¼ mile, not ½ mile, from the station. She said the 145th Street Corridor is crucial. The fact that it will not be completed in time for the light rail station is a disaster waiting to happen. She said neighborhood circulator buses are needed to support the light rail service.

Ms. Way read a section of her letter, stating that the Society believes there are many problems with the proposals and the impacts have not been studied. The letter recommends that the Planning Commission remand the proposal back to staff and that the DEIS should be combined in an SEIS together with the 185th Street Station Subarea to properly study the total impacts to our community environment. The success of the light rail stations should not hinge on the amount of high-density development they inspire, but instead just having them function smoothly in the existing neighborhoods. Having community support is more important than ramming through an unpopular rezoning scheme to make transit advocates happy. Lastly, she expressed support for Mr. Derdowski's recommendation that the City adopt project-level impacts for SEPA review.

Marla Kempf, Shoreline, said she and her husband have lived in Shoreline for 28 years, and they have watched the City evolve. She is not opposed to change and believes that planned change is better than unplanned change. She is glad to see the City is planning ahead for the inevitable changes that will come. However, she supports slowing down the process. She said the proposed building heights and densities are too much for the existing infrastructure, as voiced by many of those who commented previously. Upon inquiring of City staff, she was told that the idea of the "green network" was to connect the Interurban Trail with the Burke Gilman Trail at some point in the future. It would really be an extension of the Interurban Trail and would provide no solution for getting pedestrians and bicycles over the freeway to the light rail station. Interurban trails draw people into places they would not normally go, and crime rates are typically higher. She encouraged some research be done about the types of activities that happen along these trails. She cautioned that it does not make sense to run a trail in front of driveways where people, bicycles and cars will be colliding. Sidewalks are good and are an important part of the infrastructure needed in any development and growth that takes place in the area, but the Interurban Trail should be along a main street and designed similar to the Burke Gilman Trail, which runs along a busy road but does not have individual homeowners' driveways crossing it. Lastly, she expressed her belief that NE 145th Street is currently inadequate for the proposed growth.

Jan Stewart, Shoreline, said she lives in the Ridgecrest Neighborhood, north of NE 145th Street between 8th and 12th Avenues (near the Paramount Park Open Space). She said she does not favor either of the proposed alternatives for the reasons stated by previous speakers. She said she would like to understand the policy or mechanism that allowed her neighborhood to be taken from the Southeast Subarea Plan and placed in the 145th Street Station Subarea Plan. She read the following excerpt from the Southeast Subarea Plan that was adopted in 2011, "*The plan is intended to provide direction for the next 20 years. Many things will change in that time period. By 2030, there will likely be a light rail station near NE 145th Street and Interstate 5. New automotive technology may have transformed the fueling, design and maybe even the necessity of cars. Successive generations may have different preferences for building and neighborhood design and amenities. New technologies may spur new industries and the job base and commercial districts will likely grow and evolve. Yet, while contemplating these uncertainties and determining how to incorporate them into the long-range vision for the subarea, the City wants to preserve existing aspects of these neighborhoods. The single-family character, friendly atmosphere, natural amenities, and other characteristics are all of paramount importance.*" Although Ms. Redinger commented previously that the Southeast Subarea Plan was really a policy document, there was zoning attached to it. If zoning can be changed that quickly, without notice to the neighbors, then maybe they don't need to worry about the current zoning plan.

Shanna Sierra, Shoreline, said she lives just south of Paramount Park. She stressed that her neighborhood is tight knit and desirable. She urged the Commission to postpone their recommendation until Sound Transit's FEIS and the 145th Street Corridor Study have been completed. She also recommended a phased approach. While she supports an EIS that allows the City to plan infrastructure for the future, zoning changes should occur piece-by-piece to address potential impacts and concerns. Slowing down does not mean the neighbors are okay with the plan, because they are not. The proposed height is wrong, regardless of whether it is phased or not. Neither a 65 nor 85-foot height limit would lend to the neighborhood feel, and the sun would be blocked. She urged the City to keep the growth along the corridor before encroaching into the residential neighborhoods.

