

Public Testimony given at the February 5, 2015 Meeting:

Brian Derdowski, Issaquah, said he was present to speak on behalf of the Shoreline Preservation Society, the Sensible Growth Alliance, and the Public Interest Associates. He observed that, often, a planning commission works in a parallel path with a city council, and they can serve them best by providing options for their consideration rather than forwarding a single recommendation. Planning commissions can also ask staff for additional information that might be helpful to their city councils. He encouraged the Commissioners to think more broadly of their role, as servants of a good decision-making process.

Mr. Derdowski said he has been committed to the public participation process his entire life. Having conducted hundreds of meetings and public hearings, he has always used a soft rather than a hard clock. While it is important to not abuse the Commission's time, it is also important to hear from everyone. This reduces the tension in the room and allows people to feel heard. He noted that the current tendency is to use open houses, advisory groups and other mechanisms to conduct the public process, but this fatigues the public. He emphasized that public hearings are critical and provide the only opportunity for citizens to establish their legal standing. He suggested that, rather than an afterthought, public hearings should be the focus; and the public should be coached on how they can most effectively participate.

Mr. Derdowski pointed out that because the public hearing for the 145th Street Station Subarea Planning DEIS is an open record hearing with no appeal, the Commission should be more lenient in terms of public input. He said he has read hundreds of pages of documents, trying to catch up with the process; and many property owners are doing the same. He also suggested that citizens who are particularly well organized and have a lot to say should be allowed a block of time (30-45 minutes) to have an open dialogue with the Commission. He encouraged the Commissioners to create an atmosphere where they are empowered to ask questions of citizens who speak, and he cautioned that the City's subarea plans will not be successful without broad public support. The process will be better served if the Commission is flexible and open minded and takes the time to incorporate the public comments into the plans.

Chair Scully agreed that he would use a soft clock and would not cut people off mid sentence. However, he asked that they watch the time and wrap up their comments as soon as possible after the time is up.

Dan Dale, Shoreline, cautioned that one of the biggest pieces missing from the processes for both of the station subarea plans is Sound Transit's Final Environmental Impact Statement (FEIS), which will be released in April. He suggested that decision making related to the 185th

Street Station Subarea Plan should be postponed until after Sound Transit's FEIS has been released. In addition, the 185th Street Station Subarea Plan FEIS should also be intertwined with the 145th Street Station Subarea Plan DEIS as it moves forward. He emphasized the need to work together to get as close to the best situation as possible.

Tom McCormick, Shoreline, voiced concern about the potential traffic problems associated with the proposed development at Point Wells. The proposed development at Point Wells would increase the number of vehicles crossing the county line via Richmond Beach Drive from 300 to 12,000. This will have a significant impact on the people who live on the street who are used to a very quiet neighborhood. He said the same concern holds true for those living near 145th and 185th Streets, where traffic is expected to increase dramatically. These traffic increases are not something the community wants or should tolerate. He said he has proposed a Comprehensive Plan Amendment that would add the following provision: *"The following average trip limits will apply to local streets and collector streets. The default average daily trip limit would be 1,500 vehicles per day, but Council would have authority to go up to 3,000."* This would be a hard limit, and future development proposals that create traffic beyond the limit would be rejected. The citizens want to take back their streets. They need certainty that traffic will not significantly increase over time.

John Behrens, Shoreline, referred to a letter the Commission received earlier regarding affordable housing. The letter referenced a newspaper article written a decade earlier and criticized the 10-year plan that was launched in 2005 to end homelessness. The plan committed to a dramatic increase in spending of low-income and homeless assistance programs. A committee to end homelessness was established to implement the plan and was primarily run by elected city and county officials, as well as big shots in the non-profit sector and corporate giving world. While the letter indicated an appreciation for the increased attention and dollars pledged to the growing problem, it said the plan lacked any commitment or policies to prevent the continued loss of the existing stock of low-income housing. For example, Mr. Behrens pointed out that two trailer parks were recently replaced with new apartment complexes. These trailer parks provided opportunities for affordable housing that are now gone.

Mr. Behrens said the letter points out that even if the plan fulfilled its goal to add 9,000 low-cost units countywide over the period; for every one unit created, three to four units would be lost to demolition, condo conversion and increased rents. Given that committee membership included many with ties to developer interests, the letter suggests it was unlikely that the plan would ever address the issue of displacement. Since 2005, the 10-year plan takes credit for adding about 6,000 housing units countywide; but in Seattle alone, over the same period, over 6,500 low-income apartments have been demolished, another 3,000 were lost to condominium

conversion, and at least 6,000 were lost to speculative sale and rent increases. Thousands more were lost in the rest of the county due to these forces. The letter emphasizes that today homelessness has reached record levels (up 13% in 2013 and 20% in 2014). County and city leaders won't acknowledge that the plan has failed and refuse to link the problem to the continuing loss of existing units and gentrification. Instead, they've extended their plans out indefinitely.

Mr. Behrens commented that in just one year, King County and Seattle spends \$45 million on homeless issues; which is enough to give each homeless person \$15,000 per year. He suggested that the county and cities need to use the funds smarter, and he shared the following ideas:

- Require developers who demolish low-income housing to replace 1 for 1 the units they remove at a comparable price, and impose a citywide moratorium on demolitions until this provision is adopted.
- Create a housing preservation commission to inventory the remaining stock of privately owned, low-income buildings at risk of being lost, and recommend strategies for quick acquisition of these buildings. Include existing single-family homes, which rent at affordable rates.
- Inventory unused public lands and make them available for low-income housing development. This gives people free land to build on.
- Establish a growth-related housing fund and dedicated 20% of the incremental increase in property tax revenues from new construction citywide to development of low-income housing.
- Adopt developer impact fees to replace tax subsidies granted to developers.

Tom Jamieson, Shoreline, commented that the City's impact fee ordinance went into effect on January 1, 2015, but all development permit applications submitted prior to that time are not be subject to the provisions of the ordinance. There is incentive for these developers to wait until rezoning occurs to move forward with their projects; and it would be in their best interest to rezone the areas as quickly as possible so they can avoid the impact fees. He expressed his belief that the City should not rush the subarea plans in order to accommodate existing or anticipated development applications. Rather, the rezones should occur in the best interest of the City. He voiced concern that small movements might be overlooked by the public because they are focusing on the big picture and their own particular parcels. He asked the Commission to confirm whether or not revisions to the plans are being done in the special interest of particular developers and/or applications or legal challenges.

John Croft, Shoreline, commented that 21st century transportation is being overlooked completely. The plan provided by Sound Transit was born in 1980 and provided more capacity than what the current plan is proposing. He submitted information for the Commission to

consider and asked that they pay particular attention to 145th, which is a very congested area. Light rail coming through will make it worse.

Jeff Eisenbrey, Shoreline, said he lives in the area that would be impacted by the 145th Street Station Subarea Plan. He expressed his belief that the station would make more sense in other areas of the City where the zoning already exists to support development. For example, the 145th Street and 15th Avenue areas have high density as opposed to the proposed location across the street from a golf course and the most expensive private school in the state. He expressed concern about aggregation of properties. He has observed growth in and around the Seattle area for years, and the buildings that tend to be constructed where aggregation occurs are grandly out of scale with the entire neighborhood. It takes time to build while aggregation is happening and the properties in and around the development sites become blighted. If the area around the station is rezoned, he has to wonder whether or not he should fix his roof. Maybe someone will offer him a lot of money for the property and his home will be torn down. Anything they can do to limit the number of players would be helpful; taking the multi-million dollar corporations out of it and placing the development in the hands of small scale developers and private land owners who are already in the City. He referred to the Eastlake area of Lake Union as an example of slower-paced development that is resulting in a broad mixture of architectural styles and small, pedestrian-friendly businesses.

Brian Derdowski, Issaquah, indicated he would submit written comments by the February 17th deadline and suggested it would not be appropriate for the Commission to make their recommendation before the close of the comment period. He referred to a picture of the 145th Street Station Subarea. He noted that although half of the subarea is located within the City of Seattle, nowhere in the DEIS is there mention of the City of Seattle's concerns. There is no mention of the 145th Subarea in the 185th FEIS, either. He emphasized that these two gigantic rezones for the same purpose are just a short distance from each other, and it is a violation of a number of principles established by the State Environmental Policy Act (SEPA) not to look at the two plans together. At this late stage, he suggested the best approach would be for the City to halt the FEIS for the 185th Street Station Subarea and do a supplemental that incorporates the 145th Street Station Subarea, and then start a supplemental for the 145th Street Station Subarea DEIS that references the 185th Street Station Subarea.

Mr. Derdowski explained that an EIS for a planned action needs to be much more rigorous than an EIS for a subarea plan because once a planned action is adopted, there is no additional SEPA review. The detail of environmental review in the 145th Street Station Subarea DEIS is actually less than many of the subarea plans he has looked at that do not purport to address project-level impacts. Since project-level impacts are not being addressed in the DEIS, SEPA should be applied to future projects. He suggested one way to address this problem is to have the

preferred alternative move to the FEIS stage as both a planned action and subarea plan rezone, thus allowing the Council a choice. Another option is a “potential zone,” where the underlying zoning would stay the same and the “potential zone” would be the recommended zoning. In order to get that zoning, there would be specific triggers, and the applicant would apply to actualize the zoning.

Mr. Derdowski commented that the proposed subarea plan uses a form-based zoning concept, which makes it even harder to identify impacts because the specific uses cannot be identified. In talking to experts and nationally-recognized advocates of form-based zoning, he learned that Albuquerque used form-based zoning for its transit rail corridor and it was a disaster. He also learned that “going out into the neighborhoods with form-based zoning would be a huge mistake,” and that the best use of form-based zoning is incremental and backed up by strong regulations that create a public realm with ample investments in public amenities and services.

Mr. Derdowski said another reason for requiring future projects to go through SEPA is so the City can apply special conditions of approval based on project-level impacts. He reviewed that the City’s regulatory authority has two components: the development code and SEPA. Under SEPA, cities can identify adverse environmental impacts and impose special conditions. He also reviewed that the current vested rights law is extremely pro development. If the City wants to adopt a stronger stormwater regulation, impact fee, etc. in the future, they run the risk, if zoning is already in place, of developers rushing to vest. If this were to occur, the City would have no development regulations or zoning conditions in place, and SEPA would not apply, either. He summarized that preserving the opportunity to apply SEPA is something the City can do, and most of what they want to accomplish can be done via a subarea plan.

Mr. Derdowski pointed out that all three alternatives assume that the proposed light rail station would be constructed, along with a park-and-ride structure for 500 cars and other improvements in the vicinity of the station. What happens between now and the completion of the station is one of the real defects in the plan. As the Commission considers the phasing options, he asked them to consider triggering events instead of dates. The EIS should evaluate what the impacts will be over time. In order to turn the City’s long-term vision into a plan, the impacts must be studied to a greater degree. He expressed his belief that many of the assumptions set forth in the DEIS, particularly the road impacts, are very speculative.

In order to protect the City’s interest, Mr. Derdowski recommended the rezone be adopted as a subarea plan. He recalled that at the hearing on the 185th Street Subarea Plan FEIS, staff appeared to suggest that proposed projects would not go through a traffic concurrency analysis. He hopes this is a misinterpretation because it would clearly be a violation of state law. It absolutely takes his breath away that an up zone of this magnitude is being proposed with such a “sketchy” traffic analysis and with a Capital Improvement Plan that is highly

speculative, unfunded, and not disciplined with a concurrency analysis. At the very least, the City should do a model run, plugging in background development, etc.

Again, Mr. Derdowski said he plans to submit written comments, and he suggested the Commission consider accommodating panel-style discussions. People are organizing and working hard, and they deserve to have longer conversations with the Commission. This will save a lot of time and heartbreak in the future.

Dr. Heather Murphy Secrist, Shoreline, said she and her husband moved to Shoreline in 2010. They fell in love with the Ridgecrest Neighborhood, with its friendly, family appeal, as well as trees, parks, movie theater, local coffee shop, and wide streets with plenty of parking. It had all the benefits of a small town, while still being next to the big city of Seattle. She read the flyers that were sent out and was excited to have the light rail come to 145th Street. While the flyers indicated the change would affect where she lived, they did not clearly express just how much things would change. It was only when her husband did a walk through that she began to understand. While attending the meetings last fall, she was shocked to see that the plan was to take her lovely, small-town feeling home and turn it into the next big city with giant high rises up to seven stories tall.

Dr. Murphy Secrist said her fellow neighbors have expressed similar feelings that they do not want the proposed change. Many people spoke about having options that were not as drastic as the zonings in Alternatives 2 and 3; and many said they liked Alternative 1 with no changes. A member of the planning staff responded to that by saying Alternative 1 would not work because the light rail would bring change. She agreed that change is coming, but she questioned why they need to lay out the red carpet for it. Why do they need to make such drastic rezones to the City all at once to accommodate the light rail? The neighbors do not fear change simply because it's change. They fear planned changes that will destroy what they love about the city they call home. She expressed her sincere hope that the Commission will hear that the citizens want a slower phasing of the zoning in order to ensure the best possible result in the end. She asked the Commission to find a way for light rail to be a positive addition and not a destructive force.

Dr. Cory Secrist, Shoreline, said his understanding is that the main impetus of the rezoning plans are light rail and affordable housing, which are both noble goals; and the City is looking at the rather radical and experimental ideas utilized by the City of Seattle to figure out a way to deal with population growth and the need for more affordable housing and mass transit. He voiced concern that the proposed zoning is in excess of what would be needed, as it does not appear the proposed light rail system will offer enough seats on trains to accommodate the amount of people that will come into the City based on the proposed, large scale rezones.

While Dr. Secrist agreed that affordable housing near the station makes sense, he questioned the numbers in the DEIS. For example, the proposal would offer a property tax exemption to developers if at least 15% of the units in a multi-family complex are affordable at 70% Average Median Income (AMI). He pointed out that the AMI in Shoreline is \$66,576, which means that 70% of AMI is \$45,533. The projection is usually based on 1/3 of a person's income being used for rent, which means that apartments that rent for \$1,279 per month would be considered affordable. These units would be affordable to the lower middle class, but not what people typically think of as low-income. He reminded the Commission that, according to the numbers in the DEIS, 13.9% of the City's population falls within the low and very low income groups, and these individuals would not benefit from the affordable housing provisions outlined in the plan.

Dr. Secrist voiced concern that the massive rezone would essentially push people out of their homes and could cause property values to go down because of blight. Over time, the middle class will be in apartments instead of the single-family homes they are in now and the lower class will be pushed into the micro apartments and apartments that are sprouting up in the Puget Sound region, including along Aurora Avenue North in Shoreline. He summarized that the plan will not be good for affordable housing, and the City can likely fill the light rail trains with the current population.

Pat Kenney, Shoreline, pointed out the need for adequate transportation to and from the station. There also needs to be a bridge for pedestrians, bicycles, and motorized scooters/chairs for those who cannot walk a far distance. She likes the "green corridor" concept, but the Commission should be aware that the pictures stop at 145th Street, and there needs to be a wide pathway across the highway. While the City anticipates that Sound Transit will fund this access, they should wait to make sure it gets done. She asked the Commission to take specific note of the proposed pathway starting on 150th Street and going west to 152nd Street. She noted that the pathway near 152nd is muddy, there is very little light, and cars are often parked there. She said she supports planning ahead to avoid sprawl and uncoordinated growth, but she is concerned about the impact the rezone will have on the existing residential homes. She noted that a number of places in Seattle have boarded up homes, and she would hate to see this happen in Shoreline. She likes the idea of phasing in the zoning, but there should be an opportunity to reexamine the zoning at certain intervals. Lastly, she asked the Commission to delay its decision to include Sound Transit's FEIS.

Carolyn Creighton, Shoreline, said she has lived in Shoreline for 39 years. She asked the Commission to slow down the process. She also expressed concern that many of the property

owners still do not have a clear understanding of the proposed changes. The City should make more effort to get the word out and provide a clearer explanation of how the proposed changes can impact residents.

Ginny Scantlebury, Shoreline, said she has lived in the City since 1982. She briefly reviewed the extensive community process that took place when the City adopted its first 20-year Comprehensive Plan in 1995. She questioned what happened to the City's staff and Council over the past 20 years, as they now appear to make decisions first and then ask what the residents want. She questioned why the staff does not provide the citizens with all the details of the proposals. She asked the Commission to consider citizen requests over the past year to slow the light rail plans down. She said she has not heard one resident voice support for the proposed high-density zoning plans. Instead, they would like slower, more controlled growth. She noted that residents have voiced concern about how the plan would impact roads, schools, utilities, and police. Once the zoning is in place, developers will be ready to start building in the new MUR-35', MUR-45' and MUR-65' zones; and the character of the neighborhood will be lost. The current residents do not want a city like Fremont, Ballard or Lake City. She said she prefers Alternative 1. However, she would also support a phased-in plan that is somewhere in between Alternative 1 and Alternative 2.

Sigrid Strom, Shoreline, said she participated on the citizens committee that worked on the Southeast Subarea Plan in 2008 through 2010. She voiced concern that the current process is flawed, and she urged the Commission not to make a decision until they have received all of the public comments. She also encouraged them to slow down the process. She noted that none of the elements that were identified as important to the residents in the Southeast Subarea Plan were incorporated into the proposed new plan. She recalled that the plan included a lot of details about valued community characteristics, an inventory of who and what was there, and current problems and potential impacts related to transportation. It included a green corridor, which is also in the Comprehensive Plan. Again, she urged the Commission to take more time. She particularly asked them to review the original Southeast Subarea Plan and the community values it identified. These values are consistent with the comments the Commission is currently hearing from the citizens.

John Behrens, Shoreline, pointed out that there is a Carmelite Convent on 145th, which provides a treed, private, quite place that is important to the corridor. This property is also included in the proposed rezone. It is not likely that the owners of this property will approach

the Commission to speak on their behalf, but the City owes it to them to let them know what is going on and attempt to get their feedback.

Thomas Poitras, Shoreline, said he supports Alternative 3, for a compact community with no added-on corridors. He also supports a phasing approach where feasible. Neighborhoods within that area which are not curtailed for early population density increases to support light rail should not be opened up for development until they are needed. Those neighborhoods should be spared the unnecessary anxiety associated with what they perceive to be unfettered and uncontrolled development around them. Neighborhood residents have voiced concern about the loss of quality of life and property values if something unpleasant is built near them.

Mr. Poitras reminded the Commission that the stated purpose of the corridors is to increase business activity and connect existing large commercial areas. If this were true, he suggested there would be more corridors included, some of which would be better suited to accomplish that purpose. For example, 15th Avenue Northeast could be extended from 155th to North City, connecting North City with the substantial business district at 145th Street and 15th Avenue. An upgraded 145th Street could connect Meridian Avenue to Ballinger Way, with access to the very busy shopping center at Aurora Village. Also, 165th Street from 5th Avenue to 15th Avenue could be up zoned to connect the cluster of shops near the Crest Theater to North City. The business center near the Crest Theater is at a commercial dead end. It does not commercially connect to North City and it has not been suggested that it should be commercially connected to 165th Street. Although the initial corridor version had up zoned around 8th Avenue and 165th to potentially support these businesses, the possibility was abandoned with no explanation. The benefits of making 5th Avenue a connecting corridor from 155th Street to 165th Street, as currently configured, seem minimal at best and not worth disrupting the lives of the people who live there, including putting their property values in jeopardy. There are many types of businesses that would devalue any home that was next to them, and the code does almost nothing to prevent that from happening. This would be true of all rezoned arterials, and not just 5th Avenue.

Mr. Poitras questioned if a study has been conducted to provide an educated guess as to how many jobs would likely be created on the 5th Avenue or 155th Street corridors and how much they would increase Shoreline's economy for the next 10 to 15 years. He expressed doubt that the impact would be significant. A more likely scenario is that the corridors would be degraded by cheap home conversions to marginal small businesses. Although home conversions are

supported by some City officials, home degradation would inhibit good growth for the future. The City needs smart, inviting streetscapes that people can be proud of.

Liz Poitras, Shoreline, said that while she does not advocate that the City slow the process down, it would be very beneficial for a City official to very clearly state the reason for the current timeline and the consequences of not meeting the deadlines. She said she is in favor of Alternative 3, with no added corridors for the 145th Street Station Subarea. Alternative 2 would connect corridors by spreading out the potential for redevelopment, but it would also spread out the need for costly infrastructure changes. As stated in the DEIS, Alternative 2 would require the most utility and transportation improvements and upgrades. It would also require the highest level of public services to serve the proposed growth because the alternative, at build out, would cover a greater geographic extent than Alternative 3.

Ms. Poitras said Alternative 2 may also make it more difficult to assess the actual results of the new MUR zones and Development Code changes. The projects may be widely scattered, and problems in the code may not be apparent early on. Even with all the hard work the Planning Department has put into changing the Development Code for the MUR zones, we will probably witness many unintended consequences, such as the parking problem at the Polaris Development.

Ms. Poitras noted that Alternative 2 provides far less potential for affordable housing than Alternative 3. If increasing affordable housing is one of the City's goals, Alternative 3 should be chosen. Most of the area in Alternative is covered by MUR-35' zoning, which has no requirement for affordable housing. If early developers in the MUR-45' zones choose fee-in-lieu-of, the City could end up with little or no alternative housing when the station opens. As stated in the DEIS, Alternative 3 would provide more housing opportunities than Alternative 2.

Poitras said the DEIS identifies some of the increases in traffic in the area, and they will be substantial. As stated in the DEIS regarding traffic in Alternative 2, North/Northeast 145th Street, North/Northeast 155th Street, Meridian Avenue North, 5th Avenue Northeast and 15th Avenue Northeast would all experience a large increase with growth between 40% and 150% as compared to the no action alternative. The numbers for Alternative 3 are 40% to 140%. She noted that 1st Avenue Northeast, 8th Avenue Northeast, and 10th Avenue Northeast were not explicitly analyzed in the DEIS. Adding more corridors will result in more traffic everywhere due to the additional commercial and retail development and not all the customers will arrive on foot. For these reason, she supports Alternative 3.

T.J. Hogan, Shoreline, said he was shocked to learn about the radical changes being proposed, and he implored the City to slow down the process. He expressed support for Alternative 1, which is to do nothing until they slow down and take a better look at the area. Much of

Alternatives 2 and 3 is based on pure speculation on what the City thinks will happen, but they don't know what will happen in the future. The proposed rezoning would tie the City's hands in the future, which is not wise.

Judy Nelson, Shoreline, urged the City to take more time, as many people are just finding out how their properties will be impacted. She expressed her belief that any changes or development should be done in steps. This is a large project, and there is potential for many missteps. As an example, she referred to the ongoing expansion of the Evergreen School on Meridian Avenue, where transportation impacts were not adequately planned for and neighbors have repeatedly complained to the City over problems. If this somewhat small project was not planned for adequately, she questioned how the Commission can be sure that this humongous project is being planned for adequately. She asked the Commission to postpone their decision until after Sound Transit has issued its FEIS in April. She also questioned if Twin Ponds should be identified in the plan as a wetland that needs more study.

Steve Schneider, Shoreline, said he and his wife live in the upper Pelican Park Neighborhood of 8th Avenue Northeast and Northeast 150th. He referred to a letter he submitted previously regarding his concerns. He said he and his wife are in favor of a thoughtful, slow, limited-phase rezone that does not destroy the character of the community they love. They felt the area should remain predominantly single-family homes. It is critical to keep in mind that once the planned action ordinance is adopted, future projects consistent with the ordinance would not be subject to further environmental review under SEPA. A planned action ordinance presupposes that the initial environmental review is thorough and sufficient; but in this case, the project's environmental review fails in fundamental ways. The DEIS concludes in several sections that no significant, unavoidable, adverse impacts would be anticipated; in part because incremental growth will allow the City to monitor and address the impacts over time. He expressed his belief that this type of analysis is inappropriate when the planned action process is intended to limit future review of environmental impacts because the initial review is thorough. He said the DEIS is a review full of guesses, which punts the problems into the future. Moreover, he said there is no way to determine that the growth will be slow or incremental, and there is no guarantee that the City will have the will or the funds to respond to future adverse impacts. The DEIS acknowledges that funding for improvements to serve growth is not secured. He expressed support for the criticisms voiced on many occasions about the inadequate review and mitigation of traffic, parking, surface water runoff and other issues, and he asked the City to slow down the process.

Cathy Floit, Shoreline, said she and other citizens are present because they believe the process and comment period have meaning; and the Commission has shown that is true. She commented that her home in the Pelican Park Neighborhood is her sanctuary that is threatened by the proposed plan. She considers her neighborhood to be diverse, and she does not see how this could continue under the proposed alternatives. The neighborhood is affordable and most of the homes are owner-occupied. The owners of the new condos and apartment buildings will likely charge their tenants far more than the mortgage the current single-family homeowners pay. Although they welcome low-income housing, none of them would qualify. They seem to be caught in the middle with no place to live. They are gardeners and love their outdoor space. They frequent the farmer's markets in summer and enjoy growing their own fruits and vegetables, as well. They need sunlight for that and for their own mental health. They are out on beautiful sunny days enjoying the neighborhood, and the thought of multi-story buildings blocking them in is depressing. They love their parks, trees, and the amazing wildlife in the neighborhood. She asked the Commission to please maintain the neighborhoods.

Shirley Parker, Shoreline, said that her property in the Upper Pelican Park Neighborhood would have no sunlight if the City adopts a plan that allows seven-story buildings. She loves to garden, but her property would be completely shadowed. She raised her family in the home, which is paid for. She won't be able to live anywhere else when she quits working, as she would be unable to afford \$1,200 per month for rent. She lives in what she considers low-income housing. While she supports light rail, she asked that they not destroy the neighborhoods and keep the single-family homes.

Dan Jacoby, Shoreline, observed that the freeway exits in Shoreline are at least 7/10 mile from the main business corridor, Aurora Avenue North. Clearly, this part of the freeway was designed not for commerce, but to bring people from their homes in Shoreline to their work in Seattle and back. The light rail is obviously planned to relieve increasing congestion on the freeway, and choosing to more than double the number of housing units in these two areas would defeat the purpose. With a crowded light rail, the City would merely be adding an uncomfortable way to get to work to an unreliable way to get to work.

Mr. Jacoby pointed out that the Puget Sound Regional Council's (PSCR) population forecast for 2040 projects an average annual increase of 1.2% for the region, which is over 50% higher than census projections for the whole country. The planned rezones are based on projections for

Shoreline that are 60% higher than the region or 2.5 times the national average for decades. Given the long-term impossibility of predicting business and economic cycles, new technologies and generational shifts, he suggested the numbers are meaningless. He questioned why the City is planning for massive growth 60 to 100 years into the future.

Mr. Jacoby suggested that the Commission recommend to the City Council that they select the no-build alternative for 145th Street. Alternatively, they could recommend the opposite of what happened with 185th Street where there was suddenly a large up scaling of even the largest proposed alternative. This time, they could create a dramatically downsized alternative. He volunteered to help the planning staff create this new alternative, which would send a clear message that the process is heading over a cliff and the City needs stop, take a breath, and head in a new direction.

Yoshiko Saheki, Shoreline, said she lives within the subarea and the “no action” alternative (Alternative 1) does not make sense to her. As a lay person, it seems that future growth in Shoreline should be directed and guided rather than be left primarily to market forces. At the same time, the idea of placing more density closer to the station does not make sense because the subarea is not a blank slate. Imposing density just based on nearness to the station ignores the existing established neighborhoods, current conditions elsewhere, and existing infrastructure.

Ms. Saheki recalled that at the Commission’s last meeting, someone living along 15th Avenue Northeast asked to be included in the subarea because her home is one of the few single-family residences left on her block. The Commission listened to this request and extended the subarea boundary to encompass her block. This is one example of how the Commission and the process may have overlooked existing conditions in Shoreline. For example, on the other side of Interstate 5, the widest streets are Aurora Avenue North and Meridian Avenue. It seems that those streets could accommodate more density than 1st Avenue Northeast, which currently doesn’t have sidewalks and could never hold two lanes of traffic in each direction. She recognized that improvements would come with density, but it would be smarter to have the first planned higher density along streets that already have the capacity.

Ms. Saheki commented that if the Commission is going to hold onto the idea of a parking requirement of .75 spaces per unit, it is important that the higher density occurs first in an area that is within walking distance of a grocery store. As she previously stated, people will do much more than commute to work, and the Commission should give these other activities more weight when considering where density is placed in respect to the forthcoming light rail station. She suggested that the first phase be clustered along 15th Avenue Northeast, Aurora Avenue North, and possibly Meridian Avenue.

Krista Tenney, Shoreline, said her family moved to Shoreline in 1988, and they love every inch of their ¼-acre property. She attends a church that is on 1st Avenue Northeast and 147th Street, which is a challenging intersection with no left turn. She referenced Mr. Derdowski's earlier comments about the need for more interaction with the City of Seattle regarding traffic impacts. She specifically asked the Commission to consider the impacts of Alternative 2 for the triangular property between the freeway and 1st Avenue Northeast. This property is proposed for dense development, and she does not understand how 1st Avenue Northeast can be widened to handle the additional traffic. She emphasized the need for the Commission to consider the impacts to the neighborhoods. She asked them to slow the process down to make sure the plan is done wisely. She said she supports Mr. Derdowski's earlier recommendation that the City consider the 145th and 185th Street Station Subarea Plans together. These two areas are very close to each other and the impacts will be far reaching. If possible, she asked them to wait to make a decision until after Sound Transit has issued its FEIS.