John Behrens, Shoreline, asked that his previous comments (under general comment) be attached to the record for the 145th Street Station Subarea Plan. He said that while it is nice to draw maps and make plans and projects that look 50 to 100 years into the future, it is important to understand that development will be controlled by costs. The discussion should include information about how much development within the subarea will cost. He noted that 1,000 square foot units in the building being constructed at 152nd Street and Ashworth Avenue will rent for \$2,000 per month. This is similar to the cost of units at Echo Lake, where development costs of the apartment units were buffered by the sale of the condominium units. Both of the sites were previously occupied by trailer parks and the property costs were low. He referred to the TOD that is being constructed at NE 145th Street and Lake City Way, which will be anchored by very expensive single-family homes, with 45-foot tall town houses around the four corners of the development. This is vaguely familiar to what is being proposed for the 145th Street Station Subarea. The townhomes are being advertised as starting in the mid to upper \$400,000, but he estimates they will actually sell for over \$500,000. He noted that the cost of accumulating lots one at a time will be much higher than building on a former trailer park or one lot. He asked if ten years from now when development occurs, will they be looking at town homes that cost \$600,000 to \$700,000? That is not the neighborhood he moved into. He asked the Commission to be practical, and make a recommendation to the City Council that is based on the actual cost of development and reality.

Brian Derdowski, Issaquah, reviewed that, not only is the Commission conducting a public hearing on the adequacy of the DEIS and the preferred alternative, they are also having a public hearing on the underlying subarea plan. It is partly his role to help establish the basis for the citizens to exert their rights later in the process, if necessary. He expressed his belief that the proposal is vulnerable to a Growth Management Hearings Board appeal for a variety of reasons, including inconsistency with the countywide planning policies, lack of coordination with other jurisdictions, and a poor public participation process. In addition, there are gaps in staff's analysis, the plan is not coordinated or supported with the Capital Improvement Plan, and the application of the zoning is not consistent with the Comprehensive Plan. There are procedural and SEPA issues relative to the Development Code regulations, as well.

Mr. Derdowski said he does not believe there are sufficient findings in the record to document or defend any action on a preferred alternative. He asked that his comments related to the 185th Street Station Subarea Plan be included by reference, as some are applicable to the 145th Street Station Subarea Plan, as well. He submitted documents that address the staff's response to the 10 issues he raised at the last hearing relative to the Staff Report. He does not believe the staff served the Commission well in

responding to what was brought forth by the public at the last hearing. In addition, he submitted excerpts from a 365-page document from the State of California, which contains an analysis done of the unusual modeling used for the DEIS. He expressed his belief that the traffic modeling is a mess and does not apply the criteria suggested by the Environmental Policy Act (EPA) and the State of California for the use of the traffic modeling technique. He also submitted a report prepared by a group of engineers regarding the same topic.

Mr. Derdowski explained that the traffic analysis done for the DEIS does not accurately background traffic, existing demand capacity, projected demand capacity, or cumulative impacts related to land use decisions. The staff did not apply best practices in its use of MXD. Best practices and the limitations and values of this traffic modeling methodology are documented by the other two documents he submitted. Although the DEIS states that the analysis provides a planning level assessment of the level of improvements that will be needed to accommodate growth, he felt the level of analysis was inappropriate for a planned action, which requires a project-level analysis of the impacts because there would be no subsequent State Environmental Policy Act (SEPA) review requirement. He said the same issues apply to storm water.