Janet Way, Shoreline, said she was present to speak on behalf of the Shoreline Preservation Society (SPS), which is a Washington State non-profit organization with members living in and around Shoreline who work to preserve the environment and quality of life. She requested that the SPS be granted party of record status with legal standing. In addition, she asked that all of SPC comments before and after the hearing be included in the record by reference. She explained that the planned action ordinance would leave out residents who wish to give input on details not yet analyzed. New residents who move to the City in the next few years would have no right to comment or play a part in future growth, either. She urged the Commission to reject this aspect of the proposal.

Ms. Way referred to a statement in the DEIS found in the "Changes in Neighborhood Section," which states that *"the City acknowledges that even though a decision to stay or sell is entirely up to the property owner, those who feel as if their neighborhood is changing beyond their*

comfort level may still feel forced out. The City also acknowledges that even for those who support change, transition and construction can be uncomfortable and unpleasant.” The DEIS acknowledges that people are going to be displaced.

Ms Way noted that key areas are not addressed in the DEIS; most outstandingly, the segregation of the environmental review between the 145th and 185th Street Station Subareas. It is as if they are in two separate time zones or countries. The cumulative impacts on traffic between the two subareas need to be addressed, as do the cumulative impacts on infrastructure (drainage, stormwater runoff, wastewater, water, etc.) She pointed out that the DEIS does not consider the impact on the existing community when a large number of the residents are displaced. She pointed out that the 145th Neighborhood is currently a healthy neighborhood, and nearly all of the properties are developed with single-family homes. She questioned the potential for blight resulting from speculative development, and noted that the issue was not analyzed in the DEIS. The DEIS did not analyze the impact imposed on the neighborhood when properties transition to rental units, either. She suggested that spot development could subject both light rail station areas to blight. The DEIS should study the impact to property owners and the potential for homeowners to sell and buyers to get mortgages.

Ms. Way reminded the Commission that parks and open space is a requirement of density as per the Growth Management Act (GMA), yet the provisions in the DEIS and the preferred alternatives for increasing or enhancing open space are very inadequate. Existing useable open space for the current population is already inadequate, but only one new park is suggested in the DEIS for the projected population increase of between 2,886 to 5,314 new residents. She said there are numerous opportunities within the station area that could be utilized to provide more open space, access and recreation if it was required. In particular, she said the Paramount Park open space needs to be protected, as it is the largest wetland in Shoreline and is salmon habitat if the fish could get there. In addition, the Jackson Park Golf Course is a public course, and it would be an abomination if that were taken over by development as suggested in the market study. She summarized that the emotional impact to the community as a result of the two subarea plans would be huge. The salability of single-family homes and parking impacts are also significant concerns. She resubmitted her drawing of the rezone area with about half the density. She also referred the Commission to the Thornton Creek Watershed Study, which she previously submitted. Lastly, she asked the Commission to slow down the process.

Sharon Cass, Shoreline, agreed with the previous speakers that the City should slow down the process. She said she has lived in her home, which abuts Twin Ponds Park, for 52 years. It is so wet in the fall, winter and spring that she cannot walk in her backyard. She said she supports Alternative 1.

Public Testimony Given at the February 19, 2015 Public Hearing

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.

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 $\frac{1}{4}$ to $\frac{1}{2}$ 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 $\frac{1}{2}$ -mile walk shed. In addition, 10% to 20% of the area within the $\frac{1}{2}$ 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 $\frac{1}{2}$ mile walk shed on the west side of Interstate 5, but exclude many properties on the east side even

though they are within $\frac{1}{2}$ or $\frac{1}{4}$ 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 of 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 Ridgecrest/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 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 $\frac{1}{4}$ mile, not $\frac{1}{2}$ 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 Little's 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 Ridgcrest 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.

Comments Submitted for the February 5, 2015 Public Hearing:

I want my same public comment to the 185th public hearing. As you well know, any zoning decisions that are made for 185th will automatically be carried over into consideration for the 145th area, so to hold of on inclusion.

I am also forwarding this on for inclusion in the public comment for the 185th station public hearing in 1/15/2015, because it applies to both equally, and any decisions that are made in regard to 185th will most likely be applied to the 145th area.

This is in relation to the 145th sub area SEPA, public comment period due date of 10/31/2014. I am also forwarding this on for inclusion in the public comment for the 185th station public hearing in 1/15/2015, because it applies to both equally, and any decisions that are made in regard to 185th will most likely be applied to the 145th area.

I, along with many other Shoreline residents, strongly oppose to the use of any minimum density zoning in MUR-35 or MUR-45. I would like it to be noted, and relayed to the public, that it has been clearly stated in October 2014 planning commission meetings that minimum density zoning should not be considered in the MUR-35 or MUR-45 zones, only in the MUR-85 zone. By imposing minimum density zoning Shoreline council would not be using official eminent domain, but would clearly be bullying existing homeowners into selling their homes through the act of driving higher tax rates well before the true market would naturally increase them. Minimum density zoning would at the same time reduce the pool of private parties that can get a loan due to the "Grandfathered", or "Legal Non-Conforming" status that they are being told would not negatively impact them.

As Shoreline residents have already presented to the city council and planning commission, banks have in fact confirmed that the label would impact any buyers' ability to qualify for home loans for the purchase of these properties, requiring at minimum, additional paperwork requirements to qualify.

Shoreline council expresses interest in creating a walkable community within the station subareas. To create a walkable community requires social hubs like those found in Seattle neighborhoods such as Ballard, Phinney, Fremont, Capital Hill. These areas are popular to live in, and to socialize in due to the fact that they have a mix of housing. They are not all cookiecutter townhomes, not all single family, not all row houses, not all apartments, not all megacondos. The home owners and renters within each block span many generations, and socioeconomic dynamics because the existing residents have not been forced to sell their homes prematurely through act of imposing massive up zoning, while at the same time imposing minimum density limitations.

I look forward to the light rail station areas developing at their natural rate, and being part of the vibrant communities we all hope for. I will be doing so as a single family residential homeowner within that community; in the home that I chose because it was affordable, the home that represents many years of blood, sweat tears, and love. I have not, nor will I ever, entertain the idea of living in any kind of attached housing. I might reconsider my stance once every single member of the Shoreline city council has been forced to sell their own homes to developers, and to either leave their neighborhood or move into multi-family housing.

Dia Dreyer,
Shoreline resident, and property tax payer

Regarding the DEIS rezone information session that I heard on January 22 some thoughts come to mind. First and foremost is that the projections of how fast redevelopment will occur are Pollyanna at best and misleading at worst. The Lynwood transit corridor around 164th Street and I-5 only took 15 years to totally change the character of the area, much of that construction taking place in the last five years.

This area had room to develop, it had rural land and roadway infrastructure in place LONG before the development took place. It displaced very few residents. The Shoreline rezone proposes to displace many.

One thing to note in the Lynnwood area as well is the fact that the most recent apartments have been available for at least six months and yet when driving past one can easily see that the vast majority have not been rented out yet. If there were such a high demand as to require the building of these now, why are they still sitting vacant?

The Ballard rezoning has changed the character of the neighborhood in less than seven years. The lack of parking has been a huge issue as well as it has underestimated how wed many are to their autos. The Roosevelt area has already been impacted in such a way to totally change the character of the neighborhood and light rail is not even close to being viable there. If there is any question about cars and development one only needs to look to the apartments that now abut the freeway along 5th Avenue just south of 130th Street in Seattle. Those apartments are on a good bus line, they have limited parking available for the units, the street is now flush with parked cars where once there were only a handful.

To rezone an area so far in advance of when the actual station that is supposed to serve the expected new residents is then close to folly. The Shoreline station at 145th is not to open until 2023. Construction is to begin in 2018 and of course that does need an environmental review process prior, it will have a huge impact on the I-5 and 5th Avenue corridor. However rezoning the neighborhoods now and saying change will take twenty to forty years to happen is as stated, a Pollyanna view. History does not lie and there is enough recent history regarding how fast rezones change neighborhoods, no one should be ignoring these facts nor glossing them over.

There are many things that can change in the interim, including population projections. Just because things are booming now does not mean they will be come 2023. A more nuanced approach, a more phased approach would make more sense and set better with those who will be impacted by the City's decisions.

I believe the residents of the affected areas would best be served by delaying the process and NOT discussing both projects as if they are one.

It would make far more sense to have "Phased Transitional Zoning" that could be based on specifics such as having the infrastructure in place, and this would include having the light rail station actually open, and upgrades that can occur once the specifics are met. This is simple common sense based on so many unknowns. And there are MANY unknowns when one is

trying to predict the future.

The only thing we know is that the light rail station is due to open in 2023, we do not know what sort of economic climate will exist at that time.

Regarding the actually community meeting and the presentation:

People do not like to be talked at, people do not like to be lumped, people do not like to be talked down to. The impression many received from the session was that all three points were in use. Many questions presented were not answered in a straightforward way, roundabout answers, non-answers, and obfuscation just serve to instill even more anger in those who are already angered.

To say "Millennials" like this or that ignored the fact that several of those who were expressing concern WERE Millennials. To assume that all of that generation will choose a certain path or pattern ignores human nature. To speak about current patterns ignores what happens when people marry and start families, many prefer to live in single family homes. Yes, things and attitudes are fluid and changing, but by focusing on one generation, while ignoring those of that generation who were present sends the message that the City does not see or consider its residents as individuals with individual opinions. And to ignore the concerns of an older generation who have lived here for many years and who helped make the City of Shoreline just that, a city, does not send a positive message either.

The concerned citizens understand that change happens. What they are questioning is why the City is pushing so hard, so quickly, to rezone an area in the face of so many true unknowns. Once the area is rezoned change cannot be stopped, so why not slow things down and take time to see just how things progress? There is nothing wrong with taking a more nuanced, a more phased approach. Better to do this than make a misstep that leaves a blight on the area. Better to do this than step on the citizens whose lives will be affected by the policies the city enacts. This is why a phased transition would make far more sense.

If the process is slowed down it allows adjustments to be made. So what if in forty years there might be a building built in a phased in process torn down and rebuilt? This was an example that was used as to why phasing the process wouldn't make sense ... yet it could happen anyway and is a more likely scenario given no one knows what will happen forty years from now, or even twenty. Why hurry into something when the end result is so far in the future, even if it is close at hand?

Once the character of a neighborhood has been changed by developers, we cannot get it back. And the developers are the ones who will be swooping in once a rezone is in place, that is the truth of history as is born out so many times, so many places. Better to take it slowly and be more methodical and nuanced. That way the likelihood of stepping over the concerns of citizens can be mitigated and allow for adjusting, both of attitude AND policy.

I would request this letter, which is being sent to the Shoreline City Council and staff, also be recorded in the DEIS.

Respectfully,
Cathy Aldrich
resident for 34 years

Just reiterating the request that the council slow down the process for BOTH the 185th rezone and the 145th rezone. This is too important an issue, has raised too many red flags for those living in the neighborhoods involved, to be moved on as quickly as is now in process. Things can be slowed down and given how many lives will be impacted by the Council's decisions, it seems imperative that the process should be slowed down. Trying to cram all the meetings and decisions in a very short time period is a recipe for mistakes, a recipe for disaster, no matter that the issue seems to have been being considered for two years, for many, it is the first time they have been confronted with just how much impact these rezones will have on their lives.

Respectfully, Cathy Aldrich

I ask that you support the strong affordable housing policies that require development contribute to meeting Shoreline's affordable housing needs. I am a long time, on going volunteer and advocate at Youth Care, Mary's Place, Homeless to Renter, tent city, and other organizations. I see them face to face and sleeping in cars here in Shoreline. The 2015 count has increased 21% from last year and more families than ever are living on the streets and in cars.
Sis Polin - Echo Lake

Greetings.

I am following up on the public comment I made this evening at the City Council meeting. At the meeting, I noted that the February 23rd City Council meeting is going to go late into the night, because the schedule calls for major decisions on two hot-button issues. In addition, I noted that the Planning Commission's meeting to choose a recommended alternative for the 145th St. subarea is scheduled 12 days before the end of the public comment period on the DEIS. Neither of these is preferable.

This problem is apparently an unintended consequence of the Council's original schedule for the two subarea rezonings. The solution, therefore, is to postpone a final decision on the 145th St. subarea. By moving the final decision back from June until July (or later), the rest of the schedule can be similarly shifted. It may be too late to reschedule the Planning Commission vote on February 5th, but it is certainly not too late to reschedule the Council's preferred alternative vote.

There are several benefits to this move, including:

- Greater perception that the Council is interested in, and respects, public comment;

- Public input, and subsequent Council decisions, based on a total picture of the entire area, knowing what the northern subarea will look like;
- A much easier — or at least less difficult — February 23rd meeting; and
- Potentially, a wider view of the possibilities, particularly if the Council chooses to implement a phased approach to rezoning.

In contrast, there is no real down side to slowing down the process on the 145th St. subarea. As I mentioned in my comment, whatever Monday evening the Council makes its final zoning decision, nobody is going to start building the next Saturday, or a week from Saturday, or a month from Saturday, or a year from Saturday, because the light rail isn't coming for another eight years.

I understand that there was a very good reason, one might even say laudable reason, for the current scheduling. I would put it to you that the original reason, given the unintended consequences we now face, is no longer sufficient, and a change should be made. I urge you to make the change.

Best regards,

Dan Jacoby

Mr. Norris,

I do not know how much you have to do with the Shoreline City Council's agenda to rezone the bulk of the Ridgecrest Neighborhood, but since they do not seem to be listening to the residence of this neighborhood, I thought since you are listed under "Community Engagement" maybe you would care.

I live near 145th and 5th. Yesterday I spent 4 hours talking to neighbors, and I only saw 9 in the time. Eight of the nine were very concerned over the massive rezoning that the city council is pushing through. The ninth person said he did not like it, but he is a fatalist and does not think we can do anything about it.

I have been to about 6 meetings since November when I first became aware of the city's rezoning of this area. At each one, the council ignores our comments about slowing down the process, not rezoning everything right now, but wait to see what the build out of 5th does to our traffic, if 145th can keep up, how adverse the build out will affect the surrounding areas. The city planners and the city council all say – don't worry, it will take 30 years to all be built out. If that is the true assessment, then why not phase in the rezoning as the market dictates instead of all at once. I have heard that some of the council intend to buy property as fast as they can once the rezoning is law so they can "Make a Killing."

Great, the people we elect want to make a killing off of the very people how elected them.

Please – if you are truly someone that wants to engage with the community, please get someone to listen to us.

Jan Helde

To the Shoreline City Council

Re: Upzoning of single family residential areas for the 145th and 185th street stations of the Metro Link Light Rail build-out.

I spoke briefly during the comment period of the Council's meeting on January 26th, 2015. Below is a fuller treatment of concerns that arise from the Planning Department's proposals. This material is also attached, with more consistent formatting, in an MSWord doc.

“The change in property value due to zoning is known as option value. This externality may or may not be positive. To account for changes in option value, good government must know specifically how and by what magnitude land use zoning affects the option value of property.”

“Effects of Zoning on Residential Option Value” Jonathan C. Young, Department of Economics West Virginia University Business and Economics.

To preface the remarks and questions that follow I wish you to know that, unlike developers, I already work sixty to seventy hours per week at a low wage. I have no staff. I have no lawyer, and I have no time. My neighbors, for the most part, are unable to make the commitment to stand up for themselves. Many of them have little more than their homes, whose appreciation in value is now very much at risk.

I am philosophically in favor of density, transit, low-income housing, and restoration of natural systems for storm water management, all of which are promised by the massive redevelopment proposed by the Shoreline City Council. But there are severe deleterious externalities inherent in growth that occurs: 1) with rapid upzoning, 2) when regulated by market forces. One need only read the New York Times and travel throughout the city of Seattle to see what occurs.

As an historian, I am a capable researcher, but I don't have the luxury of hours to spend in the University of Washington library to become fully informed about the impacts of upzoning in single family residential neighborhoods. In my online research I find no precedent for drastic upzoning of large areas of single family housing except in the case of airport construction. The documents I do find leave me with the concerns, questions, and suggestions detailed below. My greatest concern is for externalities associated with rapid growth. These include loss of property values, increased tax assessments, and erosion of quality of life. With thoughtful planning these effects can and should be both minimized and mitigated. Leaving the character of development to “market forces” treats residents of modest means and the homes into which they have invested their lives as no-account victims of a “natural” process of growth. As a city and a society we have to do better than this. History may show us the way.

Aggregation Induced Blight is the result of incomplete planning. It results when zoning encourages developers seek to acquire property at the lowest cost possible and then aggregate

holdings over time. They take advantage of tax write-offs for years of losses on properties while seeking over a decade or more to join parcels and build large-scale projects. Property whose fate is to be demolished is neglected, depressing values for residents whose choices become limited and costly. Furthermore, out-scale multistory developments diminish livability in numerous ways that are easy to imagine.

- Limit the scale projects to one or two parcels. This discourages out-of-community developers whose immense resources allow longer time-scales to realize greater profits.
- Assess mitigation fees to secure the value of homes negatively impacted by development. Residents should be assisted in relocation to comparable homes.
- Municipal bonds could be sold, and county/state/federal funds may be available to establish a mitigation fund.
- Where large scale projects clearly serve the public interest, eminent domain may be the most just method of acquiring properties, but private profits must be limited in these cases. While common in Western Europe, there is little precedent in North America for protections from the negative impacts of planned growth. One noteworthy case is New Jersey, which instituted a Department of the Public Advocate, reconstituted in 2006. The department's top three priorities for reform at that time were as follows:
 - limiting eminent domain for private redevelopment to truly blighted areas, as the State Constitution requires;
 - making the redevelopment process fair and transparent so people receive clear notice and have a meaningful chance to defend their rights in court; and
 - providing adequate compensation and relocation assistance so families that lose their homes can rent or buy safe, sound, and comparable replacement housing in their own communities. (2009 Rutgers Law Record)

In a case brought by developers, a 2007 landmark Supreme Court decision there reined in overzealous redevelopment plans. Research in this and similar cases argues against provoking residents' oppositions and legal challenges. Shoreline could become a model of humane upzoning development, but this will require imagination, patience, and political will.

A study entitled: "Cost-Benefit Analysis: Ethics and Problem Boundaries," examined the effects of conflict upon transit-related redevelopment planning in the Bay Area of California. I quote the abstract in full:

Conflicts enlarge the scope of the considerations that need to be addressed by program and project evaluations. The enlargement of a problem's boundaries may include shifts in the ethical premises used to assign values to the plan's indirect consequences. This review of the conflict generated by a Bay Area Rapid Transit System station's potential land-use impact shows how the relevant issues expand beyond the boundaries ordinarily set in cost-benefit evaluations, and involve reassessment of the ethical premises that should be applied when determining the relative value of alternative land-use plans.

Staff Report Attachment A - Public Comments

In the vernacular, planners encountered vociferous opposition that required them to slow down and rethink their priorities.

Another case study is the sixty years of planning and explosive growth in Toronto. It makes for some very interesting reading, which I'm guessing the Council and its planning

department would find enlightening. The title tells the story, I think: “Smart Growth and Development Reality: The Difficult Co-ordination of Land Use and Transport Objectives.” This, again, is from the abstract:

Findings highlight the difficulties of pursuing such policies due to the power of neighbourhood-based interests, disagreement among jurisdictions within the metropolitan region and changes in priorities and intervention capacity. The article ends with proposals that seek to enhance the possibility of transforming the structure and dynamics of cities in ways that are compatible with smart growth principles.

With the information that I’ve found, I’m left to wonder if you are well served by your Planning Department staff. Rushing ahead with radical rezoning has the potential to turn our city into a war zone. The courts are an uncertain and expensive arena for the settling of “takings” issues, and some recent cases have been decided in favor of aggrieved property owners, as was seen in two cases in Minnesota: McShane v. City of Faribault [292 N.W.2d 253 (Minn. 1980)], and more recently in DeCook v. Rochester Intern. Airport Joint Zoning Bd. [796 N.W.2d 299 (Minn. 2011)]. I believe there is a method that is more just, and more sane. I close with these questions that arise from the proposed rezoning surrounding the 145th street and 185th street Metro Transit Light Rail Stations:

- Where has a “Planned Action Process” for radical upzoning of this scale and degree change of density been carried out, and what lessons were learned there?
- Where has public opposition had a significant effect on the scope of redevelopment in a neighborhood with existing dense single-family housing.
- In the course of the decades approaching max “best” use, what is the course of property values in response to the introduction of large dev. blight?
- What is the tax structure you intend to apply and on what time frame?
- Will there be any Mitigation of negative economic and quality of life impacts upon residents who are unable to respond to growth?
- Who is choosing the winners and losers in this process? Will it be the “free market” and the corporations best able to take advantage of it?
- Will any attempt be made to preserve views from Paramount Park, as these are unique in all of the City of Shoreline and one of the chief amenities there?

For the public record.

Dear Shoreline City Council members,

I feel the need to add my input as someone who has lived, worked and enjoyed this community since I was a child.

Until we get big banks and major developers into public ownership so the resources can be democratically used to provide housing for all, the most commitment, creativity and courage by you is needed right now to ensure there is enough high-quality housing that is affordable for all people.

Best scenario for the future would likely be-

"Paying for any significant expansion of affordable housing will require a reversal of current regressive tax policies and major expansion of taxes on developers and the wealthy. This is why the fight for affordable housing cannot be waged without a struggle against income inequality and the ending the billions in corporate handouts.

Publicly funded construction of housing has to be democratically overseen, by representatives of the communities, the labor unions, and the tenants. This will ensure the best use of resources and avoid waste and bureaucratic mismanagement."

Limit land that developers can access (that would fall under the slow and limited area phasing category I assume) so they are forced to compete for it, pay a premium, but without encouraging a "highest and best use" type of tax hiking system for those inhabiting the low density neighborhoods now or even for those who inhabit after current residents move. We don't want to increase the land value/taxes for land that is now in much lower density zoning. It's imperative to ensure that "highest and best use" only applies to the properties that are being purchased for major redevelopment and big profit. INVESTOR class should pay biggest premiums - and they will when developers pass the costs on to them via sale.

Limiting open space for the poor is very bad idea. Again, it's necessary to create ample more natural green space for health and happiness...just ask any wealthy person! Poor and poorer does not equal having less right to health and happiness than others!!! That would equal being extremely prejudicial. Thank you very much for taking time to read my comments.

Julie Houff

Lake Forest Park- basically on the border of Shoreline and LFP

Subject: Fwd: [SeattlePOSA] Outside City Hall: Why the ten year plan didn't end homelessness - Will the Mayor make the same mistake

Dear Council and Planning Commission,

This article highlights important considerations as you look at policies for affordable housing in the proposed Rezone areas.

Please include this as a part of the record on the EIS' for both Rezone areas.

Regards,
Janet Way
Shoreline Preservation Society
Sent from my iPad

Begin forwarded message:

Date: January 29, 2015 at 6:11:36 PM PST

Outside City Hall: Why the 10-year plan didn't end homelessness: will our new mayor make the same mistake?

by Carolee Colter and John V. Fox Seattle Displacement Coalition

(reprinted from this month issue of Pacific Publishing Newspapers)

Almost a decade ago, we wrote a column criticizing the "ten year plan to end homelessness". Launched in 2005 with great fanfare, the plan committed to dramatically increase spending on low-income housing, overnight shelter and other homeless assistance programs. A "Committee to End Homelessness" was established to implement the plan, run primarily by elected city and county officials and big shots in the non-profit sector and corporate giving world. While we appreciated the increased attention and dollars pledged to the growing problem, the plan lacked any commitment or set of policies to prevent the continued loss of our existing stock of low-income housing to the forces of redevelopment.

Even if the plan fulfilled its goal to add 9000 low cost units countywide over the period, for every one unit created, three to four units would be lost to demolition, condo conversion, and increased rents. Given that Committee membership included many with ties to developer interests, it was unlikely the plan ever would address the issue of displacement.

Ten years later, we have to add this story to our growing "we told you so" file. Since 2005, the ten-year plan takes credit for adding about 6000 housing units countywide. But in Seattle alone, over the same period, over 6500 low-income apartments have been demolished, another 3000 were lost to condominium conversion and at least another 6000 lost to speculative sale and rent increases. Thousands more were lost in the rest of the county to these forces. Today homelessness has reached record levels--up 13 percent in 2013 and up another 20 percent last year. On any given night, there are 12000 homeless people, county-wide, including about 3000 sleeping in overnight shelters, 3000 in a longer term "transitional" housing, another 3700 counted on the streets in the annual shelter providers' "one night count", and at least another 3000 we estimate that go uncounted.

County and city leaders won't acknowledge their plan has failed and to this day refuse to link the problem to the continuing loss of existing units to redevelopment and gentrification. Instead they've extended their plan out indefinitely, promising great strides in the future. Yet Seattle and King County together now spend over \$45 million annually on homeless programs. That's enough to hand each of those homeless identified in the "one night count" an annual \$15,000 check.

We are not saying stop committing these dollars for low-income housing and more shelter beds. But we're simply "shoveling sand against the tide" if displacement-induced housing losses are not addressed.

Mayor Murray seems to be making the same mistake. He pledged to come up with a bold new plan to for affordable housing in our city and created a housing advisory task force charged with recommending new strategies. Unfortunately, the task force is top-heavy with corporate, downtown, and developer interests and conspicuously short of neighborhood or tenant advocates or the homeless themselves.

The Mayor will have to look elsewhere for real solutions. For starters here are our ideas:

- Require developers who demolish low-income housing to replace one-for-one the units they remove and at comparable price. This should apply in every discretionary land use decision such as where a developer seeks an upzone, master plan permit, alley vacation, air rights or acquisition of public land. Impose a citywide moratorium on demolitions until this is adopted.
- Pass a "Right of First Notice" ordinance requiring all owners of existing lower-income apartment buildings to first offer them for sale to non-profits representing the affected tenants before they put the property up for sale to speculators and developers. Impose a moratorium on further upzones until this is adopted.
- Create a Housing Preservation Commission to inventory our remaining stock of privately owned low-income buildings at risk of being lost, and then recommend strategies for quick acquisition of these buildings. Consider selective use of the city's condemnation authority to acquire "at risk" buildings the Commission has prioritized.
- Inventory unused public lands in Seattle and the County and make them available for low income housing development. Free land would save millions, stretching public dollars so more units can be built.
- Identify and create new dedicated sources of funding.

(1) Seattle and King County should issue \$600 million in long-term bonds for the development of housing for homeless people, (no more than both governments have done for sports stadiums, parking garages and office buildings.)

(2) Re-establish the Growth Related Housing Fund discontinued by former mayor Greg Nickels. Each year, 20% of the incremental increase in property tax revenue from new construction citywide should be dedicated to the development of low-income housing. Adopt developer impact fees to replace these revenues that otherwise would have gone into the general fund.

(3) Dedicate 20% of the city's Real Estate Excise Tax revenue - about \$10 million a year - to the production of housing for homeless people.

The Mayor has said he'll listen to the community, not just his appointed task force. We hope so or he'll simply repeat the failures of the ten year plan and past administrations.

Please add this to all public comment on the rezoning ... and please take note of the feelings expressed, there are many who feel the same.

While it was presented that the issue has involved citizen input for the last couple of years there are many who are hearing this for the first time. The unheard voices matter too, now that they are aware how the rezones will affect their neighborhoods.

Cathy Aldrich

Alternative 2.. I would like to know why the culdesac which is the 2300 block of N 156th Place is included in the possible rezone when it is obviously farther off the main thoroughfare than the other rezones. This doesn't make sense to me. It breaks up a good neighborhood, and for what reason?

I live in this culdesac and am not happy to see it included in the rezone.

Cynthia Matson

We are asking you to slow down the process of choosing a 145th St subarea rezoning plan because we have lived here 52 years and we like it the way it is. Also, please move the final decision on the 185th to a later date, after Feb. 23, so we don't have discuss 145th and 185th in the same meeting.

Sincerely, Daryl and Laurel Stuart

Please preserve the concept of setbacks on the sides and back of the lot, I would recommend 5 feet for each difference in zoning level, but it would be best if developers buy an extra lot and leaves it undeveloped (paved or grassed) when the affected lot is a single home. Current drafts indicate the setbacks are still true when a new MUR is next to an existing R-4/R-6, but nothing is said between a new MUR and a single family house in a newly zoned MUR. If it is important for cars and pedestrians walking past on the street it is at least as important for the owner of the property next to the development. Shoreline is also dependent on the setbacks to provide access to the back easement since there are locations where no alley exists. This comment should be added to the 145th Street DEIS.

Shoreline Resident

Dave Lange

Please incorporate this message into the record regarding the proposed rezones in the areas of 145th Street and 185th Street., Shoreline.

As a 50-year resident of Shoreline, I have seen many changes in our city, some of which I liked, some of which I did not. That's not at all surprising.

What is surprising to me - in fact, alarming - is what appears to be a fore-shortened and non-transparent process by the Council for these premature, radical and disruptive rezones in the areas of proposed future rail stations.

This approach does not put people first - it is in fact reminiscent of earlier times when our then city government tended to benefit special interests at the expense of the rest of us, more or less as much out of sight as it could.

I urge the Council not to proceed with the flawed process now in place and instead adopt a process that is truly democratic and in the public interest.

Indeed, what's the rush to end the process immediately when this is an undertaking that will take years? The only ones to benefit from preventing adequate public input, as far as I can see, are those who wish to develop these areas under the new zoning regulations to make substantial personal or corporate financial profit, without considering the environmental and social costs to those already living there.

I know that there have been notices to the public regarding opportunities to express their opinions on what they would like to see, but as you all know, relatively few people participate in such events. Significant interest and participation are awakened only when an explicit proposal is up for approval. These proposed rezones should have had widespread circulation throughout the city, followed by a well-advertised series of hearings. It is only now that we have been alerted to this proposal and its potential ravaging of the neighborhoods involved. This concerns all of Shoreline, not just the areas immediately under the gun. All of our citizens need to have the chance to weigh in not only on the prospective rezones but on the process itself because, if for no other reason, who knows where the next assault upon our neighborhoods may come without significant time to learn the actual details and to respond as informed citizens?

Thank you for your consideration.

Elaine Phelps

Dear planners,

Due to issues beyond my control, I can't make all the meetings I would like. I did make the Eastside Rail Corridor meeting in Seattle, January 28th. Alexa Vaughn must have been there too. [She gave a great report; including a picture of part of the Kirkland 5.75 mile "park" in the Saturday Times (1/31/15).]

The main presentation was by the King County Parks department, who did a marvelous job of projecting the future trail from Woodinville to Renton. What does Shoreline care about what the Eastside is doing? Answer: Kirkland has lead the way of the future by opening their section designed by individual communities. We, in Shoreline, can learn a lot from Kirkland.

Like Kirkland, Shoreline owns the greatest single portion of the old Interurban Trail, and it is working, but not with the enthusiasm of Kirkland, where congestion relief is one of their goals. We have a "golden" opportunity to connect our Interurban Trail to the Burk Gillman Trail and relieve the horrid congestion along 145th at the same time. We can become a portion of a physical network for transit that works like the internet at virtually no cost (I offered to buy the first vehicle).

-----Back to our immediate problem at 145th:-----

I studied the problem while my wife drove down 145th and beyond while I looked. [185th will become bad, but not as severe.]

1. Congestion is a nightmare. My wife and I often travel on 5th often to our doctor's office and shopping at Northgate. The area shown on your maps indicate horrid problems. We have experienced it first hand, many times.

- o Traveling north or south on 5th can be a nightmare now; waiting for many light cycles to get through even without a parking garage.

- o Same thing going east and west

- o Combine changing 90 degrees in any direction; increased congestion.

2. Capacity is a problem

- o The total system is past a breakdown point now. What will happen when a station and garage are added? Unbelievable!

- o Accident rate is already heavy for conditions, this too will escalate dramatically.

- o Adding a station without a garage will make things much worse.

- o Adding a parking garage, will make it impossible.

3. Access is a problem

- o Going north on I-5 and then east on 145th is already a nightmare. The only solution for this access route is to add a non-stop right lane exit to enter east of the current exit point before merging.

- o Going north and then west is already a nightmare worth many light cycles.

- o Going south on I-5 and exiting to the west needs improvement, but is manageable

- o Going South and exiting to the east is another nightmare of light cycles and congestion.

- o Entering I-5 from any direction is often a multi-block wait.

Solutions:

1. Eliminate the Parking Garage.

- o This will be a good step, but any kind of taxi service to the station will help fight the current congestion.
 - o A taxi type of service, if established, could be revenue neutral, pickup at your home and deliver within "5-10" miles (Lynnwood to UW?).
 - o Investigate other 21st Century profitable solutions (like attached NASA).
2. Eliminate the station.
- o Let the Roosevelt UW station be the last of the 1890's technology (which was faster than our light rail).
 - o We will still have congestion at UW.
 - o Let the above successful taxi system use Northgate as a convenient interim drop-off for express bus service to UW and Seattle.
 - o Install a 21st Century NASA supported system for the two mile corridor on 145th to the Burke Gilman Trail (BGT).
3. INTERURBAN to BGT: Using the latest NASA (below) technology, can be done at no cost, because it is profitable. A public-private partnership can achieve benefits for Shoreline as well as individual investors. The support poles are environmentally neutral (like light poles with no power). This NASA SkyTran system can then use BGT to Kenmore, UW (and beyond); INTERURBAN to Ballard, etc. Finally relief!
4. NASA 21st Century two station demonstration site will be complete in Tel Aviv this year (2015).
- o Requires no utilities (harvests own power), install up to a mile/day on extreme right-of-way (like utility pole).
 - o Non-stop from your location to any location on the "Physical Network" at street speed limits or higher (up to 150mph)
 - o Capacity up to 14,400 people/hour (three freeway lane equivalent) in each direction.
 - o Low cost stations could be at your home or apartment building, (your/community choice).
 - o Available 24/7 in zero seconds, no strangers.
 - o Quiet (like a glider) MagLev SkyTran
- In 1995, our Federal Government Transportation (DOT) produced a document (TCRP-15) that set up the rules for determining "how to move people out of their car" and into a transit system. The study was completed and published as TCRP-35, a 35 page document. I have reduced it to one page and hopefully more understandable. The URL for the complete document is on the attached "grading" rules (A,B,C,D,E,F) that influenced people like you and me. I have also attached the Maclsaac document (see slide 5) he was working on when he died (12/6/14) as well as a "slide" from the NASA AMES open house on 10/21/14.

John Kropf

Planning Commission:

I am writing you to strongly urge and recommend that we slow down on this entire rezoning project. The whole project is moving way to fast not only to ensure things are done well the

first time but too fast for the council to truly have researched the affects of the entire project. I moved to Shoreline in 1997 with my young son because of its warm family friendly neighborhoods, schools, parks, easy going flow and wasn't stuffed with large complexes, with condensed overcrowded roads where children cannot be near and be safe. I have worked long and hard to I have a nice home and community to reside in too lose it for what some people just think is progress.

Much of what I have read about the project does not have good detail of the after affects of such zoning, I have family and friends who live in and near the rezoning in the Northgate and Lynnwood 164th area and are very unhappy. They had many of the same concerns and have watched their community change not it good ways, crime increase, overcrowded roads, property value issues... the list goes on. How we plan to accommodate and assimilate these changes in our community can both benefit and hurt us, so doing it right the first time is key. Your plans say thing will not happen for some time years, maybe even a decade Then slow down to address as many concerns as possible, make compromises, work together as a team with the community. Look at taking a much more phased project plan and study/do the homework and see what results to other communities have been with like projects. Huge housing projects around our parks is not the answer, town homes maybe – we want Shoreline to stay a close community. Condo's on busy roads where it make sense (corner 145/5th NE – 185th NE next to the freeway) but still not massive units like 164th that are nothing but an eye sore. 3 – 4 stories like 181/182nd and 15th NE that at least blend and do not cause such crazy influxes to our roads and schools. Where are we going to have rent controlled housing for our seniors, low income for families in need??? Where are the children going to go to school? They are already overcrowded, school buses, increased taxes to cover those costs.... Don't say it won't happen because it already has.

I understand we need to grow and completely agree that we need to change in order to do that but this is not the way. Please, please I urge you to move much slower, take more time to study the effects, scale back so we can keep the integrity of our community intact and people will want to move here rather than move out!

Thank you for your time!

Karen Beauchamp
Resident

Please slow down on the 145th plan. It's too MUCH, too SOON!

As I heard from a council person at a late 2014 Monday meeting, "that we all know that Plan 1 is NOT an option", well THAT was a very inconsiderate comment. As more citizens become informed and have strong opinions, they are liking Plan 1!!! We live here NOW and want and like/love our single family homes! It seems that this aggressive pushy growth has very little consideration of those of us HERE and NOW!

The February 23rd meeting has both the 185th and the 145th in the agenda. IT'S TOO MUCH!
One subject, NOT THESE TWO, is enough for that evening!
Please move the 185th decision to a later date.

Thank you,
Karen Gilbertson

To whom it may concern:

We are writing to express our concern regarding the rezoning project in the Upper Pelican Park neighborhood. Our neighborhood is desirable because despite it's close proximity to Seattle, it's a quiet area with residents that are mostly families and long-time residents who have made this their home for several decades. As a family with young kids we value the simplicity, safety and family-feel that our neighborhood provides. We have three main concerns:

(1) We want the zoning for our neighborhood to be specifically for single-family homes. The appeal of Shoreline is and has always been a family-friendly environment. Adding 4 to 8 story structures completely changes the environment around the home that we love.

(2) Increased traffic due to rezoning. We specifically bought our home because it was not near a busy street. 8th avenue is currently quiet and safe for a walk to the park, however additional traffic raises the concern of pedestrian safety, increased street noise and additional traffic jams along 145th & 5th.

(3) Re-phasing too hastily is another concern. Our little loop is a tight-knit community and our hope is that the entire project is drawn out into phases that give enough time to see successes and failures before re-phasing the entire community. Specifically, we would like our loop off 150th to be phased in slowly.

Thank you for your consideration,

The Edgecomb Family

Planning Commissioners,

Other than Option A (No action taken), all other options (B and C) are objectionable in that they allow for massive rezones from residential to commercial in half the city, with little thought given to impact upon existing communities and upon infrastructure. The city itself has admitted that new schools, improved roads, and improvements in water and sewer will be needed to facilitate this project – this certainly won't come cheap. The old idea the "growth pays for itself" has long been refuted. The addition of 7,8, and even 12 story buildings will result in congestion

and crowding, particularly with regard to traffic, that even the incoming light rail won't be able to mitigate. The 145 St. access and egress to Route 5 is mess now, particularly during rush hour. If 12 story buildings with more people and cars are added to the mix, the result will be a nightmare. Assuming that most people will use the light rail is fanciful and has no basis in fact. Most people moving into these high rises will bring cars with them and use them, And where are all these cars going to be parked? Not on the streets I hope. Proponents claim that the whole project will take 100 years to complete, which I very much doubt, but even if it were true, why the rush to approve it now? This whole project is being rushed through under most citizens' radar in order to get it done. The city is well aware that most citizens who know the details of this plan don't want it, and it is doing everything it can to accommodate the business interests who do. I suspect that most of the builders and developers who want this and will profit mightily from it don't even live in Shoreline. While Options A and B will certainly benefit the business community, they will be of no benefit to the average person living in Shoreline now, and in the long run will negatively impact the quality of life of the average citizen because of increased taxes, traffic and congestion. If this plan goes through, Shoreline will end up looking like Seattle. If I wanted to live in Seattle, I would have moved there. Please support Action A (No action taken). Please include my comments in the public record.

Yours truly, Patricia Panitz

Slow down the 185th and 145th subarea plans. There are lots of mistakes in the DEIS. There is no reason to make a decision this month. We need 6-12 months more of discussions and feedback. There are many people affected that do not know what is going on with this rezone. The city need to send out more flyers regarding the rezones. WHAT IS THE RUSH??? After all the light rail will not be here for 10-12 yrs.

Thanks,

Steve

Comments from February 19, 2015 Public Hearing Continued from 2/5

Comments for February 5, and February 9 Agendas

I attended the January 29th Special Public Hearing on the 145th St station. There were numerous public comments from Shoreline residents clearly describing all the perceived impacts to the traffic, parks, and general changes to the Ridgecrest /145th St Corridor.

After the comment period was over, one of the first responses was from the Planning Commission Chair, Mr. Keith Scully, who stated that he lived in the Ridgecrest area, and could see there would be some major impacts to the traffic and neighborhood. He suggested and recommended that this proposal may take additional time for further study. This recommendation was seconded.(I do not know who seconded because the minutes of the meeting were lost.)

Does not Mr. Scully, anyone else on the Planning Commission, or anyone else on the City Council understand these same significant impacts to the traffic, zoning, and people, etc., are scheduled to be approved on February 23, 2015 for the 185th St Corridor?

Does this mean, despite all the public comments requesting the 185th St station be delayed for further study and intelligent planning, that we can only expect to slow down the project if we were to have a Planning Commission or City Council member living in the targeted area?

I challenge the fairness and prejudice in moving forward on the 185th St Corridor project when the Chairman of the Planning Commission, who lives in the Ridgecrest area, is able to secure a delay in action for the 145th St project. I guess it is the old adage or mentality of "not in my backyard." This shows an extreme lack of propriety with this process for approving these two projects.

Myrna Haigh
Shoreline Resident

This is just a quick note to say thank you to the Commissioners for being so attentive tonight. By the time I spoke, it was already about 8:40. As I spoke, however, I could see that the Commissioners were all listening very carefully to what I had to say. Regardless of how things turn out, I do appreciate the fact that the public comments are being taken very, very seriously.

Again, thank you.

Best regards,
Dan Jacoby

How can light rail be a bad thing?

So many homes in this area are run down, rented or owned by elderly who cannot afford to upkeep.

This is a commuting community!!!

Janet

Dear Mr. Szafran:

On behalf of King County Metro Transit (Metro), thank you for providing an opportunity to comment on the NE 145th Street Station Subarea Plan (Planned Action) Draft Environmental Impact Statement (DEIS). Staff in our Environmental Planning, Facilities, and Route Planning groups have reviewed relevant transportation sections of the DEIS.

Our comments are limited to some minor clarifications to the existing conditions section, and concern about congestion on N/NE 145th Street and its impact on Metro's service reliability and speed. In our earlier comments that Metro provide on the scope of the Environmental Impact Statement (EIS), we expressed support for the high density alternatives and concern about mobility of buses in and around the future Link station. We had also requested that the EIS evaluate the effects of alternatives on transit speed and reliability as well as access by all modes to the light rail station. As the DEIS notes on page 3-131, the projected traffic growth under both build alternatives will impact overall transit speed and reliability along N/NE 145th Street, 5th Avenue NE, and 15th Avenue NE. In lieu of more detailed analysis with specific mitigation measures in the DEIS, we support your plan to evaluate impacts and mitigation in a separate study of N/NE 145th Street.

We appreciate that you call out in Section 3 that you will be engaging with Metro and Sound Transit over the next two years as part of the development of a transit service integration plan. This is in line with planned efforts to review our route structure and service levels to maximize resources and provide the appropriate service levels as Sound Transit's Light Rail service reaches further north into the Shoreline area. We envision that this effort will be similar to what has done when other segments of Sound Transit's Light Rail service have come on line. Regarding existing conditions description of Metro and Sound Transit routes in Table 3.3-4 we have identified a few comments, these include:

- Metro Route 330: The table should be updated to show that there is no evening service currently.
- Metro Route 301: The asterisked note seems to imply that most trips serve the

145th Street and I-5 stop. Currently only 5 out of 18 trips stop at this location; the other 13 are express trips that do not serve this stop. Adding this additional information to the table note would provide a clear picture of service to this location.

· Sound Transit's Route 522: Provides 30-minute midday frequency and weekend service to 145th Street east of the study area. Adding this information as a table note would make the table more complete, even though it is outside the study area. Thank you for the opportunity to comment and we look forward to working with the City of Shoreline in support of our regional transportation network. If you have any questions please contact Peter Heffernan, Intergovernmental Relations.

Sincerely,

Gillian Zacharias
Senior Environmental Planner
King County Metro Transit
201 South Jackson St., MS KSC-T

The current residents are a mix of renters and owners, short- and long-term residents, many enjoying the lower prices, a lack of association requirements and large spaces for gardens, pet runs, urban farming, wildlife areas and space for cars and businesses. Many have left Seattle neighborhoods to take advantage of the single lots in Shoreline. Sound Transit has been introducing their future of light rail, and a number of neighbors have planned to take advantage of this opportunity, coming to this area but without embracing an Optimized for Transit Area. The Shoreline City website says the City is working with Sound Transit to evaluate the redevelopment potential of large parcels in the light rail station areas and previously in the Shoreline City Council Summary Minutes of the Business Meeting on Sept 15, 2014. Page 4 it says [The mayor summarized] also has a legal mandate to support transit and a responsibility to the community. I would like to comment on this in regards of the 145th Street Station sub plan. While the Cover Letter of the Otak, Inc., 2015. 145th Street Station Subarea Planned Action Draft Environmental Impact Statement, January, Shoreline, WA. Prepared for the City of Shoreline, Washington, "implements Shoreline's 2012 Comprehensive Plan goals and policies...."

The following quotes show the City isn't balancing its Land Use plans with its Housing plans from the current Comprehensive Plan (Adopted Dec 10, 2012). Housing Element 3, it quotes from the GMA "Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types and encourage preservation of existing housing stock". Note this doesn't favor the elimination of single family homes or adding multiunit towers.

Under Housing Goals (Page 39) the first goal is to "Provide sufficient development capacity to accommodate the 20 year growth forecast and promote other goals, such as creating demand

for transit and local businesses through increased residential density along arterials; and improved infrastructure, like sidewalks and storm water treatment through redevelopment.” This indicates that density should increase as you approach an arterial and should scale back as you get further into a neighborhood.

Under Housing Goals (Page 40) the fifth goal is to: “Integrate new development with consideration to design and scale that complements existing neighborhoods, and provides effective transitions between different uses and intensities.” [This goal is also mentioned in the Planning Commission Agenda Aug 7 2014 p4].

Under Housing Policies (Page 40) the second policy is to “provide incentives to encourage residential development in commercial zones, especially those within proximity to transit, to support local businesses.” Instead of locating a station at 165th NE Street and 5th Ave NE or 145th NE Street and 15th Ave NE both with a mixture of businesses and multifamily units, the city is changing the zoning to multiuse for a number of existing residential neighborhoods which is backwards from its current policies. It has pushed for MUR-85+ on the large tracts around the 185th Street Station and is now proposing this zoning for aggregated individual lots around the 145th Street Station.

Under Housing Policies (page 40) the third policy is to “encourage infill development on vacant or underutilized sites.” The introduction on page 39, also mentions “create market demand for housing styles other than a single-family home on a large lot.” We should use market demand to buy single-family homes on larger lots for a better use or unused commercial property near Central Market and Sears, but we shouldn’t regulate and otherwise create negative investments for existing residential home owners in established neighborhoods. The planning commission is to be complimented for its decision on the 185th Street Station to recognize single family as a permitted use and removing the restriction of no more than 10% increase in building size as a good step.

If the quotes don’t apply to our neighborhoods around the future transit area and the TOA subareas are considered a community renewal, the owners should have been given a choice for a buyout. Either the phrases from the comprehensive plan are for all of the neighborhoods in Shoreline or you had the governmental mandate of eminent domain to change the role of these neighborhoods before creating these special subareas.

Many of the comments I have heard about this process are the expected randomness of the development. Changing the zoning on vast tracts of land and hoping for change will not benefit the current owners, neighbors, or the city. If you want to avoid a resident’s rebellion you should re-think the alternatives and find ways to preserve home values while avoiding blight. Given the private ownership in the subareas, it will be hard to create blocks of density that don’t look like grizzlies among the rabbits. Temporarily restricting potential excessive height and growth will create a blend of use and appearance while increasing density. Phasing growth on North/South streets along with the Aurora Square and 145th NE Corridor initiatives will successfully bring

forward sewer and water replacement projects that could block future growth on a more random basis.

None of this growth will occur if owners are trapped in their homes unable to leave because of underwater mortgages and developer offers that are priced only on land value and home removal. Future appraisals will impact sales and loans when real estate comps are drawn from these developer purchases.

Trying to balance the idea of blending with the neighborhood and pushing density toward arterials (which makes transit more effective) there is an intermediate step that will help keep the current schedule on track and is more likely to keep the peace. There is also the concept that walking to the station should not be just a privilege for multifamily residents. Around the station, any open ground level parking lots will be used by renters that should be there, but also by commuters (assuming Sound Transit doesn't provide enough parking); however, placing parking within buildings will tend to keep commuters out. Create a MUR 65 area within the station block and across the street from it (on East and North sides), heading north finish the blocks facing the 5th Ave NE arterial with MUR 45 and use MUR 35 zoning for the blocks between 6th Ave NE, 8th Ave NE and 10th Ave NE and related side streets.

Unless trumped by the outcome of the 145th NE Street Corridor study declare MUR 65 on both sides of the freeway on 145th NE Street from 15th to Aurora and use MUR 45 along the 155th NE Street arterial from 15th Ave NE to 1st Ave N. For the west side of I-5 use a similar pattern with MUR 65 around any pedestrian bridge ends and MUR 45 for the blocks facing 1st Ave N and Meridian and MUR 35 for the infill areas. This avoids putting a 12 story landmark (MUR 85+) in the middle of a residential area in 10 years and then 5 years later regretting that it wasn't located somewhere else.

Add more MUR 85+ on the 15th Ave NE arterial which has a lot of multifamily already. Create a showcase for Shoreline's Green Network of streets away from the MUR 85+. Use the intersection of 15th Ave NE and 145th NE Street, North City and the Aurora Square project to grow more density along arterials.

Shoreline needs to link its commercial zones with its density zones so someone could actually live Transit Oriented. Jumping to create density with every new transit initiative is a losing battle. Set expectations to increase the density and heights in this area and extending up to 165th NE Street after jobs, transit and infrastructure have been created for the next phase of growth. This keeps MUR 85+ in existing multifamily areas (or large tracks of repurposed land in Aurora Square) near commercial for the immediate future.

Please include the attached document in the EIS public comments.

Dave Lange

resident and owner

Shoreline Planning Commission, February 9, 2015

I found an interesting article in Thursday, Feb. 5 "Seattle Times". It was titled "Price skid triggers alarms in North Dakota oil towns." You might think what does this have to do with Shoreline. In Watford City, North Dakota, their plan was to transform the city "from a chaotic, sprawling crash pad for transient workers into a larger, more livable community". Everything was going along fine until the price of oil started dropping. Developers have come in over the past 5-10 years and built housing, but the infrastructure was not taken care of. Their roads are dangerously crowded; utilities are overtaxed; and schools jampacked. Aaron Pelton, a bar owner in Watford City, said "At this point, it's like downtown Seattle. If you can't come to a small community and have a quality of life, what do you have?"

Shoreline is not a large city. It is a city of primarily of single family homes and most of the residents moved away from Seattle to Shoreline to get away from density housing, the big city feel. The city staff and city council see the need for TOD (Transit Oriented Development) around the 145th and 185th Light Rail Stations and we do need some higher density housing close to the station, but a ½ mile radius is good enough. One of the leading experts on this subject says (<http://its.berkeley.edu/btl/2012/spring/tod>) "You don't want to go into established single-family, middle income neighborhoods and attempt to spawn TOD." I think he would tell the staff and the council to scale back their massive plans for Shoreline.

At the Shoreline Planning Commission Hearing on February 5, all the residents who spoke asked you to slow down this massive rezoning project. I agree.

Judy Lehde

Dear Members of the City Council,

My name is Dr. Heather E. Murphy Secrist and I live at 16731 8th Ave NE. I moved to Shoreline in 2010 as my husband and I were purchasing our first home. A lot of time and thought went into where we would buy our house because we wanted to pick a place where we would want to stay, raise a family, and turn a house into a home. At the time, I was working for Shoreline School District and knew that it would be an excellent location for having children because of the outstanding schools. Shoreline was also an affordable place to live because my husband was still in school, and again, I was working for the school district and being paid on the teacher's salary scale. Knowing that Shoreline was where we wanted to live was just the beginning, because although Shoreline is not a large city by any means, there are many great neighborhoods to choose from. The Ridgecrest neighborhood stole our hearts with its friendly, family appeal, parks, movie theater, local coffee shop, and wide streets with plenty of parking. It had all the benefits of a small town, while still being right next door to the big city of Seattle. I love Seattle, and I am very excited to have the Light Rail come and make it easy to get to Seattle for dinner, a concert, or some other event because as it stands right now, I hate driving into downtown because of the traffic and lack of parking. I am not at all against the Light Rail,

and when I saw the flyers that were being sent out, I read them and threw them away, thinking it sounded great, and why would I need to go to a meeting. The flyers said that this would affect where I lived, but the flyers never expressed how things would change. I imagine that this is what happened with many of my neighbors. It was only when my husband decided to do a walking tour with a person from the planning team that I began to understand what this all was about, and then started to attend the meetings just last Fall.

While attending the meetings, I was shocked to see the plans for rezoning our city. I couldn't believe that the plan was to take our lovely, small town feeling home and turn it into the next big city with giant high rises up to 7 stories tall. That is not why I chose to live here. I heard my fellow neighbors express similar feelings that we did not want this. Many people spoke about having options that were not as drastic as the zonings in Alternative 2 and Alternative 3. I heard many people say that they liked Alternative 1, with no changes. I heard a staff person respond to that by saying that Alternative 1 would not work because the Light Rail will bring change. To that I say, ok, change is coming, but why are we laying out the red carpet for it. Just because the Light Rail will be in Shoreline, why do we have to make such huge, drastic rezones to the city all at once?

At the DEIS meeting I attended in January, I was quite disappointed to see a slide from the planning team that was titled "What We Heard" and yet not have any of the information on that slide reflect how the citizens are feeling or the outcry that they are expressing. We are not people who fear change simply because it is change. We are people who have chosen to live in a city and fear planned changes that will destroy what we love about the city that we call home. I have heard from many people, and I agree, that this rezoning should be done in a slower, more phased way. What is the rush? I sincerely hope that the city council will hear that we want slower phasing of these zones in order to ensure the best possible result in the end. I have also heard from others, and I agree, that we need to be thinking about roads, traffic, and parking. Driving along 5th Ave at 5pm is already a headache, I shudder to think at what will happen when we bring in the proposed amounts of people who are going to fill these tall buildings. And what about parking? It is naïve to think that people will give up their cars just because they live next to the Light Rail. Our city and surrounding cities are not designed in such a way that once you step off the Light Rail you have adequate public transportation to easily get you to all the rest of the places that you need to go. People will still have their cars, and those cars will be on the road, and then will need a place to park.

I know a concern that was recently addressed at a city council meeting was the need for affordable housing in Shoreline. As I previously mentioned, I was able to buy my home in the Ridgecrest neighborhood on a salary that is within the range of income that the council is trying to address. This plan is not addressing those who are at or below the poverty line, and for the income level that is of concern; it is possible to find affordable housing currently in Shoreline. I request that the city council please consider the concerns of the people who live here, people who are not acting out of an utter fear of change in general, but people who see huge, drastic, and rushed changes to the residential zones of the homes that they love. I love my home and I love this city, let's find a way to have the addition of the Light Rail be a positive addition, not a

destructive force.

Sincerely,
Heather Elise Murphy Secrist, PhD, NCSP

To Whom It May Concern:

We are writing with regard to the proposed rezoning for the 145th St. Light Rail Station. I would like this letter to be part of public record. My address is 831 NE 151st St. We are homeowners in the Ridgecrest Neighborhood and our family (including 2 young children) will be directly impacted by the rezone decision. While we, and many others, are excited about the potential that the Light Rail redevelopment area has to offer on current and future residents' accessibility to downtown and infrastructure enhancements that would improve our quality of life here, we are deeply concerned about the pace of decision making and scope of the high density proposals that are still being considered by the City Council and Planning Commission.

We have attended a number of the City Council and Planning Commission meetings that have explored the range of rezone density options that are still being considered and we strongly oppose the higher density option of MUR 85 because there has been no evidence that suggests that this is either appropriate for this area nor will it have a positive impact for current or future residents here (especially homeowners and families). It has also been clear at each of these meetings that citizens oppose massive, large scale rezone options and has urged the city to focus on smaller scale options. A vote now on a massive scale rezone would devastate this community and ruin the quality of life for us here while we try to live through constant degrees of construction and redevelopment. We love our city and have strong and long term investments in our community and urge you to consider this in your decision making.

I urge the Planning Commission to slow the pace of voting and be thoughtful of the people that currently live in the communities impacted by the rezone. Please focus your considerations on both the current, as well as future, residents that live here. A phased approach to the rezoning is not only fiscally responsible, but it will ensure that the City of Shoreline is constantly in a strong negotiating position to dictate city goals and priorities, parameters for developers and other regional partners. The citizens of Shoreline will provide strong support for you on this.

The city of Shoreline has become increasingly popular for young professionals and families over the years and has a reputation for being affordable, safe, stable and family friendly. Excessive rezoning that includes high density rental developments would ruin the positive reputation that the City of Shoreline has worked hard to build in the region and dramatically alter the visual cohesiveness of the neighborhoods in the rezone area. A slow paced, phased, economically and environmentally sensitive approach to the redevelopment is the way to go.

Please feel free to contact us with any questions.

Sincerely,
Michael and Stephanie Hill

Liz Poitras, Shoreline resident

First I would like to say that I am not here to say “slow down”, but I do think it would be very beneficial for a city official to very clearly state to the public why we are on the current timeline and what are the consequences of not meeting the deadlines.