Mr. Derdowski urged the Commissioners to review the additional documents he submitted before taking any action, particularly his response to the Staff Report. He summarized that there is absolutely no basis to separate the 145th and 185th EIS process. Although the staff has repeatedly defended this approach, it was a problem from the beginning. Staff has indicated that the 185th Street Station Subarea Plan was considered, but there is no mention of it in the 145th Street Station Subarea DEIS. If it is not in the DEIS, the Commission cannot fairly consider it and the public cannot comment on it. This omission will likely lead to a SEPA appeal. He encouraged the Commissioners to make the decision that the environmental documents are not sufficient to defend any decision on either alternative. Moreover, the alternatives have too many similarities to be real alternatives. There should be multiple maps for each alternative (i.e., 10-year, 20-year, etc.)

Mr. Derdowski summarized that the two technical documents he provided offer a reliable critique of the methodology the City used in its traffic modeling. He emphasized that the traffic modeling done for the DEIS is an absolute mess, and there are vulnerabilities throughout the DEIS with respect to consistency with the countywide planning policies, the Comprehensive Plan and the Development Code. Lastly, he suggested that the solution is to not take action on the preferred alternative tonight, but to make a decision that the 145th Street Station Subarea EIS must include actual, specific findings and data from the 185th Street Station Subarea FEIS, as well as Sound Transit's FEIS. He felt this would approach would provide a better result.

Patty Hale, Shoreline, said she was present to speak on behalf of the Ridgecrest Neighborhood Association Board of Directors. She thanked the Commissioners and staff for their work, but asked them to start over. Other than no plan, none of the alternatives are acceptable to the neighborhood or the board as a whole. She reviewed that true development of the Ridgecrest Neighborhood started following World War II, with homes built for returning veterans and their families, many of whom still live in the neighborhood. Although many of the houses in the neighborhood are paid for, residents will be forced out by the increase in taxes to support the suggested levels of development. She noted that Ridgecrest is geographically the largest neighborhood in the City, and most of it is single-family homes.

It is a working class neighborhood, with the highest number of women in the workforce and the highest number of Native American residents. The neighborhood is already considered one of the most affordable, and they don't need more. It also has the lowest average income. Ridgecrest is currently zoned almost entirely R-6, but the current build out is closer to R-4. It is a friendly neighborhood, unlike apartment living where people ignore their neighbors.

Ms. Hale recalled that several have suggested that some aspects of change would be great, such as coffee shops and community gathering places. However, effective January 1st, the City Council implemented a \$10,000 transportation tax for new businesses that change existing use or amount of traffic to a new business. A current business inquiry in Ridgecrest probably will not happen because it cannot afford the additional \$10,000 cost. She expressed concern that the proposed plan would totally annihilate the southern half of the Ridgecrest Neighborhood. Additional development could result in enough density for Ridgecrest to become its own city and they could advocate away from the City of Shoreline.

Ray Berntsen, Seattle, said he lives near the Roosevelt Station in Seattle and purchased another home a year ago after Sound Transit announced its preferred station location at NE 145th Street. He worked more than six months to rehabilitate the house so it could be rented at a reasonable rate. His purchase was based on the certainty that having a station close by would afford the people who live in the neighborhood the ability to get to work at the University of Washington in just 15 minutes and downtown Seattle in 20 minutes. This reliability is a privilege that very few people in the region will have in the future, making it very valuable. He applauded the subcommittee for trying to maximize access to this valuable resource and supports the compact community concept (Alternative 3). As others have noted, he does not think there is much advantage to spreading development of Phase 1 along the arterials as shown in Alternative 2 (Connecting Corridors); and there would not be much advantage to the geographic stints in either of the two action alternatives.

Mr. Berntsen agreed with previous speakers that the rezone should be limited to the ¼ mile walk shed, and the second phase should be tied to improvements that expand the walk shed. For example, expansion of the rezone on the west side of Interstate 5 should be tied to construction of a pedestrian bridge towards Twin Ponds, and expansion of the rezone along 145th and up 15th should be tied to transit improvements such as a circulator between the 145th and 185th Street Stations. He expressed his belief that Littles Creek would make a great trail, and connecting it to the current trail system around Jackson Park would be a great amenity to improve walkability of the entire region. In addition, he suggested the City work with Sound Transit to recoup some of the imminent domain properties along Interstate 5 and make a bicycle trail connection between the two stations.