Secondly, I would like to say that I am in favor of Alternative 3-Compact Community, with no added on corridors, for the 145th station subarea. In Alternative 2-Connecting Corridors, by spreading out the potential for redevelopment, we also spread out the need for expensive infrastructure changes. Quoting the DEIS: “At full build-out Alternative 2—Connecting Corridors would require the most utility and transportation improvements and upgrades, as well as the highest level of public services to serve the proposed growth (because this alternative at build-out would cover a greater geographic extent than under Alternative 3—Compact Community).” (DEIS page 2-5)

Alternative 2 may also make it more difficult to assess the actual results of our new MUR zones and development code changes. The projects may be widely scattered and some problems in the code (such as traffic) may not be apparent early on. Even with all the hard work the planning department has put into changing the development code for the MUR zones, we will probably witness many unintended consequences such as the parking problem at the Polaris. If you look at map 2, it has far less potential for affordable housing than map 3. If increasing affordable housing is one of the goals of the city, Alternative 3 should be chosen. Most of the area in map 2 is covered by MUR-35 zones which have no requirement for affordable housing. And if early developers in the MUR-45 areas choose “fee in lieu of”, we could wind up with little or no affordable housing when the station opens.

A quote from the DEIS: “Alternative 3 would provide more housing opportunities than Alternative 2”. (from page 2-12) The DEIS identifies some of the increases in traffic in the area and they will be substantial. A quote from the DEIS regarding traffic in Alternative 2: “N/NE 145th Street, N/NE 155th Street, Meridian Avenue N, 5th Avenue NE and 15th Avenue NE would all experience a large increase, with growth between 40 and 150 percent as compared to the No Action Alternative.” (from page 3-124, Section 3.32)

Their numbers for Alternative 3 are 40-140 percent. Somewhat smaller. Please note that 1st Ave NE, 8th NE, and 10th NE were “not explicitly analyzed”. If the corridors are added this means more traffic everywhere due to the additional commercial/retail. We can’t expect all the customers to arrive on foot.

For these reasons I am for Alternative 3-Compact Community.

Please include this in the Public Record for the 145th Station Subarea.

PLANNING COMMISSION 2-5-15 TOM POITRAS, RIDGECREST 145th
STATION AREA

I support Alternative 3 – Compact Community with no added on corridors. I support phasing within the Compact Community where it is feasible. Neighborhoods within that area, which are not crucial for early population density increases to support Light Rail should not be opened up for development until they are needed. Those neighborhoods should be spared the unnecessary anxiety associated with what they perceive to be unfettered and uncontrolled development around them. That is, anxiety about loss of quality of life and property value loss if something unpleasant is built near them.

The stated purpose of the corridors is to increase business activity and connect existing large commercial areas. This is not believable. If it was, there would be more corridors included, some of which would be better suited to accomplish that purpose. Other corridors that could have been chosen are:

- 1) The major arterial 15th Ave. NE extended from 155th to North City, connecting North City with the substantial business district at 145th and 15th, and also the revitalized 145th. This would also increase business activity in North City.
- 2) The arterial Meridian Ave. from an upgraded 145th clear to Ballinger Way with access to the very busy shopping center at Aurora Village.
- 3) Up-zoning 165th from 5th to 15th NE to connect the little cluster of shops near the Crest Theater to North City.

The business district near the Crest Theater is a commercial dead-end. As stated above it doesn't commercially connect to North City and it has not been suggested it should be commercial above 165th. Although the initial corridor version had up-zoning around 8th Ave and 165th, potentially to support the businesses there, that possibility was abandoned with no explanation. I doubt an explanation will ever be forthcoming. The benefits of making 5th a Connecting Corridor from 155th to 165th, as currently configured, seem minimal at best and not worth disrupting the lives of the people who live there, including putting their property value in jeopardy. There are many types of businesses that would devalue any home next to them, and the code does almost nothing to prevent that from happening. This is true for all rezoned arterials, not just 5th Ave.

Has a study been conducted to provide an educated guess as to how many jobs will likely be created on 5th Ave. and 155th St. corridors, and how much they will increase Shoreline's economy for the next 10 or 15 years? I doubt it will be significant. A more likely scenario is

those corridors will be degraded by cheap home conversions to marginal small businesses. Unfortunately home conversions are supported by some City officials. This home conversion degradation will inhibit good growth for the future. We want smart inviting streetscapes that people can be proud of.

PLEASE PUT IN THE PUBLIC RECORD.

Please slow down and think about the adverse results of immediate rezoning will do the current citizens of Shoreline and all those who have been homeowners since the 1950's and brand new homeowners in the last few years here in the single family, "starter homes as I heard we were called" in the 145th rezoning.

To answer some questions posed: Yes a lot of us want light rail.

Yes we voted for light rail.

Yes we have planned on helping pay for light rail through our taxes.

AND Yes we know we will have to put up with not only the noisy sound panels we already have but also the noisy elevated rail cars to come

But No we do not want our life savings in our biggest asset, our houses, disappear with the immediate zoning because buyers are only looking for the value of the land. According to council members and planners, it will be at least ten or more years before developers are ready to build. For us, it will mean the loss of considerable future funds for retirement, health issues, and college educations for our younger families.

No we do not want a neighborhood that has to balance future loss of money with new roofs, watering lawns and trees, keeping up simple repairs or the worst having to abandon the property because making mortgage payments on a house of no value is quite senseless. This is how blight begins.

We choose to live in Shoreline or voted for the City of Shoreline way back when we were unincorporated King County.

There are many, many issues to be resolved than just the rush to rezoning but the Financial Burden placed on the backs of 145th subarea residents is horrific.

Want to make all of Shoreline equal: Rezone the entire area and see if any other area is in agreement to the financial burden placed upon their homes.

Nancy Treibel

Dear Planning Commissioners, Council and Mr Szafran:

Shoreline Preservation Society is a WA State Non-Profit made up of people living in and around Shoreline who work to protect the environment and preserve the quality of life here. We request to be made a party of record on this matter with legal standing. We incorporate by reference all comments, documents and discussions in this and the 185th Station Area processes. We are tonight providing preliminary comments in this hearing.

SPS notes that we are doing additional research and reserve the right to provide additional information up until the Council action, taking note that this is a legislative matter. We believe there will be significant adverse impacts to the environment from the massive rezones planned. The "Planned Action" will leave residents who wish to give input on details not yet analyzed left out. New residents, who move here in the next years, will also have no rights to comment or play a part in the future growth. We urge the Planning Commission to reject this aspect of the proposal.

One statement from your DEIS on the 145th Station Area seems to sum up the attitude of the City towards the communities impacted by these proposals. From Changes in Neighborhood Character section of DEIS:

The City acknowledges that even though a decision to stay or sell is entirely up to the property owner, those who feel as if their neighborhood is changing beyond their comfort level may still feel forced out. The City also acknowledges that even for those who support change, transitions and construction can be uncomfortable and unpleasant. Key areas still are not addressed and as yet are not properly covered in the DEIS. Most outstandingly the segregation of the environmental review between 145th and 185th. It as if they are in two separate time zones or another county. This is a very big flaw and must be addressed in the SEPA.

- Cumulative Impacts on Traffic from both Light Rail Station Areas – Traffic impacts of the stations alone combined will have huge impacts on Shoreline. Any child could tell you that, and yet this is seemingly not studied in the DEIS. And the impacts with the proposed full buildouts is likely to be even more devastating.
- Cumulative Impacts of on Infrastructure for both Light Rail Station Areas – It is pretty clear that in all of the documents that have been cluttering up the City Light Rail Station Area website, there is seemingly nothing that looks at the impacts that both Station areas have together on each other or the entire community. What will be the true cost of these cumulative upgrades to benefit all the development and who will pay for it?
- Drainage and stormwater runoff – Impacts to sensitive areas and salmonid Streams
- Wastewater Utilities

- Water Utilities
- Displacement – What will be the impact on the existing community of displacement of a large number of residents? Where will they go? How will they pay for this impact to their families?
- Blight – The 145th Neighborhood in Ridgecrest is currently a healthy neighborhood of nearly 100% single-family homes. What is the potential for blight resulting from speculative development, transitions to rental property that will be imposed on these neighborhoods? The effect of spot development could subject both Light Rail Station Areas to blight. What will be the impact on property values and potential for homeowners to sell and buyers to get mortgages?

This is not adequately addressed in conjunction with both large subareas and how that will impact the surrounding neighborhoods.

- Open Space and Parks – Parks and Open Space are a requirement with density in the Growth Management Act. And yet the provisions in the DEIS and the Preferred Alternatives for increasing or enhancing Open Space are very inadequate. Existing useable Open Space for current population is already inadequate, projected at 2,886 to 5,314 new residents as stated in the DEIS (pg-3-183). Only one new park is suggested to accommodate all of these new residents. Private open space is not a substitute for Public Open Space. There are numerous opportunities in the Station Area that could be utilized to provide more open space access and recreation.

Paramount Park Open Space is the largest remaining wetland and creek corridor left in the City and Thornton Creek Watershed. It must be protected and enhanced to increase wetland function. The neighborhoods surrounding it, which lay on wetland soils, should be reserved in R-6 to provide future locations to increase open space acquisition opportunities. A large wetland also exists along I-5 in the Light Rail corridor that should be acquired for Open Space. Also the 9th PI NE corridor is a bonafide liquefaction zone according to FEMA and City Emergency Mapping because of specific soil types. These areas are not suitable for denser development due to unstable soils and high water table.

Jackson Park Golf Course, which is a public course in across 145th St., It provides vistas and clean air and water assets along with the recreation and walking trail. This site is a tempting target for development and expansion of the Highway 523 corridor, as laid out in the Lander Economic Study. Impacts to this historic open space, just to accommodate density would be a tragedy.

“Over the long term, LCG sees Jackson Park Golf Course as a potential development opportunity site. Fewer Americans are playing golf every year, and by some reports, 300 golf courses around the county have closed in the past decade. While the City of Shoreline cannot control the future of this course, it should continue to monitor the site and be prepared to partner with Seattle in the event it becomes available for reuse in part or whole.”

A Green Street Grid has been proposed by community members, supported by Thornton Creek Alliance. This could provide valuable trail and natural drainage solutions and connect sections of these neighborhoods to light rail, but only if well designed.

- Priority Habitat and Critical Areas Connectivity –

The value of existing and under-protected Priority Habitat areas and their connecting stream corridors between both station areas has also not been identified for either Fish Habitat or other wildlife such as birdlife. The DEIS claims that existing regulations will adequately protect our parks and priority habitat areas. That is a big concern considering that these areas are already underserved and underfunded to protect water quality, prevent flooding and encourage returns of salmonids.

- Emotional Impact to the Community – Anxiety and distress suffered even now by thousands of resident vs supposed certainty? There is little certainty anticipated after this plan is completed. Anxiety and uncertainty of the future will loom over the residents of this single-family neighborhood for decades and the “market oriented” growth proceeds unchecked by any input from the community.

- Salability of existing single-family homes? Ability for buyers to obtain a mortgage in zones with “non-conforming use” labels?

- Parking Impacts – What has happened to neighbors along 12th NE with parking from apartment dwellers being a major aggravation is an example of what will replay over and over in the 145th Station Area if new multi-family dwellings do not have mandatory parking provided.

Overall, this proposal is too big, too much, too disorganized and the public is still left largely in the dark with this massive mistake for our community. We urge the Planning Commission to reject this Planned Action Rezone and Subarea and send it back to the drawing board. Remand to staff to come back with a much smaller footprint plan that protects the rights of this community and our community values.

Respectfully Submitted,

Janet Way, President

Shoreline Preservation Society

Resolution Opposing Shoreline Rezoning in the Area of Light Rail Stations

Whereas the City of Shoreline’s founding EIS and Comprehensive Plan specifically declare it to be a “bedroom community,” with single-family neighborhoods integral to its character; and

Whereas the City Council has proposed two radical rezones of Light Rail station areas that would fundamentally change the character of huge sections of Shoreline by authorizing structures over 85' in height, eventually displacing thousands of tax-paying residents in contravention of the letter and spirit of the above founding documents; and

Whereas we support policies that benefit vibrant, middle-class neighborhoods, but vigorously oppose policies that, by rezoning huge blocks of communities and consigning single-family homes to "non-conforming" use status, would displace people whose life savings and family futures are invested in those homes; and

Whereas the proposed radical rezones would inevitably bring enormous negative impacts to the environment, including increased stormwater runoff and loss of open space, tree canopy and wildlife habitat, with further adverse impacts on city utilities, budgets, schools, social services, and transportation infrastructure – in addition to higher taxes on residents of the rezoned area; and

Whereas Shoreline residents have still not been fully informed of what is proposed, and the Rezone processes on the two affected neighborhoods are running concurrently – with important City Council actions on each often taking place on the same day – citizens need more time to assess the total situation and comment intelligently; and

Whereas we could readily support transportation infrastructure improvements that are scaled to our existing community, do not adversely affect our environment, and which our taxpayers can afford;

Therefore, we call on the Shoreline City Council to reject the currently proposed radical rezones and protect our neighborhoods and environment by approving a scaled-down, reasonable plan with "phasing, transitional zoning and triggers related to infrastructure project completion," in keeping with the residents' wishes and ability to afford, thereby adhering to a true community vision that will take Shoreline into the next decades; and

We further call on the Shoreline City Council to delay or extend the hearings and/or comment periods for the EIS and Subarea processes in order to truly include the majority of citizens who will be affected by this proposal, and

We request that both the Shoreline City Council and City Manager be informed of this Resolution.

Adopted February 11, 2015 by the 32nd District Democrats

Originated by Janet Way, former Shoreline City Councilmember, and John Behrens, former Shoreline Planning Commissioner

February 5, 2015

Letter to the Planning Commission and City Councilmembers:

Regarding the matter of rezoning in the City of Shoreline I find many issues involved, some really important ones, that haven't even been addressed yet. And I was dismayed at staff's three point assessment of the arguments that residents were bringing to the discussion, which showed a complete lack of understanding and dismissal of those arguments. Might we also say as a comeback that no matter what is said, what facts we present, no matter how much sense we make there are those in responsible positions who refuse to listen?

No, change for the sake of change is not necessarily good.

I am for building the light rail stations at 185th and 145th, including infrastructure in the immediate vicinity as needed for parking and such. After that, incremental rezoning at say ten year intervals while studying the effects, positive and negative of the existing zoning. This would give us time to consider the best course of action and doesn't really slow down the process. In fact "haste makes waste" as they say. There is no need to rush headlong; indeed it is folly to do so.

If people are moving to Shoreline it's because it's a nice place to live - as it is - now. That means single residence homes, trees, wildlife, space between houses. More population, more density will squeeze out the very values you profess to be preserving. No, population growth is not necessarily a good thing. Studies have shown that crowding people leads to anxiety, among other things. Empty units and empty buildings left that way either by building too far ahead or because of changing economic conditions, for whatever reason, also lead to anxiety and lack of pride in one's surroundings, one's neighborhood. That leads to vandalism, graffiti, and crime all at taxpayer's expense and at the expense of the taxpayer.

What about the quality of construction? Nothing has been said about holding the developers to standards, not just building codes. Will it look like the huge apartment house in Lake City which is yellow, blue and gray in color? Will it be the luxury condos on another street corner in L.C. that have a view of the backs of businesses, parking lots and dumpsters and yet are still not affordable? What a shame to sacrifice what we have now for that and call it progress.

Thank you for your consideration.

Sincerely,

Vicki Westberg
Resident since 1973

and proud of it.

Please enter this letter into the public record. Thank you

Lisa Basher

From: Plancom [plancom@shorelinewa.gov]
Sent: Thursday, February 19, 2015 4:18 PM
To: Donna M. Moss; Rachael Markle; Steve Szafran; Easton Craft; David Maul; William Montero; Keith Scully; Paul Cohen; Lisa Basher; Jack Malek; Laura Mork; Miranda Redinger
Subject: FW: 145th Street Station Subarea Planning

From: [REDACTED]
Sent: Thursday, February 19, 2015 4:18:18 PM
To: Plancom
Subject: 145th Street Station Subarea Planning
Auto forwarded by a Rule

We encourage the Planning Commission to slow down their process on the redevelopment of the 145th Street area, and better consider how the proposed changes will affect current residents, not hypothetical possible future residents of the area. We urge the Planning Commission to come up with concrete proposals to directly address the concerns expressed by the current residents.

The entire City process around the 145th Street Light Rail Station has been too rushed and has not taken into account residents' concerns. When the "Compact Community" map consists of massive swaths of 85' height buildings, it's clear that current residents are not a concern of the planners.

I would ask the planners, how would you feel about 85 foot tall buildings blocking out the sun at your house? These massive upzones are rushed and a bad idea. Residents of Ridgecrest are for Light Rail and pro-development, but trying to force a zoning plan for what you hope the area might look like in 30 years is poor policy and bad for the people most impacted, the folks living in the area.

If there is to be any upzoning in the 145th area, it should be phased in, and it should not happen before the City has an appropriate plan for traffic and utilities in the area. Traffic is already a safety issue in the 145th Street Station Subarea; changing zoning to encourage additional development without a solution to even our current traffic and pedestrian issues is dangerous and short-sighted.

Suggesting that traffic will go down this street or that does not address the specifics of how the city will manage traffic. There is no concrete proposal on how to improve safety or increase capacity on the roads within the subarea. In addition, 155th street is a residential street, not a connecting corridor. It is being treated in these plans as though it should be a massive thoroughfare, when in reality, 155th is a residential street lined by: single family houses, two parks, a school, and churches. Traffic should be moved off of 155th, to 145th and 175th, the actual Connecting Corridors in the area.

I encourage the planners to spend some time at Paramount School Park, and note how pedestrians have trouble crossing the road to get to the park because drivers are going too fast and don't want to stop for them. Or try to cross 10th Ave on a weekday morning at 155th, and see how often pedestrians are close to getting hit there because the drivers aren't paying attention to them as they shortcut between the Connecting Corridors of 145th and 175th via 10th Ave.

Current residents are most concerned about traffic, pedestrian safety, environment/green spaces and building height. Before rezoning occurs, the Planning Commission needs to address citizen concerns with plans that directly address how the city plans to deal with these issues using concrete examples of specifically what action

will be taken. Proposals including potential schematics for road expansions, smarter traffic lights, or improved utility lines should be provided for the City, Planning Committee, City Council, and citizens before ambitious large-scale rezoning occurs. Without some concept of how to directly and literally resolve or mitigate with these areas of concern, there cannot be a reasonable decision made on rezoning. Please slow down your process to allow for informed and thoughtful decision making.

Jason and Quiana Hennigan



Shoreline Preservation Society

C/O Janet Way
940 NE 147th St
Shoreline, WA 98155

February 19, 2015

Shoreline Planning Commission and City Council
C/O Steve Szafran
17500 Midvale Ave N
Shoreline, WA 98133

Subject: Comments on 145th Light Rail Station Area DEIS and Subarea proposal.

Dear Council and Planning Commission Members:

Thank you for the opportunity to comment on the 145th Light Rail Station Area DEIS and Subarea proposal.

Please include our preliminary comments into the record for this matter and also into the 185th Rezone record. We also request that all documents, comments and articles related to this 145th Station Area proposal and the 185th as well be included in the record, by reference. We expect to submit further comments as the process moves forward.

We request "party of record status" with legal standing.

We would like to be on the record as stating that the process of having two light rail comment periods for EIS and Subareas is a flawed process. Furthermore, the community stress level from confusion and anxiety because of the lack of proper notice to thousands is also unacceptable.

The issues surrounding this proposal are simple and complex at the same time.

We believe that there are many problems with these proposals and that the impacts have not been properly studied. We recommend that the Planning Commission **remand** the proposals back to staff and that the EIS should be combined in an SEIS together with the 185th to properly study the total impacts to our community and environment. In order for these light rail stations to be a success perhaps should not hinge on the amount of High Density development they inspire, but instead just having them function smoothly in our existing neighborhoods. And having the community support them is possibly more important than ramming through an unpopular rezoning scheme to make transit advocates happy?

We would like to point you to a study produced by CTOD (Center for Transit-Oriented Development) entitled "Downtowns, Greenfields and Places In Between Promoting Development Near Transit May 2013".

http://www.ctod.org/pdfs/20130528_DntnsGreenfieldsEtc.FINAL.pdf#page=54

The study points to the problems of building TOD's in existing single family neighborhoods. The results for 3 suburban cities were somewhat disappointing. They state:

Challenges

Low-density residential neighborhoods are typically not well-positioned to accommodate growth. In addition to small parcel sizes, suburban subdivisions often lack pedestrian and bicycle infrastructure and have few jobs or amenities within walking or bicycling distance.

Perhaps the largest challenge for TOD, however, is the historic precedence of single-family homes, and the desire of current residents to maintain existing densities in their neighborhood. Many people move to low-density residential neighborhoods specifically to avoid the small living spaces, noise, and congestion commonly associated with higher-density communities. Increasing densities or allowing a mix of uses in these neighborhoods may not be a realistic goal.

And one of the major factors contributing to success was the availability of Open Space!

Open Space: A Greenville, South Carolina study found the presence of neighborhood parks to be correlated with a 7 to 15 percent premium in home values,⁸ while in Bexar County, Texas, homes within close proximity to a neighborhood playground or greenbelt maintained a 3 or 4 percent premium compared to nearby homes.⁹ In Austin, Texas, the presence of a nearby greenbelt was shown to increase property values by 12 percent¹⁰ and

homes in the Dallas-Fort Worth region experienced a 22 percent price premium when located less than 2,600 feet from a park.¹¹ Similarly, Portland homes within 1,500 feet of a park increased in sales prices by \$845 to \$2,262 (in 2000 dollars).¹²

EIS and SEPA

We are very concerned that the two proposed station areas are not being linked and impacts of each on the other or the greater community are not being properly studied. Also, we believe it is a grave error for the Commission or Council to make any decisions on Preferred Alternatives to be studied before the Sound Transit Lynwood Link FEIS is

4

issued. This is scheduled for April. The community wants to know why the City is not waiting for that report before moving forward with a preferred alternative?

This is a violation of SEPA. It is known as "piecemealing" and is prohibited. Here in an opinion from a local land use attorney Dennis D Reynolds dated February 9 2015 he concludes:

Quality Tools
1924 1/1/2015 10:00 AM
1924 1/1/2015 10:00 AM

Traffic Concurrency

Traffic Impacts and concurrency of impacts from other proposed projects facing Shoreline have not been properly studied. The other projects that should have been studied to determine their cumulative impacts are:

185th St Light Rail Station
130th St Light Rail Station in Seattle
145th Traffic Corridor upgrade
Point Wells
Town Center
Aurora Square
Shoreline Community College Housing Development
Proposed development of Fircrest (still on the books)
Redevelopment of Elks Club site

A full corridor study should be done for 155th and 145th before any rezone is approved.

(M)

16-90
18-90
1-90

SMITH LAKES
5 ACRES TR'S

17-26-4

412951-7

NEAR 5TH ME.

February 17, 2015

To: City of Shoreline Planning Commission
Shoreline City Hall
17500 Midvale Avenue N.
Shoreline, WA 98133
plancom@shoreline.wa.gov

RE: 145th Street Light Rail Station Subarea Plan DEIS Alternatives

Members of the Planning Commission:

First, please let's be clear that no one fails to see the need for accommodating increased density over time in the City of Shoreline. The issue is how much and when and how to incorporate it.

Let's also be clear that there is an economic incentive here for many involved parties who wish to use any projected increase in density as a means of increasing economic returns to the City itself and to various types of investors. The issue in any scenario that the City or others might envision is how projected short-term gains compare to projected long-term gains, taking into account a variety of factors that include but are not limited to: how much and over what period of time is there economic gain and to whom is any economic gain going, what are the increases in costs for City services relative to any gains to the City over the long run, how many jobs do we want to generate within the city relative to the size of the population, do we want to generate livable wage jobs or minimum wage jobs, and do we want revenues from commercial enterprises to stay within the city and region or to be funneled out of the city to national franchises or corporations. These are just some of the strictly economic factors to consider. I point these out specifically because of the overwhelming emphasis in this and other City plans on mixed-use development, which seems to be viewed as a panacea for accomplishing economic growth. It isn't. It's a developer-driven growth model that requires huge increases in residential population to support its associated retail commercial development.

Potential economic gain, not the need for increased density, is the driver for the City's effort to adopt one of the planned action alternatives proposed in the 145th Street Light Rail Station Subarea Plan DEIS. However, there are other ways to achieve economic growth and accommodate necessary increases in residential density that can also address constructively the desire of subarea residents for a balance of economic development with social equity and environmental sustainability. The City would have residents believe that we can only have economic growth and amenities like community gathering places, walkable neighborhoods, local neighborhood businesses, and so forth with development plans like the ones currently under consideration. With all due respect, that's just plain ridiculous.

It's a gross overstatement for the City to say that people aren't happy with the alternatives presented in the draft EIS because "they are afraid of change." How demeaning and disrespectful that attitude is. And how easy it is to dismiss opposing ideas when the people

who are expressing the ideas can be dismissed in this way. How people respond to change depends in large part on whether their concerns, needs, and values are being addressed.

What is very troubling in general is often a lack of actual data or inadequate data to support proposed elements of the plans (for example, inadequate financial data, assessments of economic scenarios that are too narrowly focused, inadequate data with respect to surface or groundwater conditions, questionable data with respect to likely population growth over the time frame encompassed by the plan, as yet unavailable data with respect to solutions for revamping the N.E. 145th Street corridor, and so forth).

Also troubling is the frequent use of certain terms or buzz words with no real definition of what they mean in terms of planning:

- **walkability** (Does its use in planning discussions or documents reflect the actual needs of the population with respect to getting from home to jobs outside city or to jobs within the city or to recreational and social venues or to retail outlets anywhere in the city or to local neighborhood businesses?)
- **mobility** (Does its use in planning discussions or documents reflect the actual needs of people to get around within the city itself, or to the need to just get somewhere else outside the city? Does its use here reflect a diversity of options, not just bus and light rail mass transit and bicycles?)
- **low income** (Income below what level? Does its use in planning discussions or documents reflect the diversity of lower-income populations in terms of their housing needs and wants?)
- **senior housing** (Which looks like what? Does its use in planning discussions or documents reflect the diversity of senior populations in terms of their housing wants and needs?)
- **family housing** (Does its use in planning discussions or documents reflect the diverse needs and wants of families or the actual research and studies that talk about environments that support healthy families and healthy social communities? Are the needs of actual families being considered, or are we just stuffing people into a building and maybe placing a jungle gym somewhere on the property?)
- **multi-unit residential buildings** (Who are we thinking are going to live in these units or are going to want to live there? Does its use in planning discussions or documents reflect the diversity of needs and wants in the general population? Is this type of housing viewed as long-term or "permanent" housing for residents or as transition housing for particular population groups?)
- **younger people** (Which are who? Does its use in planning discussions or documents reflect the diversity of this population?)

In addition, it's disturbing that both the intent and context of the earlier Southeast Neighborhoods Subarea Plan have been almost completely ignored in developing the current

alternative scenarios. The subarea's Citizen Advisory Committee (CAC) had determined the purpose of the subarea plan to be the following:

"To identify valued quality of life characteristics of the S.E. Subarea, to identify existing problems or issues that require attention from the City, to identify what level of increase in residential and business density is reasonable and desirable in the subarea over the next 20 years, and to identify means of *accomplishing changes in density with maximum benefit to and minimum harm to the existing quality of life.*"

The thrust of the CAC focus was on neighborhood characteristics identified as being ones that members of the CAC and neighborhood residents valued and wished to preserve, such as the following:

- Retention of a unique neighborhood identity
- A solid and thriving social fabric of social networks
- Diversity that is expressed in the resident demographics of the area, in the available housing, and in the available recreational and social opportunities
- Attractive, *livable*, flexible housing
- A balance of environmental sustainability with social equity and economic development
- Small-scale retail and personal service uses in designated areas to accommodate the everyday needs of nearby residents
- Parks and open spaces

The current alternatives presented in the 145th Street Light Rail Station Subarea Plan DEIS fail in almost all regards with respect to addressing underlying planning issues (such as unanswered questions with respect to various options for stimulating economic growth, creating social capital, balancing environmental sustainability with economic development, creating innovative modes of transportation within and from and to the city). The City has failed to adequately address and present the total impact of all currently proposed upzoning in various city neighborhoods, the cumulative impact of the 145th and 185th plans on the city as whole and on neighborhoods between the two subareas, and failed to address the impact on adjacent Seattle neighborhoods and other adjacent communities such as Lake Forest Park.

The rush to upzone without any clearly substantiated need for doing so at this point in time is without merit, especially without the use of criteria for phasing in greater density and without input from both the Final Light Rail 145th Street Transit Center Station EIS and the final recommendations from current discussions among the major government entities with respect to the N.E. 145th Street corridor.

I support voting down both proposed rezoning alternatives in the 145th Street Light Rail Station Subarea Plan DEIS. The combined impacts of the proposals for N.E. 145th Street and for N.E. 185th Street are so massive that it might be advisable to let the entire community weigh in on the subject. The impacts will be citywide, that is certain.

Respectfully submitted,

Sigrid Strom, Shoreline resident

Former member of Southeast Neighborhoods Subarea Plan CAC

Shoreline City Planning Commission

February 19, 2015

Members of the Shoreline Planning Commission,

On many occasions over the past 18 months the members of the 145th Station Citizens Committee have been asked to provide input on the plans for the 145th subarea plan. This letter presents feedback from the members, many of whom have been participating since the group was formed in August, 2013.

In two Design Workshops, and in the months before and after, we 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 this process. So we were surprised (and some were angry) when the proposal for the subarea plan came back with eight-story buildings. We residents were thinking about the near term (the first 20 years or so) but it turned out that hasn't been the focus of the City's planning process. Those of us who live here now have several concerns related to near-term impacts that we'd like to put on the record.

First, many of us are uncomfortable with what we feel is a "rush" to upzone the entire area. We understand that we need 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 – 100 years. As one neighbor put it, "Why are we on this timeline and what are the consequences of not meeting this timeline?" Yes, we need to have a plan on the books for grant funding, but do those funding decisions hinge on large zoning changes being in force by June 2015?

The proposed zoning changes are larger than any of us expected. It has been explained that the "full build-out" won't be seen for 60 – 100 years. In that case, we would favor a plan that gradually phases in zoning over those years for full build out. Also, we believe that phasing in zoning changes should be tied to specific milestones such as utility, storm water and traffic improvements. We also feel a smaller first step in rezoning would be in line with the market analysis that was done for the subarea plan.

Another aspect of the DEIS that many of us are concerned about is the plan for 145th Street itself. Note that the DEIS did not address traffic along 145th, but instead deferred to the Route Development Plan, which isn't finished yet. The city staff have communicated to us that one project will inform the other, and maybe that is the best case that can be achieved in this situation. However, we don't think it makes sense to rezone anything along 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 (updating of 145th and building construction in a rezoned area)?

In addition, we would like to see the development focused, at least initially, as suggested in several letters to the planning commission. We have seen the newly proposed Map E, but feel it extends MUR-85 too far from the station. We have today a living example of how MUR-85 zoning might impact existing residents. The Polaris at 185th and 12th has impacted neighbors in terms of both parking and unwanted lighting. We feel that at least initially, MUR-65 or MUR-45 would be more appropriate.

Lastly, we would like to see single family homes as a permitted use in all upzoned areas. It's unclear exactly what will happen to single-family homes in the different upzoned neighborhoods in terms of value and salability – no one can say for sure. This is a special concern for many neighbors who plan to continue to live in their homes after the light rail arrives. We feel that allowing single family as a permitted use provides more options to the current homeowner than not allowing it.

As a result of all the above issues, we would like to request a delay of any recommendations from the Planning Commission to the City Council until at least April, when the Sound Transit FEIS comes out. We believe it will be important to know – for us as well as the Planning Commission, City Staff, and the City Council to know – what Sound Transit requires or will pay for before any action is taken regarding zoning around the station.

The members of this committee want to live in a vibrant community. We want the plans for the 145th sub area to reflect residents' desire for gradual change and appreciate that you represent our interests in matters of City planning. We are participating on this committee so that we can provide a neighborhood voice to guide and support you in your decision-making. Thank you for taking the time to listen to what we think is best for the future of our neighborhood.

Respectfully,

Robin Lombard
For the 145th Station Citizens Committee

Sent: Sunday, February 15, 2015 9:26:57 AM
To: Plancom
Subject: 145th Subarea Plan
Auto forwarded by a Rule

February 16, 2014

City of Shoreline Planning Commission:

I am a resident in the Ridgecrest Neighborhood who has lived here for the last 28 years on the south side of Paramount Park and to the west of Paramount Park open space. I moved to Shoreline when it was still unincorporated King County and stayed after Shoreline incorporated because it was NOT Seattle. Shoreline has offered me the opportunity to live in a quiet residential neighborhood where neighbors know each other and there is a community. There was not continued massive development of one housing project or commercial area after the other.

Now however, simply because there will be a light rail train station at 145th and I-5 my neighborhood community is being targeted for massive over development. There will be no single housing zoning left in this portion of Ridgecrest under either of the proposed plans: Connecting Corridors or Compact Community. The No Change alternative is the one I support but City Council and Planners indicate it is not under consideration for a variety of reasons. Either of the other two plans could be scaled back to leave areas of the current single family zoning. The new higher density zoning could be close to the station and on the other side of the parks along 15th. The community groups that participated in the City's design workshops

proposed what were to us reasonable alternatives. They suggested buildings no higher than 5 stories closer to the station and then 3 stories as development moved closer to the middle of the neighborhood. Instead we are offered 6 to 8 story structures closer to the station and now 3 to 4 story buildings in the neighborhoods. And the 4 story buildings along with some of either 6 or 8 stories would be surrounding the parks which are the most environmentally sensitive areas. The DEIS does not seem to adequately address the environmental issues and do not lead one to believe the parks would be protected from overuse or harm to their ecosystems. The Council has never indicated why this process has to be rushed through the decision making process when trains will not be appearing for at least another 9-10 years. I agree with many of my neighbors that this entire process needs to be slowed down and encourage you to recommend a slower more thoughtful process be instituted. I believe part of the reason is to work on obtaining funding but again, funding for something that is projected to happen 60 years in the future?

Plans are being proposed for the next 60+ years as growth will occur in Shoreline but not all at once or perhaps in the way it is predicted. As for the immediate future in the next 10-20 years, what is going to be done about traffic which will only increase regardless of land zoning decisions? It has already increased over the last few years and not much has been done to improve that situation especially on 145th and 5th Avenues. There are no specifics. Why can't we have phased in zoning that would allow time to see how things really develop over the next 20 years? Gradual transitions are fairer to homeowners who need time to also plan for their futures. Many people had planned to raise their families and live through their retirement in their current homes but now homeowners are left feeling those plans are in jeopardy because of the many unknowns about how the rezoning will in reality affect property values, taxes and ability to sell. At this point there are too many unknowns and variables for accurate answers to the question. Phasing in the rezoning using triggers rather than strict time lines seems like it would offer a better means for residents and the City to actually see what will happen. Plans could be adjusted as needed depending on the level of actual development.

I would like this letter to be part of the public comment record.

Thank you for the work you are doing and the time you have taken to listen to residents concerns.

Claudia Butler

Sent: Saturday, February 14, 2015 7:51:47 PM
To: Plancom
Subject: Fwd: City of Shoreline Contact the City Council
Auto forwarded by a Rule

Would it be possible to forward this email I sent to the Shoreline City Council to the Planning Commission? I do understand the deadline **WAS** Friday, February 13, 2015. If this would be allowed this one time, I promise to not make a habit of doing this. It was all I could do to type this email one time. Being this is and will be public record I will not continue on the reason I am asking you to please - this once - to forward this comment for me.

I will thank you at this time if you will be able to help me,

Sharon R. Cass

Forwarded Message:

Page 1

The Shoreline City Council welcomes comments, questions and suggestions from the community. Contact them by:

MAIL

City of Shoreline
17500 Midvale Avenue N
Shoreline, WA 98133-4905

PHONE

(206) 801-2213

EMAIL

council@shorelinewa.gov

CONTACT FORM

You may also contact the City Council by filling out the form below.

NOTICE OF DISCLOSURE

The City of Shoreline will enter all comments received into the public record and may make these comments, and any attachments or other supporting materials, available unchanged, including any business or personal information (name, email address, phone, etc.) that you provide available for public review. This information may be released on the City's website. Comments received are part of the public record and subject to disclosure under the Public Records Act, RCW 42.56. Do not include any information in your comment or supporting materials that you do not wish to be made public, including name and contact information.

1. Your Neighborhood

(o) Parkwood

2. How Should We Contact You? (Please provide the necessary contact information below.)

(o)
Email

3. Name:

Sharon R. Cass

4. Address:

[REDACTED]

5. Phone:

[REDACTED]

6. Email:

[REDACTED]

7. Comments:

The back of our property joins Twin Ponds Park (TPP). The water table for the last 10-12 feet of our property (North end of our yard/South end of TPP) is so saturated in the mid-Fall, all Winter and at least the first part of the Spring that we cannot walk back there without boots least we have water over the top of "regular" shoes!

I have photos showing all the pooling of water in TPP and within inches of our back fence. At the extreme north-east corner just behind our fence I have a photo of TWO ducks swimming in the pool - yes! it is that large and deep. There also is a sign IN THE PARK that shows: NATIVE GROWTH PROTECTED AREA. This stream buffer is protected to provide wildlife habitat and to maintain water quality.

Please do not disturb this valuable resource. No cutting or removal of native vegetation is permitted.

Alteration or disturbance is prohibited by law. Contact the City of Shoreline at 206-546-1700 for further information.

THAT IS AN INTERESTING SIGN.....is the Council aware of that sign and its meaning? If the Light Rail system and all the concrete AND the 3 - 7 feet buildings go in at 145th St. it seems like all that "commotion" that will be brought in.....would not be good for the animals that live in the park. Just about anyone around here will tell you we have seen up to SEVEN raccoon AT A TIME, blue heron nesting in TPP by the pond in the southwestern area, dozens of ducks and geese at times of the year, etc.

It seems like this Light Rail system should be sent further to the north - even past 175th St. Yes we MAY need?? the rail but it would be disturbing so much wildlife at the park, two elementary schools (young children and traffic do not usually mix - at least all the traffic that would be coming in.

Please rethink the 145th St. project. We bought our home here on N. 149th St. because it was such a relaxing lovely area BACK IN 1963!! Yes, over 50 years ago same home and same marriage!!

There are roads in the area like 5th Ave. that are already so wide it seems like "you" would be

more cost effective to go that way. PLEASE don't destroy so many lives here - slow down and really think of the devastation that will be caused.

Thank you,
Sharon R. Cass

Sent: Tuesday, February 17, 2015 4:52:17 PM
To: Plancom
Auto forwarded by a Rule

To whom it may concern

I am a resident on 9th AVE NE and have lived in the same house for 50 years. I feel you are moving to fast as many residents are just becoming aware of what might happen to their neighborhood's. you are not getting out much information to the neighborhoods that are affected

my house is my most valuable asset. I can assure you that if my neighborhood gets re-zoned I will never again vote yes on any levey,

or anything else you put up for a vote, and I will work hard to see that none of you get re-elected. there are many reasons why we moved to Shoreline 50 years ago and it wasn't to become another Northgate or Lake city, I already have a friend that got a notice that she has to move out of her house as it is basically being confisc ated and she has also lived their 50 years and doesn't know what she is going to do now

I suggest you think very carefully about these plans as they affect many people

sincerely

Buford Fearing

Sent: Monday, February 16, 2015 4:23:23 PM
To: Plancom
Cc: City Council
Subject: I'm for alternative 1 - NO ACTION
Auto forwarded by a Rule

I declare that I want this to be part of the
public record.

I am for Alternative 1 - NO ACTION

I am totally against the rezoning proposals around the light rail stations in Shoreline.

I have been a Shoreline resident since 1977 and in my current house since 1988. My house is located on N. 150th Street just east of Meridian. My yard backs to the undeveloped green belt of Twin Ponds Park. Our street has already had more than our share of construction noise and disruption. About 100 trees were cut down when the two Aegis buildings were constructed a few years ago on 1st NE and now the Evergreen school at 150th and Meridian is being added on to for the 5th time. Evergreen has cut down many more trees. Our street has a big impact from the traffic of Evergreen parents.

The noise level is getting worse and worse along with the traffic. There are not as many birds and small animals as there were. Right behind my house is the creek that runs in to Twin Ponds and we all love our park and want to protect it and our quality of life. This is not the right place to have a "proposed bike trail". There are already sidewalks and bike trails on 5th NE and also on North 155th Street which connects to Aurora and the bridge to the interurban trail.

I have attended the planning commission hearings and agree with everyone else to SLOW DOWN and to also make sure that everyone knows about the proposed zoning changes. Save our neighborhoods, delay your decisions, save my equity, protect our environment and wetlands and keep the noise level down.

I have been a licensed real estate broker in Washington state for 26 years and believe that the proposed zoning changes in Alternative 2 & 3 will destroy Shoreline. Again, I am for Alternative 1 - NO ACTION

Thank you for listening,

Marcia Furfiord and family

Sent: Sunday, February 15, 2015 12:39:58 PM
To: Plancom
Subject: 145TH STREET SUBAREA PLAN
Auto forwarded by a Rule

I believe the planning commission has used the building of light rail stations as an excuse to fulfill their development agenda. There's something in the DEIS about surveying people who said they want multifamily high density development. The people who actually live in the affected neighborhoods weren't asked. I have lived in this neighborhood for over 20 years and fail to see why single family homes, especially ones with yards, are undesirable.

Yes, development will happen. Infill will take care of that. But the height limitations now in affect are what the citizens want. Rezoning established areas to wipe out whole neighborhoods is not in the best interest of the citizens of this city.

Examine your motives. Revisit your intentions. The citizens of this city, especially those who have chosen to live here for many years, deserve better than being told our homes and neighborhood aren't good enough.

Shanon Harris

Shoreline, WA

Sent: Sunday, February 15, 2015 1:02 PM
To: Steve Szafran
Subject: COMMENTS REGARDING THE 145TH SUBAREA PLAN DEIS

Mr. Szafran:

My preferred alternative for the 145th subarea is the Alternative 1 the No Action Alternative.

The No Action Alternative may seem like a throw-away because it is required by law, but to me it is the only acceptable alternative.

To me increasing the allowable building height is unacceptable.

Destroying whole neighborhoods is unacceptable.

Destroying the character of neighborhoods and this city is unacceptable.

I believe building light rail stations in Shoreline is a good thing. That doesn't mean I believe an extended area needs to be redeveloped because of it. Redeveloping an area within a block of the new stations makes sense to me.

Please incorporate my comments into the public comments for the 145th Street Subarea Plan DEIS and consider them in upcoming decisions.

Shanon Harris

Sent: Friday, February 13, 2015 8:30:10 PM
To: City Council; Plancom; Steve Szafran; Miranda Redinger
Subject: Station Area Plan Comments
Auto forwarded by a Rule

Dear Council, Planning Commission, and Administration,

Please consider these comments for both the Planning Commission's consideration of the 145th Street DEIS and the Council's consideration of the 185th Street EIS. I am unable to attend the meetings in person.

According to the DEIS, Shoreline's projected growth in the next 20 years is 13,920 new residents and 7,200 jobs. The proposal for the 145th Street Station Area is projected to add up to 13,635 new residents and 2,678 jobs. I am supportive of this growth. Our region needs to plan where future residents and jobs will be located so we can do this type of planning. However, I am concerned about how this growth is distributed. We have the proposed city center to develop, lots of mixed use development proposed for Aurora, North City, possibly the Costco and Sear's shopping complexes, and other neighborhood centers. We also have

another major Sound Transit being planned that is projected to accommodate up to 5,399 residents and 928 employees (which seem low for the amount of 85 MUR proposed). It doesn't appear that we have 85 MUR anywhere else in the city and I wonder if the stations are best place for this type of zoning and I wonder if this type of zoning should also be considered elsewhere in the city.

With the proposals for both stations, I am concerned about the extent of mid to high MUR zoning across the neighborhoods. For the 145th Street Station, I believe clusters of MUR developments at the station, along part of 5th NE, 1st NE, 145th, and possibly 155th between 1st and 5th seem appropriate, but the extend of this zoning appears to reach too far. For the 185th Street Station, while it has far less growth projected - it has a wide reach for medium to high density. It seems unreasonable for so much 85 MUR to succeed and blend in with the community character.

Related to this, I am concerned about the ability of Shoreline to support another town centers away from the transit stations, such as the one proposed at 155th and 15th NE.

I encourage the City to create strong design guidelines so that we end up with well planned out neighborhoods with strong architecture, rather than the very disappointing new developments like those in North City and the new residential buildings along Aurora. One way to have more control over this is to require rather than allow master planned developments of a certain size. Also, please ensure that the new zoning includes minimum densities as well as maximum densities as a way to ensure the community character develops as planned. I also hope that new regulations that are generated as a result of these plans include new parking strategies and incentives such as shared parking, the possibility of no parking minimums, and significant bicycle parking requirements in residential and commercial buildings and at the stations.

Overall, this is a step in the right direction, we do need more density at and near these stations, but more attention should be paid to the height, density, and area to which this density is applied.

Thank you,

Carolyn Hope

Sent: Sunday, February 15, 2015 11:40 PM
To: Steve Szafran
Subject: Shoreline 145th Station subarea alternatives

Dear Mr. Szafran,

I have been unfortunately unable to attend the planning workshops for the 145th station subarea plan, but I was pleased to find the information online. Regarding the three alternatives, I and my family would of course love to keep Shoreline mostly residential, as outlined in the "No Action" plan. We moved to our house just west of the Twin Ponds park because it was a beautiful, quiet neighborhood filled with other diverse families. I would hate to see this beautiful neighborhood swarmed with 35-foot condos or packed-in townhouses as outlined in plan 2 "Connecting Corridors." I don't want to see south Shoreline turn into Lake City--that district's plans sound an awful lot like the Connecting Corridors idea, and I don't think it's something my

neighbors would be excited about. I understand that the light rail may inevitably bring growth and commerce, and perhaps the "Compact Community" plan has some reasonable growth features, but I'm distressed at the inclusion of the 85-foot zoning along I-5. Again, I don't think heavy density population is what makes Shoreline such a great place to live currently, and I don't think it's something we want to encourage.

Thank you for taking time to read my comments. I hope you'll take my thoughts into consideration when the city moves forward with a plan.

Sincerely,

Adam Love

Sent: Tuesday, February 17, 2015 2:45:06 PM
To: Plancom
Subject: 145th Street Station Subarea Planned Action
Auto forwarded by a Rule

I am writing to you in regards to the proposed radical rezoning in this subarea. I think this proposal is too much, too soon! Why are you proposing to uproot so many people for this? This is a nice middle class neighborhood, with a lot of single family homes. Many of us have lived here happily for over 40 years, and if forced to move, will not be able to find affordable homes in another part of the Shoreline area. I think this is outrageous! Where are the letters informing local homeowners that their homes will soon be in jeopardy? Where are the "proposed rezoning" signs to inform them? I don't think everyone knows about this. In the past, the city government has been very good about listening to the voters and homeowners in this city. It seems like this time, many people are not even being notified.

That being said, if we must have rezoning and the subsequent build up of properties, I would much prefer Alternative 3, the Compact Community model. Please keep the businesses and apartments on the east side of the freeway along with the light rail station. I see no reason to extend this to the west side of the freeway, other than possible greed on the part of developers.

Regarding the other proposal, Alternative 2, the Connecting Corridors, I would very much like to know why the culdesac that I live in, the 2300 block of N 156th Place, is included in this proposed rezone. There are three culdesacs in this area, right next to the freeway, built around the same time, and they all contain nice, roomy homes. The entrance to our culdesac is the extension of the 2100 block of N 156th Place, and I think it does not make sense to change our part to the higher density zoning, while leaving the rest of N 156th Place as a residential zone. Could the line be drawn straight across going east, instead of making a "jog" to include this culdesac? Has anyone physically checked out this area, to see how it is laid out? I do not see the reason for including this culdesac in the rezone, especially since a "jog" had to be made in order to do so. It would be disruptive to the rest of the residential area in this location. Look at the map! I would like someone to explain this to me. Please remove this culdesac from the proposed rezoning.

Cynthia Matson

Sent: Sunday, February 15, 2015 1:57:44 AM

To: Plancom

Subject: Serious problems with development plans for area around 145th ST light rail station

Auto forwarded by a Rule

Re: Plans for development around 145h Light Rail Station

Hello there,

A friend who lives down 150th street from me showed me the plans for the development of the area around the 145th light rail station and I have serious problems and concerns with these plans.

First, re-zoning single family homes to force families out of them is completely wrong and a horrible thing to do. Everyone should know that single family homes (especially those near schools) are the gold standard for a successful, thriving, and safe community. We should be adding single family homes, not demolishing single family homes and replacing them with apartments or retail stores. If you want to have an area of shops near the light rail station, the churches off of 1st street are a perfect area for them and provide lots of land without ruining the value of family's homes.

Next, the residential streets, such as 149th, 150th, Corliss, etc. should not be widened and turned into arterial routes. Once again, these are residential areas for single family homes, many of which were purchased because of how close they are to the school on Meridian. There is already way too much traffic on these streets, and we should be working to make them off limits to people who do not live there, not widening them. If you want to add walking paths and bike lanes, they should be done on the existing arterial streets (such as 145th, Meridian, and 1st) so that residential streets are not made unsafe by increased traffic. Twin Ponds Park is also an excellent location to add walking and bike paths. There is already a walking path through the park from 1st to Meridian. This path should be widened for walking and bikes and have lighting added to it. This will keep traffic off residential streets and still provide a safe walking/biking path.

Very seriously, I really wonder who drew up these plans? Again, seriously, please provide me with the names and addresses of the people who drafted these plans, because I doubt they live any where near here. These plans do not benefit the people who live in this area, and in many cases, as I mentioned above, make the area much worse. Did a developer make these plans, because unless I was wanting to buy cheap land and develop it, there is no other logical reason for how horrible these plans are for the people currently living the area and the destruction they were do to this community if implemented.

To be clear, myself and my neighbors will fight against any action to rezone people out of their homes and to make residential streets into unsafe, high traffic, high pollution areas. Please hold a conference with the people who ACTUALLY live in the area so that they can draft new and appropriate plans to build a safe, successful community, NOT one that is built for only making money and destroying the community.

Sincerely

Nathan Moore

Sent: Monday, February 16, 2015 4:48:55 PM
To: Plancom; Shari Winstead; Keith McGlashan; whall; Doris McConnell;
Jesse Salomon; Chris Eggen; Chris Roberts
Cc: Bruce Staelens; Bethany Staelens
Subject: Comments regarding Shoreline rezoning
Auto forwarded by a Rule

Thank you for the opportunity to comment on the proposed 145th Station Rezone.

The Shoreline Area News reported:

City staff say they are hearing three themes from citizens regarding the rezone plans:

1. People, particularly younger citizens, are excited about light rail, and looking forward to greater density and the prospect of being able to bike and walk to coffee shops, and shopping.
2. Older people who bought starter homes 40 years ago are seeing a time when they will not be able to live in their homes because of mobility issues and health. They want to be able to get the most money out of their property to pay for their future expenses.
3. People who are excited about light rail but hate change.

This characterization is misleading and insulting, painting a picture of anyone who disagrees with the current plans as luddites or inflexible obstructionists with no meaningful input to add to the discourse. Moreover it is symptomatic of the attitude that pervades this rezoning process, and illustrates that the opinions and desires of the city council seem to outweigh the opinions and desires of its constituency.

We moved to the Seattle area from the east coast 6+ years ago. We bought our house in Shoreline in 2009. Among the things that drew us to the neighborhood were

1. The proximity to the green belt and wetlands area and the abundance of old trees which allow a great deal of interaction with wildlife. As you walk down the streets in our neighborhood, the single most notable feature is the profusion of huge old trees. We can look out our front window and enjoy a wealth of wildlife – birds, squirrels, even the occasional raccoon. These trees also serve as much needed carbon sinks.
2. The friendliness and feeling of community. In our neighborhood we have progressive dinners, summer barbeques, neighbors who walk the circle and stop to chat. We have a neighborhood watch committee that helps us look after each other.
3. The pride residents take in their property. There are a number of avid gardeners in our area. They grow flowers and vegetables in the summer and people keep their yards well

groomed and attractive. There are even several yards that have been certified as wildlife habitats by the National Wildlife Federation.

4. The convenience of access to mass transit in a livable area of single family homes. There are buses in the area and with the arrival of the Light Rail, there will be even more options.

Much has been made at recent meetings of the Planning Board and/or City Council of the idea of planning for Shoreline's future. In fact, this is where it seems the problem lies. **The plans, as laid out, are based on linear thinking that misses the bigger picture.** Proposed development is based on current modes of transportation and commerce which will change dramatically as technology advances. A cursory glance at advances in the last few years reveals changes to our daily life such as:

1. Online shopping: Everything from books to household goods to groceries can be ordered online and delivered.
2. Online banking has become safe and convenient, but has forced the closure or scaling back of brick and mortar banks.
3. Downloadable e-books have replaced many visits to local libraries.

These technological advances are but a few that have had vast repercussions and have changed the idea of business as usual. And as big as these changes have been, they are but a drop in the bucket compared to what lies ahead.

One of the biggest single developments fast approaching will be the emergence of self-driving cars. This technology will not simply take over the operation of the vehicle, they will lead to an entirely new way of using vehicles. This will, in turn, lead to many other changes in services and infrastructure.

- Currently, cars are used less than 5% of the time. For the other 95%, they sit in garages and parking lots. Once a system of self-driving cars is established, individual car ownership will be unnecessary. It is estimated that within 20 years, subscriber networks will enable you to order a car when it is needed, similar to the way Uber works today. The difference is that the vehicle sent will be based on your need. Going a mile away? An electric car will do. Going to Bellingham? Better send a gas-powered vehicle. A trip to Ikea might require a small truck. And when you're through with the vehicle, it's off to pick up the next client, not sitting in a parking lot. Mass transit may still be useful, if it's close and your destination is on the route, but be it bus or rail, it will be far slower than calling for a vehicle which will afford door-to-door service for a similar cost.
- Once all cars are self-driving, there will be no traffic problems. Sensors on the cars will regulate traffic and right of way. Traffic lights will be obsolete.

As a result of a more efficient system, there will be virtually no traffic accidents. This will mean a lighter load on emergency rooms, major changes for the insurance industry, no need for auto dealerships and vast improvements to inter- and intra-state shipping.¹

And lest you think that this is a fantasy, these cars are currently in development by Google², Apple, Sony, Audi, Volvo, Mercedes and others. Groups as diverse as KPMG³, the National Association of Insurance Commissioners⁴, the Huffington Post⁵, and the Cato Institute⁶ all acknowledge that these vehicles will soon be a reality and will affect society in ways most of us have yet to imagine.

Taking this into account, we are forced to rethink what this rezoning plan will yield. If the city council simply wants to lure more millennials to Shoreline, perhaps the rezoning plan should be revisited to include neighborhoods all over Shoreline. It is unlikely that any demographic group can be convinced to occupy one or two specific areas. In fact, that seems akin to generational segregation. No, I think it is far likelier with the availability of Uber, Lyft, and similar companies now and driverless cars in the future, transportation will play a diminishing role in the choice of where new residents settle. Why not, then, spread out the opportunities? If every single-family neighborhood in Shoreline is rezoned for M-35 or M-45 housing, then no one neighborhood would have to bear an unfair burden. This would also show the citizens of the 145th Street and 185th Street areas that they and their properties are not being singled out.

To my way of thinking, a more thoughtful approach to rezoning should be undertaken. Some on the city council may argue that a great deal of time, effort and money have been put into the plans as they stand. I say that time, effort and money pales in comparison to the amount that the residents of the affected neighborhoods have poured into their homes and properties. The light rail isn't due to open in Shoreline until 2023. SoundTransit representatives told me that a final decision on the route and stations is expected in 2015 after the Final Environmental Impact Statement (EIS) is published sometime in April.

Given the issues that residents of the proposed rezoning areas have voiced, rushing this process forward seems very ill-advised. I urge the city council to

- Delay the vote on the rezoning proposals
- Work with affected residents and the planning board to develop other possible alternatives
- Show good faith by making the process going forward more transparent and inclusive

Thank you for giving serious consideration to our concerns.

Please add our comments to the public record.

Sincerely,

Bethany and Bruce Staelens

1. <http://www.wisburg.com/wp-content/uploads/2014/09/%EF%BC%88109-pages-2014%EF%BC%89MORGAN-STANLEY-BLUE-PAPER-AUTONOMOUS-CARS%EF%BC%9A-SELF-DRIVING-THE-NEW-AUTO-INDUSTRY-PARADIGM.pdf>
 2. <http://mashable.com/2015/01/15/google-self-driving-five-years/>
 3. <http://www.kpmg.com/US/en/IssuesAndInsights/ArticlesPublications/Documents/self-driving-cars-next-revolution.pdf>
 4. http://www.naic.org/cipr_topics/topic_self_driving_cars.htm
 5. http://www.huffingtonpost.com/zoe-williams-/is-selfdriving-the-future_b_6415458.html
 6. <http://www.cato.org/events/end-transit-beginning-new-mobility-policy-implications-self-driving-cars>
-

Sent: Wednesday, February 18, 2015 3:33:35 PM
To: Plancom
Subject: 145th Street DEIS - reference letter
Auto forwarded by a Rule

Dear Planning Commissioners:

I am sending you comments specific to the DEIS tomorrow, but I thought that you might find the attached copy of a letter I wrote to the City Council in 2011 helpful or at least interesting. It contains comments regarding the original Southeast Subarea Plan that may provide some context with respect to issues related to the 145th Street Southeast Subarea Plan DEIS for which you are currently receiving comments.