As a civil engineer and consultant, Mr. Berntsen said he said he has worked with Sound Transit on their east link alignment, the university link expansion, and the South 200th Station. They are very receptive to public comment and to the municipalities they are working in. Coming at them from a position of strength with a preferred alternative is a very good idea that has been used successfully in other locations to get maximum improvements by tying the neighborhood impacts to the future value of properties based on maximum build out. He said it is to the neighborhood's advantage to spread the cost of all the improvements in the area onto Sound Transit if the zoning is pushed forward prior to their design.

Chad Ross, Shoreline, said he also lives in the Ridgecrest Neighborhood and his back door opens to the south end of Paramount Park. He and his wife purchased their home five years ago because they desired to have a single-family home with a backyard where they could grow their own fruits and vegetables. They are afraid of how the proposed plan will impact their neighborhood, and request that the panhandle be moved from Phase 1 to Phase 2. In addition, he requested that the dead end on 10th Avenue at 152nd be made permanent. They like having a quiet street, and want it to remain as such. He encouraged the Commission to slow down and reconsider the proposal to make sure the neighborhoods are preserved. Commercial development belongs on Aurora Avenue North where there is public transportation and open lots that are available for large scale buildings.

Dan Dale, Shoreline, said he supports extending the schedule for the two station subareas to give the City Council and Planning Commission time to consider the options. However, he suggested the timeline be adjusted further to wait three additional weeks for the release of Sound Transit's FEIS before making a final decision on either of the plans. If for no other reason, this slower schedule would be better from a public relations standpoint. Once Sound Transit's FEIS is available, the City will have clearer information about their plans for the parking garage and the properties immediately adjacent to the station area.

Brad Rogers, Shoreline, said he is on the steering committee for the trail that goes around the Jackson Park Golf Course. He expressed support for the earlier recommendation to link the trail near Little Creek to the Jackson Park Trail. He also asked the Commission to postpone their recommendation until the Sound Transit FEIS is available so they have a clearer picture of how future development at the transit station can integrate with properties to the south. At this time, Sound Transit has not provided any information about what will happen between Northgate and NE 145th Street.

Chair Scully closed the public comment portion of the hearing.

Commission Discussion and Deliberation

CHAIR SCULLY MOVED THAT THE COMMISSION RECOMMEND THE CITY COUNCIL NOT ADOPT THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) OR ANY ALTERNATIVE PENDING COMPLETION OF THE TRANSPORTATION CORRIDOR STUDY ON NE 145TH STREET. HE FURTHER MOVED THAT THE COMMISSION RECOMMEND THE CITY COUNCIL KEEP THE PUBLIC COMMENT PERIOD OPEN PENDING COMPLETION OF THE STUDY, BUT TAKE NO FURTHER ACTION ON ANY OF THE ITEMS STUDIED UNTIL THE STUDY IS COMPLETE. COMMISSIONER MOSS SECONDED THE MOTION.

Chair Scully reviewed that the 145th Street Station Subarea Plan started with a large study area, specifically to identify the current development and how much development the area could accommodate without destroying the neighborhoods. However, he noted that the boundary lines shown on the maps are larger than the initial study area and bigger than what he is comfortable with. He referred to the 400-page DEIS, which he believes adequately analyzes the impacts of the proposal, one of which is a dramatic increase in local traffic. The DEIS proposes some Level of Service (LOS) F

intersections, which means waiting through five or six lights to get through the intersection. It also identifies some mitigation, all of which funnels down to getting more capacity on NE 145th Street. Because NE 145th Street is under shared ownership (Seattle and King County), it is difficult to identify appropriate mitigation. That is not the case for the 185th Street Station Subarea where the streets are owned and managed by the City of Shoreline. City staff is working to get agreements in place for the City to acquire NE 145th Street and do some mitigation, but those are still hypothetical plans. The study is not complete yet, and he is not comfortable moving forward when this crucial piece of information is missing. He suggested the Commission recommend the plan be placed on hold until this additional piece of data is available. If the corridor study suggests the impacts would be manageable, the City can revisit the current proposal or a different proposal.

Commissioner Montero said the public comments are compelling. The reality is that Sound Transit will construct a station on NE 145th Street, which is a major transportation corridor for Interstate 5, as well as a bus connection route. He can see there may be a demand for housing clustered around the station at some point in the future, but he agreed the Commission does not have enough information to decide what the appropriate zoning should be at this time. He supports placing the plan on hold for the time being.

Commissioner Maul agreed that a lot of helpful information is unavailable, and it may take a year to complete the corridor study. He suggested the Commission consider scaling back the plan to exclude the 145th Street Corridor. He voiced concern that if the City waits another year to move the plan forward, many of the needed infrastructure improvements will have less ability to be funded. He agreed that the DEIS is well done and identifies a lot of very specific improvements that will be needed. However, if they do nothing for a year, the improvements will be slowed down. The public has indicated that many of the streets are already a problem, and the City needs to get going on the repairs and improvements that should be done in advance of the station being opened.

Commissioner Moss said she supports the motion to postpone the plan until the corridor study has been completed. However, she would like to recommend the City Council continue to look at opportunities to incorporate transportation and infrastructure improvements within the 145th Street Station Subarea into the Transportation Master Plan and Capital Improvement Plan. She commented that the proposed subarea plan is not the only method in which the improvements will be accomplished, and there are other City plans that address these needs. The 145th Street Station Subarea and the station, itself, will be very valuable assets to the neighborhood, but it is not a necessity to have the zoning and land use in place prior to station development. She recalled that the Commission spent a lot of time working with the community and City staff on the 185th Street Station Subarea Plan. Development that occurs within this subarea may inform the Commission's future work on the 145th Street Station Subarea Plan. Postponing their recommendation related to the plan will allow the Council to provide further direction to staff and for staff to complete a more detailed analysis to address the concerns raised by the citizens. While the City does not have control over what the City of Seattle does, there may be more opportunities to work collaboratively. It will also help to have a better understanding of Sound Transit's plan for the station area.

Commissioner Malek said he supports the concept of getting more information before making a firm decision on the plan. However, he is sensitive to "analysis paralysis," as well. It is important to balance

both sides of the scale without dismissing a lot of the good work that has been done. It is clear that traffic is a big issue, and LOS F will not create a situation where people want to live or do business. He asked if it would be possible to redraw the lines of phasing that would allow the City to move forward with some improvements and decisions now, recognizing that more information is needed related to NE 145th Street.

Commissioner Mork asked if the motion is to wait until the Sound Transit FEIS or the 145th Street Corridor Study has been completed. Chair Moss said the motion was relative to the 145th Street Corridor Study. The Commission has reviewed their DEIS, which includes some useful information but does not really inform the City's decisions. With rare exceptions, an FEIS is not usually a lot different than the DEIS. On the other hand, information from the corridor study could be substantive.

Chair Scully said staff would like the plan to move forward and have indicated that it would make it easier for the City to obtain grant funding for projects within the subarea. While they could upzone a portion of the subarea, it would be difficult to identify exactly how much change could occur while still maintaining a comfortable level of service. He is not comfortable that they have enough information to recommend approval of any portion of the plan. In addition, the City will have some shovel-ready projects for potential grant funding if they adopt the 185th Street Station Subarea Plan. He emphasized there is not a deadline for the plan, and no clear reason has been provided for why it must move forward now.