Respectfully submitted,

Sigrid Strom, Shoreline resident
Former Southeast Subarea Plan CAC member

Forwarded Letter:

November 25, 2011

To: City of Shoreline City Council
Shoreline City Hall
17500 Midvale Avenue N.
Shoreline, WA 98133
council@shorelinewa.gov

RE: Implementation of the City of Shoreline Southeast Neighborhoods Subarea Plan

Members of the City Council:

This comment letter is fairly long, and I apologize for that, because it means more reading time on your part. However, the issues related to the subarea plan are too important and complex to handle in a less "wordy" discussion. I think it's fair to say that what is decided for the southeast subarea has ramifications city-wide, not only in terms of specific actions but in terms of how other similar subarea plans might be handled. So, if you would, please bear with me.

To say that I am disappointed in the results of the Planning Commission and City Council process over the past year or so with respect to implementation of the Southeast Subarea Neighborhoods Plan would be an understatement. Although I was not able to be active in discussions of plan implementation over this period due to family issues that required my attention, I had hoped that the foundation laid by the initial planning process and the continuing input of area residents would have resulted in decisions that at least reasonably met the intent of the subarea CAC when it created its plan.

Instead, what I am seeing is an abandonment of the spirit and overall principles of the plan in favor of a narrow focus on zoning regulations that do not necessarily benefit residents and may in fact have a substantial negative effect on residents and existing business owners in the sections that are being "up zoned." This narrow focus has been a problem since the beginning of the planning process, one that in a sense corrupted the committee process itself, resulting in

a collection of recommendations for specific actions rather than with a solid decision-making framework on which to base further discussions and decisions relating to the subarea's neighborhoods.

What overall framework the committee did manage to articulate has been for the most part subsumed into more general City policies, with the result that it is now difficult to see and identify the overall picture the committee envisioned for its neighborhoods. Instead of a focus on the ultimate social, environmental, and economic impacts and other effects that would result from a particular action, the focus seems to be on a narrow spectrum of economic benefits that might benefit the City in terms of tax revenues or might benefit a small group of property owners who stand to gain from rezoning properties into more financially profitable categories.

It was clearly one of the desires of the committee to protect current residents and business owners as we worked for realistic ways to incorporate some increase in residential density as required by the Growth Management Act and to incorporate some improvement with respect to commercial activity in the area, including creating more jobs for residents. All we have now in the plan is prospects for some increase in low-paying retail jobs in enterprises whose potential to meet the needs of area residents is questionable and at the same time prospects for a much greater increase in density without adequate information about whether infrastructure to support such development will exist.

My overall view is that the push to rezone the southeast subarea is premature, that we don't have enough information to make decisions that ensure the intent of the subarea plan is met, and that we specifically don't have any data to adequately compare two of the zoning options that have been proposed, namely the Community Business and "Mixed-Use Light" options. To clarify the reasons for these opinions, I've grouped my specific comments into categories.

1. Importance of the Context for the Subarea Plan

It's fair and pertinent to go back to the original goals of the Southeast Subarea CAC, because only in examining these goals is it possible to measure the appropriateness of any implementation action.

I would remind you that the context for the written goals and policies recommended by the committee is found only in the original committee report dated November 19, 2009. If you have not read this report, particularly the stated goals of the committee and the list of desired neighborhood characteristics, you will not understand the intent of the original recommendations.

The overriding question for the committee was:

"What kind of neighborhood do we want?"

The next most important question was:

"What kinds of actions will not only preserve but also enhance the characteristics that are valued in the neighborhood, especially in light of a perceived need to accommodate some future increase in residential density and commercial activity in the area?"

The committee's original focus is elaborated upon in the stated purpose and goals for the plan itself and in the lead-in sentence of the report's "Quality of Life Values" section, which states:

"The subarea plan strives to maximize the retention, conservation, and preservation of valued neighborhood characteristics ..."

A long-range vision is not primarily about zoning designations, or even land use designations. It is about the desired characteristics of an area as envisioned by the residents and business owners in the area. It is a picture that encompasses a range of variables, many of which were spelled out for the southeast subarea in the original committee report. Decisions about land use, zoning, and development standards need to be made within the context of the overall area vision, not made as isolated actions out of context.

The pressure to nail down specific zoning designations has been a characteristic of the subarea planning process since its inception, one that has diverted attention from the more important underlying vision for the subarea. This pressure to codify "rules" as fast as possible leads to a kind of tunnel vision that excludes important issues and concerns in a way that is not beneficial to the community.

2. Belief That the Process Has Been Too Long Just Because It's Taken a Longer Time — Even a Much Longer Time, Than Anticipated

It might be wise to consider just why this particular subarea planning process has taken longer than anticipated and to learn from it so that it's possible to avoid the mistakes in the future.

All of you in the City government, as well as those of us in the neighborhoods who have been working to come to appropriate solutions for the subarea, have been and still are paying the price for what has been a flawed planning process. But the fact that it takes a lot of time and effort and, hence, energy to keep going in this kind of situation is not an excuse for abdicating responsibility to the community.

In addition, there has been continued resistance to addressing fundamental unresolved issues. Why? Are you all in a rush to get to the tax benefits for the City, to get the financially invested parties off your backs, or to just get this thing off your plates? When the Council, Planning Commission, or City staff back off from serious issues, for whatever reason, you communicate to the community that you do not really take seriously the issues involved in the situation. This, in turn, creates distrust in the community, which in a major sense already distrusts the City.

3. Flawed Planning Process

Where the Southeast Subarea plan failed was in not providing a decision making matrix that could be used to create the land use designations, zoning designations, and other City policies and ordinances, including development regulations, that would apply to the subarea. Such a decision making matrix should have included the relevant variables identified by residents and business owners for the area. The failure to provide such a matrix was due primarily to a diversion of the committee's focus to discussions of specific

land use and zoning designations early in the planning process and to drafting of specific policies and goals for adoption by the City.

The plan also failed to provide an actual vision statement for the subarea. (A vision statement sums up *in one sentence* the overall picture created by the defining characteristics deemed relevant and important to an area's residents and business owners.) The plan does, however, include a list of values and desired characteristics for the subarea that were identified during committee discussions. Together, these characteristics provide a view into the intent of the committee with respect to a desirable quality of life for the subarea. This is a quality of life that is exemplified by a concern for preserving and enhancing the existing social fabric of the neighborhoods, a concern for preserving and enhancing the natural environment of the area, and a desire to focus on innovative ways for accommodating an increase in residential density and commercial activity rather than to focus on just applying generic development solutions.

In an earlier staff report, there is a statement to the effect that committee members took their guidance for suggesting a long-range vision mainly from the existing zoning designations in the subarea. This was a grossly misleading and inaccurate statement. The committee members were trying to take their guidance from the *values and desired neighborhood characteristics that they had identified and voted on* for their long-range vision. The statement in question also inherently equates a long-range vision solely with land use and zoning designations—quite a misunderstanding of long-range planning objectives. Zoning designations are one of the final outcomes of a planning process, not the sole purpose of the process.

4. Flawed Implementation Process

I noticed a sharp change in the Planning Commission discussions after the advent of so many new members toward the end of the Commission's initial evaluation of the subarea plan. I was dismayed by the lack of expertise of the Planning Commission member who represented the Commission at Council presentations. It seemed pretty obvious that at least some of the new Planning Commissioners had not done their homework, did not understand the intent of the CAC's recommendations, and were depending too much on the input of staff or particular Commission incumbents to form their thinking on the subject. If I sound harsh, I am. I expect anyone who represents the public to do their homework, not just rubberstamp someone else's opinions. The recent decision by the Planning Commission with respect to a legislative rezone at this time without further debate or requests for further information from the staff represents to me another failure to adequately address the concerns of the community or acknowledge the overall context of the subarea plan.

5. Specific and Still Unaddressed Subarea Concerns

- **N. E. 145th Street Corridor.** This issue, with all of its associated land use, environmental, and social community concerns, was probably the #1 item on every committee member's list from the very beginning. It was discussed in some aspect at almost every meeting of the committee because so many decisions with respect to the southeast subarea depend on what happens with this corridor. Appropriate land use, appropriate setbacks for buildings, landscaping, roadway access from neighborhood

streets, roadway access from businesses and residences that front the street, traffic congestion at the major intersections, and pedestrian and bicycle safety are just some of the related areas of concern.

Also unaddressed were potential impacts on the corridor if the SR-520 bridge were out of commission for some reason, given that the corridor is a designated emergency route in that event. We didn't have information about the impacts at current densities, much less about potential impacts at higher density levels.

The expectation of the CAC was and is that the City *actively* pursue a multi-jurisdictional corridor study for at least the segment of N.E. 145th Street between I-5 and Bothell Way, if not the entire stretch of N.E. 145th Street, with the affected neighborhoods included as stakeholders. It seems only reasonable to assume that a determination of what is appropriate development along N.E. 145th Street would be affected by the outcome of any corridor study.

The decisions about the N.E. 145th Street corridor and development along it will be felt for decades to come. We can't afford to indulge in sloppy or lazy thinking about this. Nor can we afford to fool ourselves into thinking that we can just go back and change regulations again at a later date after a corridor study without paying a high price for these changes – a price higher than what we would pay by doing the proper groundwork now.

- **Unknowns regarding infrastructure needs.** What is the capacity of the current infrastructure to handle increased density on the scale that is envisioned by any upgrades in zoning designations? The southeast corner of Briarcrest, in particular, is a mess with respect to unmapped infrastructure and overlapping infrastructure jurisdictions. How will this be addressed? And why is it not being addressed *prior to* finalizing zoning designations?
- **Groundwater problems in the subarea.** Some would have us believe that the groundwater issue in the subarea can be resolved on a lot-by-lot basis by addressing surface water control on the streets and on each lot. It can't, at least not entirely. We don't even have adequate data to assess accurately what the extent of the problem is. The only maps that show water issues for individual lots are informal maps that were begun by members of the CAC to record comments by residents who mentioned that they had water-related issues. No systematic survey of households and businesses in the subarea has been completed with respect to surface and groundwater issues. This is something that could have been, and still could be, accomplished by volunteers if necessary.
- **Cost of City services.** We still do not have information about the potential impacts on the cost of City services such as emergency services, police service, and so forth, with respect to changes in zoning designations. The committee had no data at all regarding current levels of any of these services and received no input regarding how increases in density or commercial activity would affect the need for these services.

- **Inadequate data in general.** The committee lacked some very basic data about the subarea, some of which may not even exist in the City offices. In a separate attachment I have included a few examples of the most basic kinds of information that members were lacking in forming their recommendations. We were exposed to the latter information in a presentation near the end of the committee's life, so even this small amount of additional information was not taken into account in the committee's recommendations.

To ask people to accept decisions without any grounding in real data is not acceptable. If you can't provide solid data to support your case, don't ask me to "just trust you." To date, I have seen no actual data that supports one type of development over another or that just compares them. In particular, I have seen no data that compares long-range outcomes of various options in commercial development, with or without residential development included in the mix. As I've noted in a later comment, I believe the City is seriously deficient in its examination of commercial options, especially with respect to creating more jobs in the area.

6. Failure To Update Development Regulations

To date, nothing has been done to ensure compliance with the intent of the plan and protect it. Allowing new development or redevelopment in the subarea without addressing the need to upgrade the development regulations is a direct refutation of the subarea plan's intent. There were known loopholes in the development code, such as in the regulations governing grading permits, that were unaddressed, and to my knowledge, still remain unaddressed.

The concern of the community is the impact of inappropriate development in any parcel — that is, the impact on the character of the existing neighborhood and on adjacent residents and the "fit" of any proposed development with the intent of the plan. This is a concern no matter what the size of the parcel may be.

Against what criteria has the potential rezone been measured? What specific parameters will be used to measure the consistency of proposed development with the plan? This is not material for subjective decision making.

7. Unaddressed City-Wide Issues

Some unaddressed city-wide issues have a direct bearing on how the southeast subarea plan is implemented. Even though some might say the following comments belong more appropriately in the city-wide CACs and the City departments that deal with the issues in question, I will argue that it is crucial for appropriate implementation of the southeast subarea plan to have answers to these issues. Assumptions about transportation needs, about where and what type of residential development is necessary, and about where and what type of economic development is necessary are central to the southeast subarea debate. The issues are relevant for planning in any section of the City, but it is true in particular for the southeast subarea because of its location on three major arterials, one of which is a regional corridor, and because of its likely proximity to a future light-rail stop near I-5.

Some of the difficulties stem from a lack of clarity related to our overall identity as a City, our overall economic vision, and our overall view of our transportation goals in the City. Despite what has probably been hundreds (if not thousands) of hours spent in visioning processes over the past 16 years, there is no vision statement for the City. One page or several pages of ideas do not constitute a vision statement. If you can't describe your vision in one clear sentence, you don't have a clear vision. One example of a city with a clear identity is the City of Leavenworth. I could imagine that their city's vision statement might include something about "being a destination location that takes advantage of the beautiful natural surroundings." I could also imagine that their economic vision might include something about "enhancing the appeal of the available outdoor recreational opportunities through the creation of a distinct retail image."

After living in Shoreline for almost six years, my perception is that Shoreline has no identity—it's a generic suburban blob among other suburban entities. Some people in the community seem to have aspirations for Shoreline becoming more "urban" in nature, but I'm not sure that this is what residents really had in mind for their community or was the reason that they wanted to move here in the first place.

There needs to be more critical and creative thinking with respect to our approach to creating an easily recognized identity for the City and with respect to our approach to transportation planning. Because the transportation plan says a lot about a city's vision of itself as an entity, let's start there with a few really fundamental questions whose answers might help provide direction in creating an identity.

Think about where people actually work. What is the purpose of the current mass transit lines in the City and in and near the southeast subarea specifically? Are these lines primarily carrying people to and from work locations outside the City, or are they carrying residents to and from work locations within the City? In a similar vein, what is the source and destination of traffic on our arterials?

Now ask yourselves:

Do we want the City of Shoreline and our neighborhoods to be bedroom communities for Seattle and for the east side of Lake Washington? Or do we want people to live and work in Shoreline?

There is no right or wrong answer to the latter two questions, but the orientation has to be clear from the outset. Otherwise, it's not possible to create any coherent, meaningful plans for the long-term with respect to City identity or economics, let alone for specific transportation needs.

- **If we want Shoreline and our neighborhoods to be bedroom communities**, we're no longer talking about a serious commitment to job creation. Job creation simply becomes a possible tangential development outcome. How does deciding to remain/become a bedroom community affect our decision making with respect to residential density — that is, the types of residential housing we need? Now what do we really mean by "walkability," because we're not focusing on getting people to work within the City itself. And what does this mean for decisions about mass transit within the City?

In terms of commercial development, do we want just retail development? If so, how do we really want that retail development to look? Do we want spaces that attract mostly national franchises and are fairly generic? Or do we want to encourage local small businesses?

If we determine that we are to remain/become a bedroom community, are we thinking about the fact that when people work outside the city where they live, they take their dollars with them and spend a lot of them in the cities where they work? This fact may not alter our decision, but it's worth thinking about.

- **If we want people to live and work in Shoreline**, what does that do to our assumptions about our options? Do we believe that retail development is going to provide the number or types of jobs we need? What are our other options for job creation? Then, how do the choices we make with respect to types of job-generating businesses affect our a definition of "walkability"?

If we are talking about an emphasis on creating jobs, this affects decisions about what kind of mass transit we want to encourage or develop within the city, which leads to questions such as: What kind of mass transit should we have available *within* the city? Where do we want to spend our mass transit tax dollars? Does all mass transit have to be buses and bicycles? What other options for getting people to and from places within the city do we have? Can we be more creative on this subject?

- **In either scenario**, what is our City's identity from an economic standpoint? I don't see one, not even in the existing economic plan. If we have an identity, we should be able to articulate it in one clear vision statement. Do we want generic mixed-use and commercial development that looks like any other city's? Or do we want some distinctive focus that defines the City of Shoreline and our neighborhoods? Especially in the "live and work" scenario, the City's economic identity is vital to successful planning.

The City of Shoreline has the potential core for a sports training center; we also have a huge level of interest in green businesses and community gardens and so forth. Is there a possible City and economic identity in either of these? What other options might give us a focus and be helpful in determining our neighborhood destinies?

And what is the purpose of arterials within the City—to move traffic or to just be larger residential or commercial corridors? Should we put density along all arterials? Should we put density along all arterials on which a transit line or lines are located? If you say "yes" to either or both of these questions, what does that say to neighborhood residents who are looking at extending or adding mass transit through their neighborhoods or looking at widening or otherwise improving their main roads.

What quality of life do current residents and business owners expect over the long term? This is one area where the City probably does have a wealth of data already; it just hasn't had any framework to attach it to.

The answers to all of these questions directly affect the planning for the southeast subarea and for the City as a whole in terms of the specific kinds of commercial development or residential density that we want to encourage.

8. Process Issues

- **Schizophrenic thinking about the “consistency” and “dependability” of the City’s regulatory environment with respect to property owners and potential developers**

On the one hand, I see staff, Planning Commission members, and Council members not wanting to take more time to ensure we’re doing things correctly, even though doing so will in the long run be more effective in guaranteeing the very “consistency” and “dependability” they desire to achieve. On the other hand, I see staff and governing bodies choosing to take an action now that they know will likely have to be modified or changed completely after existing underlying issues have finally been addressed. Not doing things right the first time tends to have the exact opposite effect on property owners and potential developers that everyone says they are trying to achieve. In addition, when we don’t do things right the first time, the ultimate impact in financial terms, as well as in terms of wasted time and effort for everyone involved, is usually significant.

- **Worries that by prolonging the decision making process, we create an unfair development environment**

Maybe we should be a little less dependent upon and worried about the attitude of developers — putting them first is surely putting the cart before the horse. Our economic success isn’t going to come from trying to placate developers’ whims or fulfill their financial dreams. Our economic success is going to come from doing some actual critical and creative thinking about what our economic vision is and then starting to reach out to the types of businesses and organizations that we want to attract to the City of Shoreline. Worries that we might “create a community reputation that chases investors and developers elsewhere” seems to me to be an unfounded worry.

Also, it’s already been stated more than once that the current economic climate would probably mean the low likelihood of a rush to develop parcels in the southeast subarea right away – at least by larger-scale developers.

- **The “head in the sand” approach**

The “head in the sand” approach or the “we’ll deal with it on a lot-by-lot basis” rationale may enable the City to avoid dealing with some knotty problems at all, or to deal with them on a limited basis. However, the effect is that the City never really does its homework on such an issue and, therefore, doesn’t address the problem until forced to do so. And then the end result is to make resolving the issue more expensive and to prolong any existing adverse effects on residents or business owners who live in the area of impact.

9. Mood of Distrust Within the Community

We should be further along in our implementation of a southeast subarea plan than we are, no question there. But be careful about how you rationalize and assign responsibility for that fact and how you handle it.

There already exists a strong mood of distrust within the neighborhoods in question and within the community at large with respect to its governing bodies. I encountered this for

the first time when I canvassed the neighborhood early in the CAC process. I talked to at least one person in probably 90% or more of the residences and businesses in my neighborhood and was shocked to discover how negative the attitude was among so many residents and business owners. The prevailing attitude was that they didn't want to participate in the process because they believed that the City was going to do what it wanted to do anyway, so why bother?

Instead of viewing community members as adversaries, consider the possibility that the City is at least in part responsible for creating a negative attitude toward itself, perhaps out of assumptions that its staff and the members of its governing bodies know better than community residents and business owners what is good for them. There is a wealth of expertise in all kinds of disciplines here. Make use of this asset; don't disregard it.

It is also possible that distrust stems from a lack of understanding on the part of the City about how to incorporate public input effectively. I see examples of this in the fact that despite so much money and time invested in these CAC processes, the City still does not have a clear identity for itself or a clear vision for its economic development and transportation planning.

As incomplete as these comments are in many ways, they still may be a lot to digest. Nonetheless, I urge you to engage in some challenging rethinking of your assumptions to date. The easy road is, well, easier. But we have a lot to lose as a City and a lot to lose as a subarea neighborhood if we get this decision making process wrong.

Respectfully submitted,

Sigrid Strom, former Southeast Subarea Plan CAC member
Ridgecrest neighborhood resident, Shoreline

To whom it may concern,

I live in Shoreline and I support the rezone to accommodate more housing and shops near light rail. I was glad to hear of the project, because it will lower the use of cars for commuting, since people will live near the rail, and there will be shops nearby too. I read that the council is reconsidering the scope of the plan, but I hope you put the most possible housing and shops near the rail line, it makes so much sense!

Thanks,

Katy Webber

Katy Webber
Early Childhood Music Educator
Musikal Magik
Inspire the World through Music!
Early Childhood Music Classes for Infant, Toddlers, and Preschoolers
www.musikalmagik.org

COMMENTS ON PROPOSED 145TH STREET STATION REZONE

To: Planning Commission/City Council

From: Steve Schneider and Cathy Floit

Date: February 19, 2015

Here are a few additional comments to supplement the letter we filed earlier; please add these comments to the record as well.

Although we support light rail, the zoning proposals are too large, both in scope and in building height. We are in favor of thoughtful and slow, limited and phased rezoning that does not destroy the character of the community we love. We think the area should remain predominantly single family detached.

We recommend a very limited initial rezone of the area immediately around the light rail station. A massive rezone could force out many middle class residents, and those who are nearing the end of their wage earning years. We could not afford the apartments and condos the City seems to want, and we would not qualify for low income housing. We want to preserve our quality of life in the homes we love.

Planning for the future is all well and good, but you don't have a crystal ball and that future is unlikely to resemble that contemplated in the proposed rezones. The economy, technology, and modes of transportation will all undoubtedly evolve and the City must be able to respond rather than be locked in for decades to plans made today.

Engaging in forward thinking for the community is a laudable effort. However, we live here now! We count, and you should not ignore us.

Sent: Thursday, February 19, 2015 10:02:50 AM

To: Plancom

Subject: Comments for 2/19/15 Planning Commission Public Hearing

Auto forwarded by a Rule

These comments are to be added to the 2/19/15 Shoreline Planning Commission public hearing record. I would like to be a party of legal standing.

In my February 12th comments that I send to the Shoreline City Council I wrote, "I resent the generalizing done of large demographics of the population. I am a Millennial. I am an older Millennial in her thirties. When I was younger I did live in Seattle and did enjoy an urban lifestyle. When my husband and I started a family though we had different lifestyle needs and chose to move to the suburbs for the amenities Shoreline could provide. In fact, all the millennials I know have bought single family detached homes when they started their families. We aren't descendants of the Rockefellers either but middle class America. I hope that when you generalize what Millennials like that you control for Millennials without families and those with. Suburbs were created and became popular for a reason. The reason why people chose them HISTORICALLY are still the same reasons people are choosing them today. Don't millennials deserve the same good schools, yards and safe and peaceful neighborhoods as previous generations have/had?"

Well it appears my personal experience may also be the reality for the majority of Millennials. A study was brought to my attention done by the National Association of Home Builders with the following excerpt, "A whopping 75 percent of this generation wants to live in single-family homes, and 66 percent of them prefer to live in the suburbs. Only 10 percent say they want to stay in the central city. Compared to older generations, millennials are more likely to want to live downtown, but it's still a small minority share." You can read the study yourself at http://www.nahb.org/news_details.aspx?newsID=17094.

This caught my attention so I spent five minutes on Google I used the search term "where do Millennials want to live when they start a family" and found some other articles/research.

Maybe you've heard of the Wall Street Journal? It quoted the same survey from the NAHB that 66% of Millennials want to live in the Suburbs.

<http://www.wsj.com/articles/millennials-prefer-single-family-homes-in-the-suburbs-1421896797>

Please check out the following links also.

<http://www.demandinstitute.org/sites/default/files/blog-uploads/millennials-and-their-homes-final.pdf>

<http://www.theatlantic.com/business/archive/2015/01/young-americans-yearning-for-the-suburbs-stuck-in-the-city/384752/>

<http://www.baconsrebellion.com/2014/09/millennials-want-a-new-kind-of-suburbia.html>

<http://www.phillymag.com/citified/2015/01/28/millennials-actually-love-cities-just-broke-leave/http://www.redfin.com/research/reports/special-reports/2014/where-do-college-educated-millennials-live.html>

These were literally just my first few search results. Maybe you should spend five minutes on Google also and do some of your own research. Lots of the data out there is contrary to what you have been relying on when making your massive rezoning plans.

Thank you.

Sincerely,

Sarah Jaynes

Sent: Thursday, February 19, 2015 10:31:15 AM
To: Plancom
Subject: 145th Station Subarea Potential Zoning Scenario
Auto forwarded by a Rule

Planning Commission

I do not know how much latitude you have in making changes to the three proposed alternative maps, but I will ask you to consider the neighborhood, consider the existing infrastructure, and compare the likelihood of the city planners artist rendering of what could be to what is more likely to be the end result.

1) You have in the **compact plan MUR 85 or 7 + story buildings**, or in the **connecting plan MUR 65 or 5+ story buildings** being built next to light rail.

Pro – you can get the 700 new units that some say Sound Transit wants near the station and thereby maybe getting more money for Shoreline for further development.

Con - the majority of the public is against both of these proposals –

Con - buildings with this large of foot-print will need a lot of single family lots to build and that may take years for a contractor to obtain –

Con – 5th Avenue will become a major thoroughfare causing overflow onto 7th and 8th which are even less equipped for more traffic.

Con – 145th is still a big question and until that is figured out, just planning the light rail is going to cause a huge bottleneck.

Comment – as of right now, buildings that are 5 story are found on 15th and Aurora, buildings that are 7 story are only found on Aurora. Buildings this large are meant for cities, not Ridgcrest which is a single family neighborhood.

Compromise - rezone this area to MUR 45 or 4 story buildings. The foot-print is considerably smaller and would take less time to obtain enough land to build, this size would blend more with the neighborhood, there would not be as much increase the traffic as with a 7 story building.

Comment – I understand that in an area zoned for MUR 85 or MUR 65 does not mean that a 7 or 5+ story building has to be built there, but even the idea of something that tall being “allowed” to be built has a negative impact on the public. So why not downsize to something that can be more easily tolerated by the public and has a better chance of being built within the next 10 – 20 years.

2) You have in the **compact plan you have MUR 85** or in the **connecting plan MUR 45** building planned for 8th Avenue.

Pro – sorry I cannot think of any.

Con – same as above, as well as the high voltage lines that are located on both side of 8th Avenue. The lowest wire is about 50 feet, with the highest wire about 75 feet. I am not a builder, but to me, it would seem unlikely that a developer would want to construct a building around high voltage lines.

Con – 8th is a 25 mph street and with more traffic, the speed will only go up with the increase in traffic. This is also next to a park where a lot of kids play and walk to. Do you really want to increase the speed around that?

Comments – Your current maps show trees and sidewalks on 8th. When we asked for speed bumps or round-abouts to slow traffic, we got nothing.

Compromise – make 7th and 8th avenue part of the second phase which takes place in 2034 and only have it increased to MUR 35. If your first phase is a success, then the 2035 city council can look into changing the zoning.

Please consider scaling down your maximum zoning, reduce the overall foot print for the first phase, and make this redevelopment of the neighborhood something that will blend and not be an eyesore. The photos that have been circulating of 7 story buildings show the surrounding area as a developed city, not a neighborhood. Look at 5th Avenue in Maple Leaf, they have several story buildings with small business owners (art store, dog grooming, restaurant) on the lower levels and residence above, with residential streets on either side of 5th. With smaller buildings and slower growth you may win over more of the public, but still provide the structure for increased density, and increase the likelihood of actual construction, as well as provide increase ridership for Sound Transit.

Thank you for your time and your consideration.

Jan Helde

Ridgecrest

Submitter DB ID 1470
IP Address 67.161.86.240
Submission Recorded On 02/18/2015 9:59 PM
Time to Take the Survey 54 minutes, 29 secs.

Page 1

Even though the trains won't be running for nearly a decade, the City will spend the next year creating a subarea plan for the neighborhoods surrounding the future station. Adoption of this plan will change land use and zoning designations, and regulations that influence neighborhood character.

Please fill out this comment form, telling us what you would like to protect, enhance, or change about your neighborhood.

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

Traffic circulation and congestion issues, non-motorized safety, crime, air and noise quality impacts due to increased vehicular demand.

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

Not answered

3. What green building features are appropriate for future development here?

Use of solar panels for parking garage or station awning, pervious sidewalk concrete, adequate vegetation on site.

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

Enhanced connecting bus service to/from all directions, buffered bike lanes or cycle tracks along 5th Ave NE, strong non-motorized pathway across I-5 either via a new bridge or by widening existing bridge. Installation of bike lockers or a bike "cage" at the station to encourage bike-and-ride connections.

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

Either a new bridge for peds/bikes, or a wide multi-use pathway on the north side of the existing bridge (widened or cantilevered).

6. What concerns or suggestions do you have related to parking?

Spillover or "hide-and-ride" parking on neighborhood streets due to high demand for park-and-ride garage. 500 stalls is likely a reasonable capacity to meet ST's policy objectives, but there will be greater demand for parking than what is supplied. Other means of arriving at the station will need to be encouraged and incentivized. Free bike storage, wide non-motorized pathways, and excellent bus connections will help.

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

N/A

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

No comment.

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

Far denser than what is here today. I envision a balanced mix of moderate and high density residential with office space and retail interwoven into the land use fabric. Walking will be the predominant mode for most trips with Link serving as a core transportation options for many. Car ownership will be reduced since the walkable shopping environment and robust transit options will minimize the need for car travel.

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

Not much different. May downsize.

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

4-8 story buildings along major arterials and in and around major transit hubs such as Link stations should be the norm to accommodate growth over the next 20-30 years. A mix of uses ranging from residential to retail and office should be pursued to balance jobs and housing and to avoid the creation of a one dimensional land use environment (somewhat like what we have in Shoreline today with the large proportion of housing).

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

University Village, South Lake Union, and the Phinney Neighborhood all in Seattle come to mind. Each of these areas incorporate interesting open space plazas, unique shops and dining establishments, and sufficient walking domains where vehicular traffic is subdued.

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

Easy access but many modes of transportation, lots of open walking space, great lighting, interesting things to see and do.

February 18, 2015

Steven Szafran, AICP
City of Shoreline
17500 Midvale Avenue N.
Shoreline, WA 98333



RE: Parkwood Neighborhood Association Comments on the 145th Street Station Subarea Planned Action, Draft Environmental Impact Statement (DEIS)

Dear Mr. Szafran,

As stated in previous letters to the City, the Parkwood Neighborhood Association (PNA) fully supports and welcomes the arrival of light rail and the many opportunities for growth and improvements it will bring to our neighborhood and to the City of Shoreline. In previous letters from the PNA to the City, we shared our vision for Parkwood and the many improvements that we would like to see incorporated into development standards for the station subarea. In this letter, we focus our comments on the high-level issues that could result in significant changes to the character of our neighborhood and offer suggestions for how to reduce those impacts with tighter City control over rezoning that will still allow for increased density to meet the growing needs for new housing and services in the station subarea.

We support incremental increases in density in our neighborhood driven by regional population growth and the desire of future residents to live near the light rail station. This approach is more consistent with the recommendations in the City's market analysis. The market analysis recommended a scale of development that is more economical in the near term, can create a strong sense of place, and that can "prove" the viability of the station area market and set the stage for higher density development in the future, if desired. We are therefore questioning the need for immediate rezoning of the entire subarea for development that may not occur for many generations, and instead would like to see the zoning occur in phases.

In short, we feel strongly that rezoning needs to occur in phases, and that each new phase be triggered when the preceding phase has succeeded without adverse impacts to the City's infrastructure and the environment.

We have heard from many of our neighbors that they strongly favor such a plan to phase in rezoning in the subarea to 1) first maximize the potential for Transit oriented development (TOD) proximal to the station while minimizing neighborhood impacts, and 2) to avoid spotty development that would impact many more adjacent single-family residences throughout the neighborhood for generations to come until full build-out is achieved.

Subsequent phases of rezoning (we suggest three or four) could proceed when previous phases are on track for build-out, market demand for new development in the subarea can be demonstrated, and funding has been secured for the necessary infrastructure improvements (e.g., sidewalks, traffic safety

improvements, a new pedestrian bridge over I-5, improvements to Twin Ponds Park, sound barriers along I-5, and storm water improvements to Thornton Creek, which is at capacity now and floods Twin Ponds Park several times each winter). This would also allow impacts to our neighborhood's infrastructure and natural environment to be mitigated concurrently with development.

It is important that as the area changes, particular attention be given to improving the health of Thornton Creek and the parks in the subarea that are essential links within the Thornton Creek ecosystem. In Parkwood, Thornton Creek flows through a series of culverts and ditches before entering Twin Ponds Park and recharging its surrounding wetlands. The health of our parks is important not simply for the value of providing open space for residents, but because what happens in Shoreline, the headwaters of Thornton Creek, can affect the health of the entire downstream length of Thornton Creek, which as you know, is the largest watershed in the Seattle metropolitan area.

Although we applaud the City for its recent consideration of a phased approach to rezoning, we propose that the boundaries for the first phase be drawn in closer and limited to within three blocks of the station and also include existing commercial areas. We feel that this phased approach would supply enough units to meet the market demand for several decades, while confining the short-term impacts to a smaller area near the station and preserving the character of our neighborhood that we cherish. For instance, the City's market analysis for the subarea projected a demand of 500-800 additional dwellings through 2035. This is consistent with the number of new dwellings in the subarea we calculate using the City's assumed annual population growth rates of 1.5% to 2.5% and our assumed baseline of 1150 dwellings within the station subarea. In our letter to the City dated September 29, 2014, we showed how a modest level of rezoning in only a portion of the Parkwood half of the subarea could provide more than 1200 additional dwellings, which would meet the demand for additional units for the next 30 to 50 years after construction of the light rail station.

In addition to sharing these thoughts on phasing, we also make the following observations on traffic impacts, population and housing density, and development outside the subarea:

Traffic Impacts:

The DEIS states that traffic would increase under all alternatives but downplays the potential increases in traffic that would result from the higher density with the action alternatives by assuming more people would make use of local transit (busses) than would occur under the no-action alternative. We feel it is more likely that higher density under the action alternative will result in more cars on neighborhood streets because most people will continue to own cars and drive them around town for shopping and short errands. We think this should be considered in the City's traffic analysis so that the Final EIS reflects the impacts to traffic that are more likely to occur in our neighborhood.

Population and Housing Density:

The average density of 3.2 dwellings per acre in the subarea (zoned mostly R-6) reported on page 2-6 is misleading in that it infers that the development potential of the subarea under Alternative 1 is underleveraged, at only slightly more than half of the full build-out potential of 6 dwellings per acre. It appears that the density was calculated using the acreage of the entire subarea (approximately 1150 dwellings in roughly 360 acres), which includes parks, schools, churches, commercial properties, city

streets, and the I-5 right of way. Because most of the single-family residential lots (R-6) are actually only about 1/5 of an acre, the average density of developable land (which should exclude parks, schools, churches, commercial properties, city streets, and highways) is more like 5 dwellings per acre (and perhaps higher after considering the small number of multi-family units in the subarea) – much closer to the currently zoned, maximum-allowed density of 6 dwellings per acre. We had to estimate the number of dwellings in the subarea and the acreage of the subarea ourselves because they were not reported anywhere in the DEIS.

What this means is that the subarea is nearly at full build-out now, and there is insufficient space for the additional 1,133 households projected to be added over the next 20 years under current zoning, even if all of the churches and commercial properties were developed for residential use and a handful of the available larger lots (mostly east of the station) were split and developed. This is relevant because exaggerating future growth under the no-action alternative lessens the relative impacts of the action alternatives evaluated in the DEIS.

Further complicating the matter is the fact that the population, number of households, and employees listed in Tables 2-2, 2-3, and 2-4 for the roughly 360 acre (our estimate) “subarea” were actually tabulated for the combined Traffic Analysis Zones (TAZs) shown in figure 2.1, an area roughly three times the size of the station subarea. We ask that the final EIS calculate the existing density (dwellings per acre) using the area of buildable land in the station subarea where the rezoning is proposed and that a consistent definition of “subarea” be used throughout the document to avoid confusion. We also ask that the City justify how the existing zoning in the station subarea could accommodate a doubling of the number of households in the next 20 years.

Development outside of the Subarea:

The potential for new development in the subarea and the assumptions for the quantity of new units that light rail would support in the subarea seem inflated because they do not consider mixed-use development that is already occurring within one mile of the proposed station (e.g., Malmo on N 152nd Street off of Aurora, Aurora Square, and Tressa on Linden Avenue N at N 143rd Street. It seems more practical to encourage development in these areas (and more likely for it to occur there first) because they are currently vacant and/or already zoned for high density – and it would potentially delay the unnecessary displacement of hundreds of single-family homes in the neighborhoods surrounding the station.

We feel that the action alternatives should be considered bookends for full build-out in order to evaluate the greatest degree of impacts in the DEIS and should not be adopted as the Planned Action Ordinance for rezoning without carefully examining a phased approach to rezoning within the subarea. We believe the adopted plan needs to be consistent with the phased rezoning implied by the market analysis and that it is a plan that current residents see as achievable. We encourage both the Planning Commission and the City Council to adopt carefully planned phases that can be monitored to ensure their success.

Lastly, we want to say that we very much appreciate the work done by the Planning Commission, the City Council, and the City staff. We also appreciate this opportunity to provide input. We are confident

that by working together we can ensure that the rezoning will serve to improve the quality of life in not just our neighborhood, but in the entire City of Shoreline.

Sincerely,

Parkwood Neighborhood Association Board Members:

Chris Brummer

Katie Schielke (Chair)

Michelle Morgan

Yoshiko Saheki

Robin Lombard

Jennifer Cohen

Mara Calhoun

Stephanie Watanabe

John Featherstone

Chris Goodman

2/15/15

Dear Sir/Madam,

My name is Ruth Prohaska. I live with my husband Ron in a single family home located in the Ridgecrest neighborhood just north of NE 155th St., on 12th Ave. NE. I am writing today to comment on the Draft EIS for the 145th Street St. Station Sub-Area Plan, relative to the three proposed alternative plans.

We encourage you to consider only Alternative #3 – Compact Community.

Shoreline lacks a walkable town-center with pedestrian scale. The addition of a light rail station thankfully has the potential to improve the livability by realizing a walkable community with a town-center feel. Having sprawling up-zones, such as Alternative #2 – Connecting Corridors at 145th and another at 185th doesn't realize the walkable town-center idea. Alternative #3 – Compact Community zoning though would allow for more immediate density surrounding the station. Housing density, services, amenities, and mass transit utilization would be realized more quickly surrounding the station with Alternative #3. (I understand, MUR-85 is an expensive build and developers may balk at concrete and steel construction this far from Downtown Seattle or Green Lake. But switching MUR-65 into the Alternative #3 Compact Community plan would ameliorate this issue.)

The other reason we encourage you to consider Alternative #3 – Compact Community is neighborhood blight. It is a major concern for us in the Ridgecrest Neighborhood as the area is currently on the upswing. New homes are being built where blighted homes had been and homes are being remodeled on every block. A re-zone of Alternative #2 –Connecting Corridors sprawling into the neighborhoods ahead of housing needs will leave homeowners in single-family homes without pride of ownership as their properties would not be built to the highest and best use of the property. Although we hear that up-zoning will increase our property values, we know in fact that as the land becomes a more valued property to rebuild, the structure remaining loses value negating any real increase in property value and leading to neglect of regular maintenance. Most of these properties are one-story homes. An up-zone of Alternative #2 Connecting Corridors could also lead to pockets of townhomes in the middle of single-story neighborhoods long before the need to spread out from the walkable town-center area surrounding the station adding to neighborhood blight. Alternative #2 needs to have a mitigating timeline before actually up-zoning into phase 2 otherwise the neighborhoods become a hodgepodge of uses for many years to come.

The DEIS mentions an unmitigated storm water increase of 11%-14% with some additional study of associated flood prone areas. Our neighborhood, in the Little Creek Basin (see attached map), frequently encounters flooded crawlspaces and backyard areas. On occasion we have seen water pouring out of the crawlspace vents. We have high water tables on the east side of 12th with a need for continuous required pumping in the wet season to keep our homes dry. Our neighborhood needs an upgrade just to

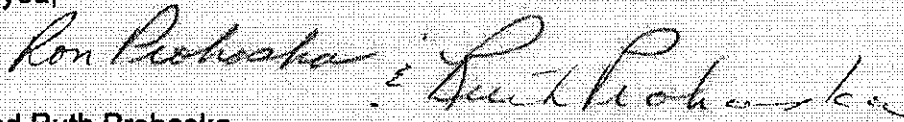
sustain the properties at their current use. With commercial development on 15th Ave NE and high density development west of 10th Ave NE we question how storm water issues will effectively be resolved at existing areas as well as new ones.

Increased traffic congestion has not been addressed at any of the planning meetings that we've attended. Is there a traffic study being done for the current major intersections that will be effected? The anticipated back-up at NE 155th and 15th Ave will cause cars to bypass the wait and fly through the neighborhood streets. Light and sidewalks on these streets are nearly non-existent. Infrastructure in the neighborhood to accommodate future rezoning, such as widening roads, putting in sidewalks, lighting, etc. is a needed first step.

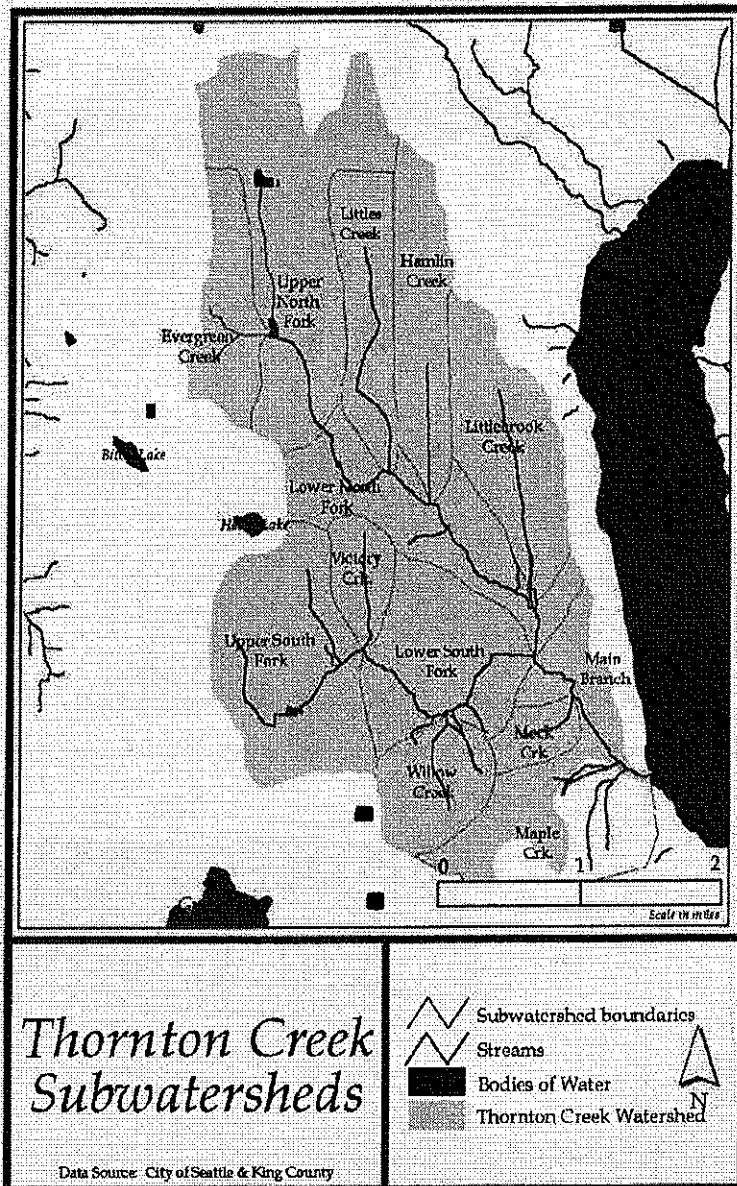
Currently Paramount Park is busy with skateboarders and children on playground equipment at all hours of the day with parking along NE155th Street. This park is at the crest of a hill that makes it nearly impossible for drivers to see the children crossing 155th at the crosswalk on 10th driving east on 155th. (See attached picture) Although there is one speed warning near 5th Ave for 30MPH, most cars during commuting hours which is also twilight much of the year are speeding. As 155th becomes a main route to the 145th St. station, we would like to see ticketing cameras and zoning lights similar to schools zones during twilight and commuting hours.

In summary, we are in favor of a concentrated subarea development. Alternernative #3 - Compact Community. We feel that a compact plan, resources can be better focused to address the zoning, traffic, and stormwater pressures impacting the residents of Shoreline.

Thank you,

Handwritten signature of Ron Prohaska and Ruth Prohaska in cursive script.

Ron and Ruth Prohaska



Thornton Creek Subwatersheds

Data Source: City of Seattle & King County

- Subwatershed boundaries
- Streams
- Bodies of Water
- Thornton Creek Watershed

Cory D. Secrist, PhD
16731 8th Ave. NE
Shoreline, WA 98155

February 18, 2015

Shoreline City Council
City of Shoreline
17500 Midvale Avenue N
Shoreline, WA 98133-4905

Dear Council Members,

I am writing you as a plea to rethink how affordable housing and population growth is managed in Shoreline. The current plan includes a radical rezoning of the 145th and 185th subareas. There are severe consequences to such expansive development in our city that I believe will have long term negative effects that hurt the poor and middle class in ways that are not directly addressed in the current plans. I am serious enough about this that I would urge you to decline approval of the current mass rezoning plans for the 145th and 185th subarea stations. I know this is a drastic departure from the current stated plans, and I realize some rezoning will likely be necessary, but I believe it is important for the future of our city and its citizens that this be done in a different way. Please, allow me to explain why and how.

Our friends in the neighboring city of Seattle have been embarking on a bold experiment for the past few years to create a marriage between commercial developers and the affordable housing movement. They are now trying to bring Shoreline and the rest of King County along with them on this venture. The major strategies of this experiment are 1.) to allow micro-apartments (aka "aPodments") to be built, 2.) to rezone huge areas of traditionally single-family neighborhoods so that they can be built over with apartments and businesses (particularly near light rail stations), and 3.) to incentivize developers to create affordable housing by offering up a 12 year tax exempt status for apartment complexes that maintain a certain percentage of affordable units. They have done this because Seattle rent prices have skyrocketed in recent years as Seattle has been an increasingly popular destination city, particularly among college students and young professionals. The basic economics of the affordable housing problem are that there is a higher demand for housing, with roughly the same limited supply, so apartment owners are raising rent prices to exploit demand, and developers want to increase supply by building and selling new units. On the surface, the developers sound like the good guys here who come in and supply the housing that people want at rates they can afford. But pay careful attention to their methods, for profit-driven developers and morally-driven affordable housing advocates make strange bedfellows. Throughout this letter I will address these three issues of micro-apartments, large-scale rezones, and property tax exemption incentives to explain why I believe these are not suitable solutions for affordable housing and create worse conditions for the poor and middle class.

Micro-apartments

First, micro-apartments are changing what it means to be low-income. While the current DEIS for Shoreline states that micro-apartments will not be allowed in the proposed MUR rezones, these tiny rental units are important to mention here because of the role they play in the larger picture of how King County intends to manage its low-income population. Micro-apartments have been developed in Shoreline along Aurora Avenue, and it is important to keep in mind that Seattle also has many of them not far from here, as do other parts of King County. Whereas a studio apartment previously could be no smaller than 400 square feet, new laws allow micro-apartments that range from 120-350 square feet. This is smaller than the typical one-car garage. It is roughly the size of two prison cells put side by side. Low income individuals are being tightly packed into tiny rooms in giant buildings. Developers will claim that there is a high demand for these aPodments, but this is somewhat misleading. Shelter is a basic human need, so housing is always in high demand. The demand is actually for reasonable rent prices, and reasonably priced rent is decidedly in short supply. Most people on a low income would gladly choose a 700 square foot one bedroom apartment over a 200 square foot micro-apartment if they were offered for the same price. There are very few people actively looking to live in tiny spaces. It is simply the case that a cramped space is better than living on the street, so people settle for less than they deserve. Meanwhile, micro-apartments are not only profitable for developers and landlords, but they are surprisingly quite lucrative. They have more tenants (and therefore more rent checks) packed into a smaller total space. While a micro-apartment will be rented at a lower monthly fee (~\$500-\$900 per month) than a studio or one-bedroom apartment (thus making it "affordable"), micro-apartments are actually 2 to 3 times more expensive *per square foot* than the average one-bedroom apartment. Thus, landlords are renting their tiny spaces at a premium, even though the monthly rent total is lower. Tenants are asked to compromise more in terms of space than apartment owners are compromising in profits. In fact, apartment owners can increase profits by squeezing more people into smaller space and charging more rent per square foot. Many developers are even getting property tax exemption by providing these "affordable" units, because "affordable" is defined by the monthly rate of a unit rather than the monthly cost per square footage.

Meanwhile, marketing is done to make people feel happier about their tiny spaces by giving aPodment buildings pretentious names (Avenida, Videré, Terrazza, etc.) to make them seem fancy and by praising interior designers and tenants for making surprisingly efficient use of compact space while leaving smaller ecological footprints. While these praises are justified, they serve a similar function to working class myths about the value of hard labor, which also contain a kernel of truth, but have historically served as a way for the rich to convince the poor that there is value in working longer hours for less pay. Now the rich are convincing the poor to live in less space too. Those at the top have historically provided myths for those at the bottom to maintain their respective class positions and to perpetuate a view that their divided class roles are righteous and good for all, while simultaneously ignoring inequity and the hypocrisy of the elite. They sound noble at first blush, but they function to maintain class divide. The new vogue is to encourage people to use less space and resources. Whereas low income people are being shepherded into confined micro-apartment units, the middle class will be led out of the market for single-family homes and into apartments, and only the wealthy will be able to afford houses.

Massive Rezoning

This brings me to my second major topic of radical rezoning and how it is changing what it means to be middle class. Neighborhoods that were previously designated as residential areas for single-family homes are being up-zoned to allow for mixed-use residential buildings. There is an expected trajectory that home values will make an upswing immediately following the rezoning, and then, as members of the neighborhood sell off properties to commercial developers and buildings go up, blight will drive down the value of later sellers' homes. In other words, it is a wiser decision (financially speaking) to sell in the early half of this process than in the latter half. However, as this is all happening, there is a decreasing supply of residentially zoned homes, because formerly residential areas will have been up-zoned to mix-use-residential. The cost of homes in residentially zoned areas can be expected to increase as a result of decreased supply. This means, that if you were in a rezoned area, even if your property value did increase with the rezoning, there is still the possibility of a zero-sum gain when trying to sell your home to buy another home in King County residential areas, since overall home values are likely to become increasingly costly. Instead, many low-middle to middle-class families who end up selling their homes will likely find they are unable to afford new homes and will instead need to move into apartments. In just a few decades time, it could very well be the case that more of the middle class will be living in apartments than in single-family homes, thus changing the very lifestyle expectation of what it means to be middle class in the coming decades. For those of us that are homeowners, the rezoning laws are the primary laws that protect us from having developers build large structures near our homes that block sunlight, increase fire hazards, lead to traffic congestion, and thin out available parking. Developers have a right to make a profit, but citizens also have a right to government protection from businesses trying to take advantage of the communities they are a part of.

Many of the informed homeowners in these neighborhoods are concerned, and for good reason. When their homes are rezoned to be included in mixed use residential zones, they will be sitting on what is akin to commercial property. This will likely increase the value of their land, but decrease the value of their actual homes, which are likely to be demolished for redevelopment. It is not clear whether or not this will work out in the seller's favor. From a property value standpoint, what this means is that if they decide to sell, they will most likely have to be selling to developers. Banks require a higher down payment for mortgages on commercial property, which residential home buyers are less likely to be able to afford. Developers can afford the higher down payment, but they are a smaller population of buyers and it can therefore take more time for the seller to sell a property. There is also an emotional toll here because to sell your home will mean that you also have to sell out your neighbors by contributing to the blight of the neighborhood when your former property leads to a giant new development over the top of where your house used to be. There is also the possibility of an added public expense of lawsuits filed against the city, as there is legal precedent for cases wherein citizens lost property value due to city rezonings that benefitted the public, but not the individual, and the judge's decision was that the city therefore owed compensation to the individual (see DeCook v. Rochester Intern and McShane v. City of Faribault).

The other point that needs to be addressed about the massive rezones is the assumption regarding their importance to the success of the Metro Light Rail. It makes sense to have some population density near

public transit stations, but with such large scale rezoning, I fear we are creating more population density than the light rail and the existing roadways will be able sustain. To put it simply, there will be far more new people than there will be available seats on the train and lanes on the road. Also, part of why I and many other citizens wanted the light rail development was to aid in decreasing traffic and commute times. If the train stations also come with increased population density around them, then the population growth will add more to the existing traffic problems than the light rail will help. The problem gets even worse when you consider that these new apartment buildings have limited parking requirements, leaving residents with cars to park along curbs.

Additionally, Shoreline's pre-existing city design is not well suited for a large increase in population density. People live in Shoreline, and work outside of Shoreline. This city does not compare to a city like Amsterdam, which is often held up as a model of how population density can be successfully achieved. In Amsterdam, the predominant form of transportation has long been the bicycle. The roads are designed to accommodate bikes and pedestrians, and the city has ample public transit buses, trolleys, trains, and subways. Shoreline has very few bike lanes and sidewalks, limited ability to expand roads, and even with the coming light rail, this city cannot provide as many public transit options. Amsterdam has workplaces and shops nearby, so people don't have to commute long distances. Shoreline has traditionally been a city where residents live to commute to jobs outside of the city, and where residents frequently shop in businesses outside of the city. Shoreline simply is not designed to be a high-density city, and the mass rezoning is not going to suddenly change that. It will simply make it all the more apparent as the sudden influx of new developments and population growth strain the city's infrastructure (roadways, sidewalks, bike lanes, sewer lines, water mains, etc.).

If we give up all of this territory in Shoreline to rezoning now, then we have little power over what developers do in the future. The current plan of a massive rezone makes a big assumption that the invisible hand of market forces will guide urban development into something palatable for the city of Shoreline. I am not willing to put my faith in such magic. If any rezoning is to be done, it should be strategically phased in and done sensibly. The zoning should be contingent upon the completion of specific milestones such as utilities, storm water, and traffic improvements. For example, a large building should not be developed until it is clear that the water main leading up to it can provide adequate water pressure to reach the highest floors. That water line may start several blocks away, and it should not be the responsibility of the tax payers to upgrade the pipe width so that a new building can have the water it needs. We should ensure that developers are good stewards to the city that they are developing in.

Tax Incentives to Promote Affordable Housing

The current plan for bringing in affordable housing is to entice developers with property tax exemption for providing a portion of their apartments with "affordable" units. I put the word "affordable" in quotes because I do not believe that the actual definition of "affordable" in the proposed legislation is a low enough rent cost, nor does it require enough units to warrant such a heavy tax break. According to the DEIS, in order for developers to achieve tax exempt status for 12 years, they must make apartments wherein 15% of the units would be rented out at rates affordable to people with an income that is 70%

or below that of King County's annual median income (AMI; though do note that this is not Shoreline's AMI). The annual median income for King County is \$66,476, so that 70% line would mean that they are providing affordable housing to people making \$46,533 or less. This is not typically the annual income people think of when they think of people in need of affordable housing. This is not low-income housing; it is lower-middle class housing. To help put a face to this, the affordable housing units might be affordable to some teachers and nurses, but not for people working in retail, food services, child care, nor emergency medical technicians. Given that the definition of "affordable" is that an individual spends no more than 30% of one's annual household income on rent, this means that the monthly rent would be \$1,279 per month or less. This is hardly any different from what rent rates are now. The median rent in Shoreline is currently \$1,487. As an analogous approximation of the 70% AMI, 70% of that average rent would equal \$1,041. In my estimation, this would mean that rent could actually go up in price, even within the "affordable" units. This plan to incentivize developers really adds nothing to the available affordable housing. It only helps stave off a projected increase in rent prices. This benefits the apartment owners and developers, not the poor.

Earmarking 15% of the units for affordable rates is too a low figure, and 70% AMI is not affordable enough. The earmarked 15% of units should be helping Shoreline's lowest 15% of income earners, but 13.9% of people in Shoreline fall in the Low to Very Low income range, who will remain unable to afford housing and will be unaffected by this supposed increase in "affordable housing" from tax incentivizing. The bottom line is that these plans appear carefully crafted to slide through political process under the banner of affordable housing, while actually helping make developers a lot of money and exempting themselves from paying property tax, thereby hoisting the burden of generating new tax revenue onto the surrounding home owners who will receive no such tax break. I am afraid we are being hoodwinked by a bit of business slight-at-hand. I am in favor of affordable housing, but I do not believe the current tax incentive plan provides it, and if this is a mistake to offer these incentives, it is a mistake that lasts for 12 years.

Thank you for hearing my concerns. In summary, I believe micro-apartments and massive rezones will respectively change what it means to be low-income and middle class in Shoreline over the coming decades. I do not believe Shoreline's existing design and infrastructure can adequately accommodate a large increase in density without better accommodations for transportation and utilities. If there is to be rezoning, I believe it should be phased-in, contingent upon meeting these accommodations before development can take place. I am concerned that rezoning residential neighborhoods will take away important protections from our current Shoreline residents. I do not believe that the current property tax exemption incentives will adequately lead to affordable housing. Please reconsider the plans for a massive rezoning of Shoreline, as well as proposed property tax exemptions for developers.

Respectfully,

-Cory Secrist, PhD

Liz Poitras, Shoreline resident

Feb 5, 2015

First I would like to say that I am not here to say "slow down", but I do think it would be very beneficial for a city official to very clearly state to the public why we are on the current timeline and what are the consequences of not meeting the deadlines.

Secondly, I would like to say that I am in favor of Alternative 3-Compact Community, with no added on corridors, for the 145th station subarea.

In Alternative 2-Connecting Corridors, by spreading out the potential for redevelopment, we also spread out the need for expensive infrastructure changes. Quoting the DEIS:

"At full build-out Alternative 2— Connecting Corridors would require the most utility and transportation improvements and upgrades, as well as the highest level of public services to serve the proposed growth (because this alternative at build-out would cover a greater geographic extent than under Alternative 3—Compact Community)."