Director Markle pointed out that Sound Transit staff and consultants already want to meet with City staff to advise them on the permitting process and what requirements will be imposed when they come in to do construction. Assuming the 185th Street Station Subarea Plan goes forward on schedule, it could help advise staff related to the 145th Street Station. As an example, the City does not have anything in its regulations until the 185th Street Station Subarea Plan is adopted that would guide the design of a parking structure. Sound Transit will release its 145th Street Station FEIS in early spring, and the City submitted a long list of DEIS comments for mitigation. They know it will be a challenge for the City to get all of the items funded. Part of the City's partnership with Sound Transit is its commitment to TOD and making the stations and transit successful. She expressed concern about the City not having its own plans and desires adopted into the Development Code and Comprehensive Plan to guide future discussions with Sound Transit relative to mitigation.

Chair Scully asked for further clarification about why the City must upzone in order to give guidance to Sound Transit relative to station permitting. Director Markle said that, at this time, there is no plan other than R-6 zoning for the properties within the subarea. That means the City would not have anything, other than the small envelope around the station and its associated traffic, to help negotiate the existing traffic problems relative to sidewalks, bicycle pathways, etc. Partnerships and joint goals towards TOD are needed, and adoption of at least a phase of the plan would show the City's commitment.

Once the design standards for the 185th Street Station are in place, Chair Scully said he sees no reason why they cannot be applied to the 145th Street Station, as well, regardless of the underlying zoning. He is not clear why stopping the DEIS for the upzone would also halt station standards. Director Markle agreed it would not necessarily halt station standards. However, they know more traffic will come to the

area as a result of the station whether or not the upzone is approved. It will be easier for City staff to negotiate for these elements of mitigation if an adopted plan and standards are in place.

Commissioner Moss asked if it would be possible to recommend that the City Council table the 145th Street Station Subarea Plan, but still consider potential Comprehensive Plan amendments related to the subarea. She recognized that Comprehensive Plan amendments are only allowed once per year, unless there is a very significant impact. Ms. Ainsworth Taylor cautioned that this action would not qualify for the exception.

Commissioner Montero suggested a three-phased approach, with nothing being done until the 145th Street Corridor Study has been completed. If the study includes a plan to improve the corridor to support additional density, the City could move forward with Phase 1, which could be a modified version of the “compact communities” alternative with a height limit less than 85 feet. Commissioner Malek agreed that a staggered approach to phasing so that one phase is predicated on the milestone of another would be sensitive and incorporate the comments made by the public.

Chair Scully noted that the Comprehensive Plan calls out a clear intent to make changes within the station area, and no Commissioners have indicated a desire to freeze the neighborhood in place. While he understands staff’s position that the more detail they can present to Sound Transit, the better, they can point to the Station Area Planning Principles that are already in the City’s Comprehensive Plan. He said he sees no reason why the design standards adopted for the 185th Street Station area cannot be overlaid onto the existing R-6 zones in the 145th Street Station area. Director Markle clarified that more detailed information in the DEIS would help the City understand how its zoning requirements will impact the traffic system. Absent this information, it will be hard for the City to negotiate what Sound Transit will pay for and what developers will pay for. Chair Scully argued that the City would be in a better position to negotiate if the traffic impacts are all due to Sound Transit’s station and not the City’s upzones.

Mr. Szafran summarized that Commissioners are concerned about moving forward with the subarea plan at the scale currently proposed. They are interested in designing the phases to be smaller in size to get the work started. This approach would allow the City to move forward with design standards around the station, and the remaining changes could be phased in. The size of and time period for the subsequent phases could be adjusted to address the citizens’ concerns and ensure that certain milestones are reached before moving to the next phase.

Mr. Szafran suggested that the greater height could be focused around the station area, making a zoning change in that location worthwhile. The phasing could be scaled down and the time between the phases could be lengthened. But a phased approach would allow something to get started, with the other phases to follow. He noted that City Council’s change over time, and the idea is to make the best decision possible at this time, based on what they know and can foresee. Commissioner Moss agreed that the City Council could change the plan at any time, particularly given the significant community concern.

Commissioner Moss said she understands the difficulties described by staff relative to negotiating with Sound Transit without having a long-term plan in place. As Chair Scully stated earlier, the Comprehensive Plan contains goals and policies related to the stations, but specific land use or zoning designations for the stations have not been adopted yet. If the Council gave the Commission direction to

come up with Development Code amendments related specifically to stations, a lot of work would need to be done by the Commission before the actual regulations could be adopted. At this time, the City does not know exactly where the station will be located. She cautioned against zoning a particular area based on where the City thinks the station might be located. She suggested there are ways for the City to develop applicable design standards for stations. Chair Scully suggested the City could incorporate design standards for stations within the R-6 zone. While this action would be aimed at a particular project, it would be applicable throughout the City and would not be considered spot zoning.

Commissioner Montero questioned how the City could complete a transportation corridor study and plan for anticipated traffic volumes without having a long-range plan in place for what the future zoning should be. Chair Scully said his understanding is that the corridor study would look at a range of options for improving capacity on NE 145th Street. Hopefully, one of the options would be build out for the maximum possible upzone. That will inform the City what must be done if they want to increase density to the maximum possible. He noted that the timeline for the corridor study calls for it to be completed in December of 2015. While he appreciates and respects that postponing the plan will make staff's job of negotiating with Sound Transit a little harder, he is not hearing anything that convinces him it is worth pushing the plan forward before the study has been completed. He does not know how the City can upzone the area without a clear understanding of how to deal with the traffic that would be created by it. Director Markle said she is not concerned about making staff's job easier. Rather, she would like the City to be in the best possible place to negotiate the improvements the community needs.

Commissioner Mork asked what Chair Scully foresees would happen after the Transportation Corridor Study is released in December. Chair Scully said the Commission would need to have at least one more study session and another public hearing. In the meantime, amendments to the preferred alternatives could be proposed by the staff, Commissioners and citizens. Additional community outreach would also be necessary. Commissioner Mork summarized that, as per the motion, the Commission would reconsider the proposal after the corridor study has been completed and they have a better understanding of what the traffic impacts will be. Commissioner Moss noted that additional staff work would be needed, as well. She suggested that a fair amount of the work that is done for the 185th Street Station Subarea Plan will inform the Commission's future work on the 145th Street Station Subareas Plan. Rather than having meetings about the 145th Street Station Subarea Plan FEIS at this point in time, they would be looking at other alternatives and having more study sessions. Chair Scully clarified that his motion was to leave the public process open in order to continue the process of data collection and so that all they have learned thus far remains part of the record.

Commissioner Montero observed that, based on the current motion, the amount of rezoning that is done in the subarea will be determined by how much the City and/or County can afford to improve NE 145th Street. Chair Scully reminded the Commission that the City of Shoreline is trying to acquire NE 145th Street. In a recent discussion, the City Manager informed him that the City of Seattle staff has been directed to make the acquisition happen sooner rather than later. However, up to this point, the City does not have a firm commitment from Seattle. There are also issues associated with roadway expansion, particularly given the current topography. These considerations will inform how wide the roadway can be and how much traffic can be accommodated.

THE MOTION CARRIED 6-1, WITH COMMISSIONER MALEK VOTING IN OPPOSITION.

DIRECTOR'S REPORT

Director Markle did not have any items to report.

UNFINISHED BUSINESS

There was no unfinished business.

NEW BUSINESS

There was no new business.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

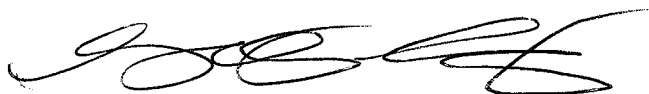
There were no reports by committees or Commissioners.

AGENDA FOR NEXT MEETING

It was discussed that the agenda for the March 5th meeting would be changed based on the Commission's action related to the 145th Street Station Subarea Plan DEIS.

ADJOURNMENT

The meeting was adjourned at 10:07 p.m.



Keith Scully
Chair, Planning Commission



Lisa Basher
Clerk, Planning Commission