(DEIS page 2-5)

Alternative 2 may also make it more difficult to assess the actual results of our new MUR zones and development code changes. The projects may be widely scattered and some problems in the code (such as traffic) may not be apparent early on. Even with all the hard work the planning department has put into changing the development code for the MUR zones, we will probably witness many unintended consequences such as the parking problem at the Polaris.

If you look at map 2, it has far less potential for affordable housing than map 3. If increasing affordable housing is one of the goals of the city, Alternative 3 should be chosen. Most of the area in map 2 is covered by MUR-35 zones which have no requirement for affordable housing. And if early developers in the MUR-45 areas choose "fee in lieu of", we could wind up with little or no affordable housing when the station opens. A quote from the DEIS:

"Alternative 3 would provide more housing opportunities than Alternative 2". (from page 2-12)

The DEIS identifies some of the increases in traffic in the area and they will be substantial. A quote from the DEIS regarding traffic in Alternative 2:

"N/NE 145th Street, N/NE 155th Street, Meridian Avenue N, 5th Avenue NE and 15th Avenue NE would all experience a large increase, with growth between 40 and 150 percent as compared to the No Action Alternative."

(from page 3-124, Section 3.32)

Their numbers for Alternative 3 are 40-140 percent. Somewhat smaller. Please note that 1st Ave NE, 8th NE, and 10th NE were "not explicitly analyzed". If the corridors are added this means more traffic everywhere due to the additional commercial/retail. We can't expect all the customers to arrive on foot.

For these reasons I am for Alternative 3-Compact Community.

Please include this in the Public Record for the 145th Station Subarea.

PLANNING COMMISSION 2-5-15

TOM POITRAS, RIDGECREST

145th STATION AREA

I support Alternative 3 – Compact Community with no added on corridors. I support phasing within the Compact Community where it is feasible. Neighborhoods within that area, which are not crucial for early population density increases to support Light Rail should not be opened up for development until they are needed. Those neighborhoods should be spared the unnecessary anxiety associated with what they perceive to be unfettered and uncontrolled development around them. That is, anxiety about loss of quality of life and property value loss if something unpleasant is built near them.

The stated purpose of the corridors is to increase business activity and connect existing large commercial areas. This is not believable. If it was, there would be more corridors included, some of which would be better suited to accomplish that purpose. Other corridors that could have been chosen are:

- 1) The major arterial 15th Ave. NE extended from 155th to North City, connecting North City with the substantial business district at 145th and 15th, and also the revitalized 145th. This would also increase business activity in North City.
- 2) The arterial Meridian Ave. from an upgraded 145th clear to Ballinger Way with access to the very busy shopping center at Aurora Village.
- 3) Up-zoning 165th from 5th to 15th NE to connect the little cluster of shops near the Crest Theater to North City.

The business district near the Crest Theater is a commercial dead-end. As stated above it doesn't commercially connect to North City and it has not been suggested it should be commercial above 165th. Although the initial corridor version had up-zoning around 8th Ave and 165th, potentially to support the businesses there, that possibility was abandoned with no explanation. I doubt an explanation will ever be forthcoming. The benefits of making 5th a Connecting Corridor from 155th to 165th, as currently configured, seem minimal at best and not worth disrupting the lives of the people who live there, including putting their property value in jeopardy. There are many types of businesses that would devalue any home next to them, and the code does almost nothing to prevent that from happening. This is true for all rezoned arterials, not just 5th Ave.

Has a study been conducted to provide an educated guess as to how many jobs will likely be created on 5th Ave. and 155th St. corridors, and how much they will increase Shoreline's economy for the next 10 or 15 years? I doubt it will be significant. A more likely scenario is those corridors will be degraded by cheap home conversions to marginal small businesses. Unfortunately home conversions are supported by some City officials. This home conversion degradation will inhibit good growth for the future. We want smart inviting streetscapes that people can be proud of.

PLEASE PUT IN THE PUBLIC RECORD.

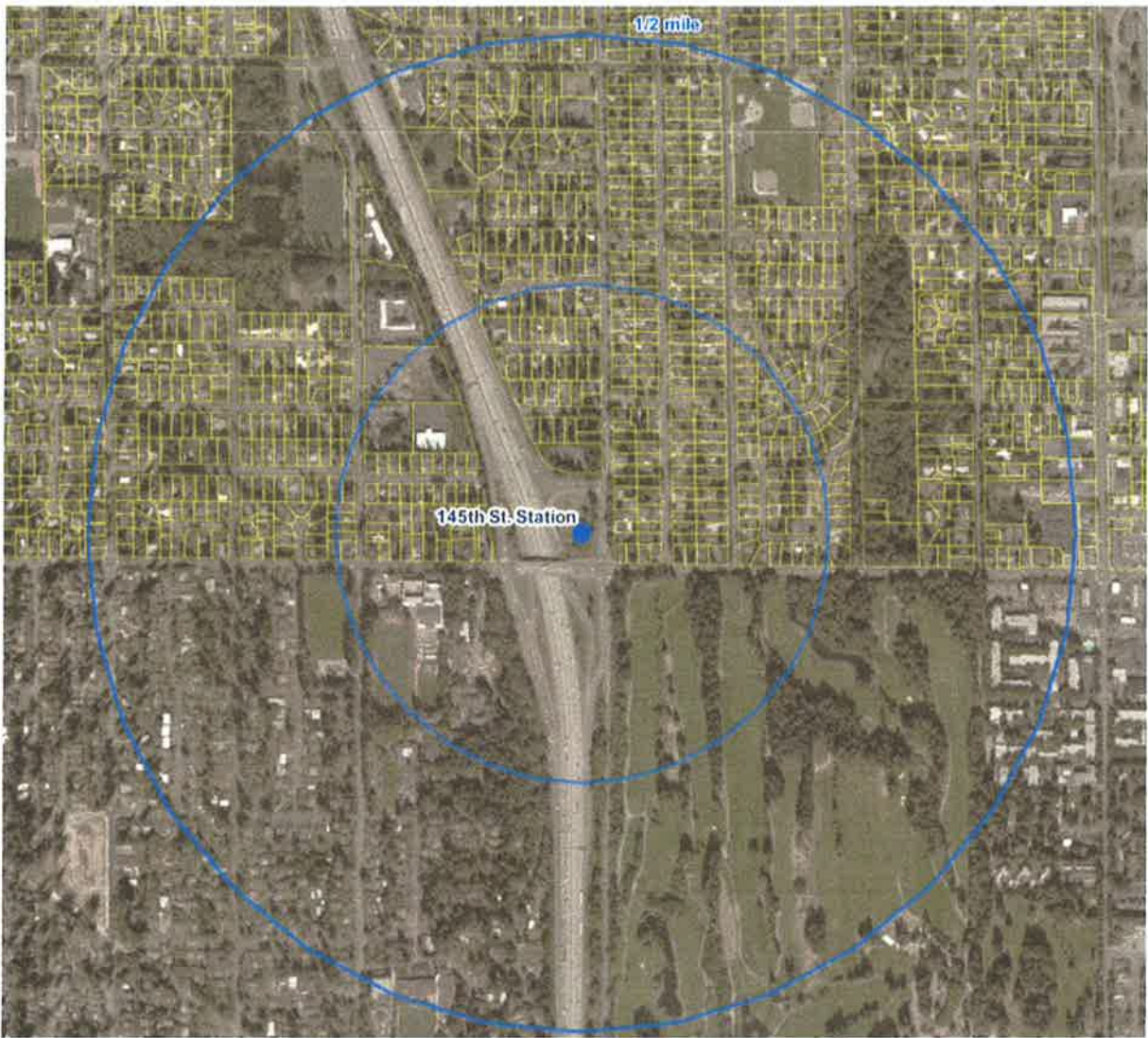
February 5, 2015

Shoreline Planning Commission:

As many of you know, Shoreline became a city in 1995 – happy 20th Birthday! The next year, the City decided to embark on the 20-year plan for the community. They had a kick off event and a series of meetings over the next 8 months with Shoreline residents. Then the Planning Commission consolidated all this information, came up with a draft plan that they then submitted to the City Council. At this point, “additional hearings allowed the public and Council to work together to establish a plan that would truly reflect the needs and desires of the community.” (from Shoreline Snapshot, 3/29/96) What has happened to the Shoreline staff and City Council in the past 20 years? Why do you make your decisions first and then ask us what we think? We’ve been trying to tell you for well over a year that the light rail projects are moving too quickly. I have not heard of one resident who has supported the high density zoning/building plans you have presented. This rezoning does not all have to happen now. Slower, controlled growth is so much more manageable for the community – roads, schools, utilities, police, fire and, most importantly the residents. Once the rezoning is in place, developers will be ready to come in and start their MUR35, MUR 45 and MUR65 projects. Then we will lose the entire character of our neighborhoods.

Do the current Shoreline residents want our City to look like Fremont or Ballard? No, I don’t think so. Many of us have lived here for well over 30 years and moved here to get away from the city. Please listen to us when we ask you to slow down the 145th Light Rail Station project!

Ginny Scantlebury
19625 – 27th Ave NW
Shoreline 98177
206-546-5627



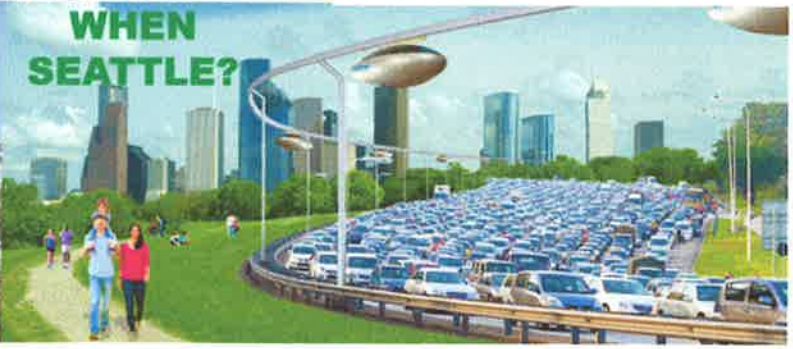
**NASA AMES OPEN HOUSE 10/21/2014
~40,000 VISITORS TO BUILDING 14
TO SEE 21ST CENTURY SKYTRAN**



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TEL AVIV ISRAEL 2015

**WHEN
SEATTLE?**

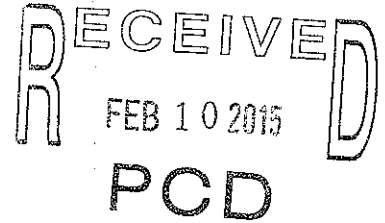


<http://www.tcrponline.org/PDFDocuments/TCRP%20RRD%2035.pdf>

**WHO HAS READ THE ABOVE TCRP-35? Written in 1999; how to take cars off the road.
Bus, rail and parking lots all contribute to congestion and increase Commute Time.
Every taxi, UBER, etc. takes 15 cars off the commute. Deregulate NOW!!!
Autonomous Taxi 7,200-108,000/Hr/lane (Ford Transit has 7 to 15 passenger vans).
SkyTran 7,200-14,400/Hr; Equals three Freeway lanes each direction:**

- Speeds up to 150mph.
- Available 24/7 and profitable
- NON-STOP to destination
- Never any congestion; [Like Internet, add nodes when needed.]
- Personal. [No stranger can ride with you.]
- Low cost station at home, apartment, business or neighborhood
- No MULTI-MODAL wait time; always available or seconds away.
- 100% ENVIROMENTALLY neutral. Gathers own clean power.
- Uses extreme right-of-way, can install anywhere a light pole can go.
- Quiet, like a glider.
- Ideal companion for "Rail/Trail" combinations (Ton of freight/second).

**TRAIN ~20MPH (200 SEATS) =1,600 PASSENGERS/HR MAX; Next ride 7.5-15+ minutes.
BUS < 12MPH (34 SEATS) =272 PASSENGERS/Hr NEXT RIDE 7.5 MIN Rush hour
SHUTTLE=3,600+ Per Stop; Taxi 1,440-5,400 [Per BUS or RAIL Stop]
PARK & RIDE=Congestion WAIT TIME 5-20 MIN Train & Bus return ~ eMpTy
SHUTTLE=1200-1800 + Per MINUTE; Taxi 120-720 + Per MINUTE [per BUS route +++]**



February 2, 2015

Shoreline Planning Commission
37500 Midvale Avenue North
Shoreline, Wa 98155

Re: Shoreline rezone

I would like to bring some of my concerns to your attention. It does not feel like the questions we ask are being fully addressed in the meetings and just the vision they have is being addressed.

I have lived in my neighborhood for almost 40 years. I bought my home in Shoreline for the schools, single family neighborhood and the quality of life from the vision of conservation for both plants and wildlife.

Upon retirement I will not be able to afford to pay rent or move to another location. My home is paid for and I have planned to live my life here. Please don't price us out of the neighborhood with burdensome property taxes.

If you put up apartments on 8th Avenue that are 7 stories high, I will not have any light for my home and gardens.

I think that traffic on 5th and 8th Avenue will not be addressed by putting in a turn lane and bicycle lane. It is already very congested on 145th and 5th during rush hour. I was told that you would not have to take land away from home owners to accomplish mitigation; I don't think that is true.

All multifamily and business dwellings must have assigned parking included in the rent. Other neighborhoods are proof that people will not be able to afford or be willing to pay for parking. The assumption that new people living close to a transit center will not need cars, is wishful thinking. If anything with transient apartments, you will have people sharing the apartments and needing additional cars.

Please don't take away all the character from our neighborhood. It is affordable housing.

There are sewage issues and water runoff that cannot be resolved without taking time.

Suggestions:

1. Don't put tall apartment buildings in this neighborhood. Keep the lower style apartments. Require parking in any multifamily building included in the rent with at the very least one car per apartment. Future generations may learn to live without cars but that is a long way off.
2. Don't try to do this whole project with one plan. Complete one section at a time and do phasing. See how well it works and start the next phase. The plans say this will take up to 20 years for completion. See how well it works and start the next stage.

Thank you for addressing our concerns. I am not adverse to some changes, but remember you will have people buying up homes, putting in renters and not keeping the neighborhoods up. They will be waiting to tear the houses down. My quality and the quality of my neighbor's life will be at stake.

Sincerely,



Roger and Shirley Parker
14805 9th Avenue NE
Shoreline, WA 98155

206-365-1489

February 5, 2015

Regarding 145th Station Area Plan and DEIS

To the Shoreline Planning Commission:

I live in the 145th Station Rezone Area. My immediate neighborhood, where I've lived since 1992, is just west of Paramount Park Open Space. It has become clear over the years that this area has been viewed as a development opportunity since the city began taking a look around after incorporation in 1995. This is particularly concerning since I live in a liquefaction zone, (according to maps provided to our neighborhood by city staff for emergency/disaster preparedness), so in my opinion putting in higher density where I live would be a pretty crazy idea, given that earthquakes are inevitable in this region.

We've had a variety of designations on city maps over the years. First we were referred to as a "Special Study Area". Then we were included as part of the SE Sub Area Plan – which by the way went as far west as 8th NE. Now that border has evidently been re-drawn (without notice) and we've been incorporated into the high density area surrounding the proposed 145th St. Station. These shifts and changes make it very difficult for me to trust city process. The following excerpt from the city's report for the SE Sub Area Plan, adopted just a few years ago in 2011, is one reason for my mistrust. (**my emphasis added*)

*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 stop near 145th St. and Interstate 5. New automotive technology may have transformed the fueling, design, and maybe even 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.***

Speaking of *paramount importance* - Paramount Park Open Space is a big reason why I love my neighborhood so much. Its trails connect different parts of the neighborhood, bringing neighbors together from everywhere surrounding it. This park is responsible for creating long-lasting friendships and great memories, some of which were formed while actively preserving and enhancing the park's natural features and hydrology with projects over many years, beginning well before the City of Shoreline existed. The park's beautiful creek, ponds, wetlands, trees, vegetation and abundant wildlife provide all of us who walk throughout the park some respite from our busy lives. This place adds beauty to our community and, I believe, heightens awareness of and appreciation for living things. Because of all this, I think it's of *paramount importance* to actually plan for the huge increase in density in our future. The maps show no parks in the mix with all the higher density buildings and the DEIS seems to say "just trust us", (as I said, I'm struggling with the trust thing).

So, why not expand this right along with the increase in density? Why not do something wonderful for future generations? How about setting aside the entire area between 12th NE and 8th NE by retaining its R-6 zoning, and then as density increases, so can park and open space increase. After all, this area's wetland function will absolutely be needed during storm events with the increased surface water runoff expected from increased density. A longtime resident-neighbor, who has now passed away, remembered that at the time when 145th was a still an unpaved road, some areas along 15th NE that periodically flooded from storm water were actually pumped into what is now called Paramount Park Open Space. The water has to go somewhere...

People around here know each other and know the neighborhood history because people stay here or move back because they grew up here. We have big block parties where that history is shared. We have several generations of families here, some in the same house, some in neighboring houses. The turnover of houses is infrequent, but when new neighbors move in they are welcomed. We have many young families who love it here and are so thrilled to be able to afford a home, and have no plans for moving. Our modest homes *are* "affordable housing."

I favored the station being sited at 145th (even though closer to me) in part because I naively imagined that at 145th there would be fewer negative impacts on neighborhoods than the 155th Street location. Clearly I was wrong. The two preferred rezone options are extreme and very unsettling to say the least. It's a shock to see maps of all the homes in my wonderful neighborhood completely gone, and hard to not feel under threat. The cruelest part of this process may be that while we who live here are being asked for input, this re-development "plan" has nothing to do with us. This is not for us, rather for some nameless, faceless future population, and the developers who will benefit from building it.

Furthermore, the intense level of density being proposed by the city is not necessary to meet either GMA targets or Sound Transit requirements, and is in fact, unprecedented in its size and scale. This is very troubling. My concerns are compounded by this tremendous increase in Shoreline's density being concentrated only on the east side of our city, completely wiping out many well-loved neighborhoods with the combined rezone areas for both 185th and 145th. Together these rezone areas will have enormous impacts on everyone.

My neighborhood stories are not unique. How are so many thousands of us supposed to accept that our homes, our lives, are so expendable? And so urgently? Where are the protections (or mitigations) for us? I've not found them in the DEIS.

As I said when I wrote to the Planning Commission regarding the 185th Station Area rezone, I am not opposed to light rail, or the stations, or increased density, or economic growth if well planned. Leaving everything to market forces is not a plan. Development will be random, which is the opposite of a plan. The *market forces* approach will not protect the interests of homeowners. However, from what I've read so far, there will be plenty of incentives for developers. I ask that there be a reasonable balance. At this stage, the "plan" is definitely one-sided.

I would support a more reasonable, much smaller, scaled down rezoning option, including

- Moderate, incremental, predictable (phased) upzoning via triggers such as having the station actually running, or utilities such as water/sewer infrastructure in place. Phasing will:
 - Provide some benefit current homeowners during transition to higher densities
 - Provide opportunities for city to observe how developments are working before expanding into larger area
 - Discourage blight caused by random development within a large area
- Well defined increased park and open space to accommodate and keep pace with the increase in population, incorporating protection of trees and wildlife habitat as well as other benefits to the watershed with consideration of the topography, stream systems and other natural features.
- Single Family Homes as a Conforming Use in all zoning designations. If single family homes become Non-conforming, it will:
 - Discourage maintenance of houses, causing blight
 - Be a disincentive to stay, effectively forcing people out
 - Create problems for financing both for any minimal/allowed improvements and for prospective buyers. These vulnerable homeowners would definitely not have the decades to plan and make decisions as the city purports.

The DEIS acknowledges in the *Changes in Neighborhood Character* section, that: *Major areas of concern include how transitions in the character of the neighborhood, and physical transitions between different land uses, will be managed. And: Some have expressed their disapproval regarding this level of change and have questioned why the coming of light rail should be accompanied by significant upzoning.* Not only does the DEIS not even attempt to address these questions, it essentially says “tough!” Here’s the statement: *The City acknowledges that even though a decision to stay or sell is entirely up to the property owner, those who feel as if their neighborhood is changing beyond their comfort level may still feel forced out. The City also acknowledges that even for those who support change, transitions and construction can be uncomfortable and unpleasant.*

It doesn’t have to be this way. I believe it’s the city’s job to represent its citizens and do everything it can protect their interests. This is entirely possible. I will hold out hope that my trust will be restored.

Thank you for reading my very long letter and for considering my perspective. Thank you to each of the Commissioners for all your volunteer efforts on behalf of our Community.

Sincerely,

Jan Stewart




Dennis D. Reynolds Law Office

200 Winslow Way W. Suite 380 Bainbridge Island, WA 98110

Land Use • Fisheries Law • Environmental Law • Business Law • Indian Law • Real Estate
206.780.6777 206.780.6865 fax www.ddrlaw.com

MEMORANDUM

TO: Shoreline Preservation Society
c/o Janet Way
940 NE 147th Street
Shoreline, Washington 98155

FROM: Dennis D. Reynolds 

SUBJECT: State Environmental Policy Act

DATE: February 9, 2015

You have asked that I provide initial comments on the State Environmental Policy Act (“SEPA”), RCW Chapter 43.21C. Your inquiries are in the context of two proposed Sound Transit light rail stations within the City of Shoreline. The stations would be located at 188th Street and 145th Street. The City is looking at a “planned action ordinance” as a tool to assess the two light rail stations. You have not asked me to comment at this time on any proposed legislation.

Planned Action Developments

You have not asked but I have serious doubts that the City of Shoreline can rely upon a “planned action” ordinance for the Sound Transit stations. Under the SEPA Rules, WAC 197-11-164(1)(e), an “essential public facilities” cannot be a planned action. In my opinion, the proposed transit stations are “essential public facilities.”

Stating as much, since 1993, SEPA has allowed local governments to rely on existing environmental documents in reviewing a project to determine whether compliance with adopted regulations will adequately address environmental impacts. This process is commonly called “planned action” development.” *See* SEPA Guidelines, WAC 197-11-164; -168.

There is a legitimate question as to how far a local government should utilize planned actions under SEPA. In an article in the December 7, 2012 Puget Sound Business Journal, a reputable land use attorney, Mr. Aaron Laing with the Schwabe Williamson & Wyatt law firm, stated: “By exempting increasingly larger infill development from SEPA, local governments may have no basis to condition or deny such projects, despite potential significant impacts.” I agree with this statement.

There are other approaches in addition to “planned action.” For one, a municipality can simply rely upon its local SEPA ordinance, and the “SEPA substantive authority” provided under the law, RCW 43.21C.080. Second, it can negotiate impacts via use of development agreements. There are other options between the two.

Memorandum re SEPA
February 9, 2015
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Phase Review

While employed by the Office of Attorney General, I had fairly significant input into drafting of the SEPA Rules, WAC Chapter 197-11. *See* attached bio. Those rules are intended to implement SEPA.

In 1995 the Legislature mandated local governments' planning under the Growth Management Act to integrate the SEPA process of project review to streamline the process. The stated changes to SEPA have not altered the basic proposition that phasing is highly discouraged under that law. After all, the whole is always more than the sum of the parts.

Here is some basic law on SEPA implementation addressing the very narrow context in which phasing may be allowed when one part of a proposal is truly "independent" of another.

SEPA was enacted in 1971 to "promote the policy of fully informed decision making by government bodies when undertaking 'major actions significantly affecting the quality of the environment.'" *Norway Hill Preservation and Protection Ass'n. v. King County Council*, 87 Wn.2d 267, 272, 552 P.2d 674 (1976).

SEPA is designed to ensure that local governments consider the environmental and ecological effects of major actions to the fullest extent. *City of Des Moines v. Puget Sound Regional Council*, 108 Wn. App. 836, 849, 988 P.2d 27 (1999) (citing RCW 43.21C.030). Its purpose is to provide decision-makers with all relevant information about the potential environmental consequences of their actions and to provide a basis for a reasoned judgment that balances the benefits of a proposed project against its potential adverse effects. *Id.*; *King County v. Wash. State Boundary Review Bd.*, 122 Wn.2d 648, 659, 860 P.2d 1024 (1993).¹

The environmental review process in SEPA is designed to work with other laws and regulations to provide a comprehensive review of a proposal. *See Save Our Rural Environment v. Snohomish County*, 99 Wn.2d 363, 373, 662 P.2d 816 (1983).

A "major purpose" of SEPA is to "combine environmental considerations with public decisions." *West Main Associates v. City of Bellevue*, 49 Wn.App. 513, 518, 742 P.2d 1266 (1987) (citing RCW 43.21C.075(1)). Consistent with this purpose, "SEPA mandates governmental bodies to consider the total environmental and ecological factors to the fullest in

¹The National Environmental Protection Act (NEPA) is substantially similar to SEPA, Washington Courts may look to federal case law for SEPA interpretation. *Des Moines v. Puget Sound Council*, 98 Wash.App. 23, 28 n. 28, 988 P.2d 27 (1999). NEPA requires the government to take a "hard look" at environmental and ecological factors in reaching decisions. *Nat'l Audubon Soc'y v. Dep't of the Navy*, 422 F.3d 174, 184 (4th Cir. 2005). It should be noted, however, that the policy of environmental protection underlying SEPA is "far stronger" than that behind NEPA. *ASARCO Inc. v. Air Quality Coalition*, 92 Wn.2d 685, 709, 601 P.2d 501 (1979) (citing *Leschi Improvement Council v. Washington State Highway Comm'n*, 84 Wn.2d 271, 279-80, 525 P.2d 774, 804 P.2d 1 (1974)).

Memorandum re SEPA
February 9, 2015
Page 3

deciding major matters.” *Eastlake Comm’ty Council v. Roanoke Assoc., Inc.*, 82 Wn.2d 475, 490, 513 P.2d 36 (1973).

The foregoing policy considerations must be integrated into governmental decision-making processes so that “presently unquantified environmental amenities and values will be given appropriate consideration in decision making along with economic and technical consideration.” RCW 43.21C.030(2)(b); *Eastlake Comm’ty Council*, at 492.

Under SEPA’s “full disclosure” requirements, segmenting a proposal is inappropriate “piecemealing” because it fails to consider all impacts, especially “cumulative” impacts.

Piecemealing is the practice of conducting environmental review only on current segments of a project and postponing environmental review of later segments until construction begins. *Concerned Taxpayers Opposed to Modified Mid-South Sequim Bypass v. State, Dept. of Transp.*, 90 Wn.App. 225, 231, 951 P.2d 812 (1998) (citing *Cathcart-Maltby-Clearview Community Council v. Snohomish County*, 96 Wn.2d 201, 210, 634 P.2d 853 (1981)). This practice is disfavored because later environmental review often becomes merely a formality, as the construction of the later segments of the project has already been mandated by the earlier construction. Thus, the concern with “tunnel vision” SEPA review.

For the City of Shoreline matter, it does not appear that the various “phases” are independent of each other. Clearly, approval of any one of the two stations will facilitate future actions.

Under these circumstances, the City of Shoreline must consider impacts with regards to “phasing.” See WAC 197-11-060(4)(c) (“[a]gencies shall carefully consider the range of probable impacts, including short-term and long-term effects. Impacts shall include those that are likely to arise or exist over the lifetime of a proposal or, depending on the particular proposal, longer.”). See also WAC 197-11-060(4)(d) (“[a] proposal’s effects include direct and indirect impacts caused by a proposal. Impacts include those effects resulting from growth caused by a proposal, as well as the likelihood that the present proposal will serve as a precedent for future actions”).

Attachment

[END OF MEMO]

Attachment I -Public Comment

Dennis D. Reynolds is a 1972 graduate of the University of Washington Law School. He was employed by the Washington State Office of Attorney General from 1972-1984 where he handled complex environmental and regulatory licensing matters. He also drafted the State Hydraulic Code regulations as well as helped draft the SEPA Rules. In private practice, Mr. Reynolds has represented local governments, public utilities, port districts, and private property owners and businesses on land use, environmental, shoreline, Indian Law, local, state and federal regulatory matters. Dennis is the owner of the Dennis D. Reynolds Law Office on Bainbridge Island. He was named a "Best Lawyer" in several categories by *Washington CEO Magazine* in 2008. His AVVO rating is a perfect "10." He is named as a "Super Lawyer" in Washington and one of the Best 5000 Real Estate/Land Use lawyer in the United States by Martindale Hubbell.

ATTACHMENT C: COMPACT COMMUNITY 145TH STATION SUBAREA POTENTIAL ZONING SCENARIO

- Park
- Paved
- TG-1 to TG-4, Town Center
- R-5, 8 units/acre
- R-8, 8 units/acre
- R-12, 12 units/acre
- R-18, 18 units/acre
- MUR-35, Mixed Use Res - 35 height
- R-24, 24 units/acre
- MUR-45, Mixed Use Res - 45 height
- CB, Community Business
- MB, Mixed Business
- MUR-55, Mixed Use Res - 55 height
- Light Rail Alignment
- Study Area Boundary

Submitted @ Public Hearing 2/5/2015 Scan in (Janet way)



103310 - 1114 2015 January Scenario 10 Alternative

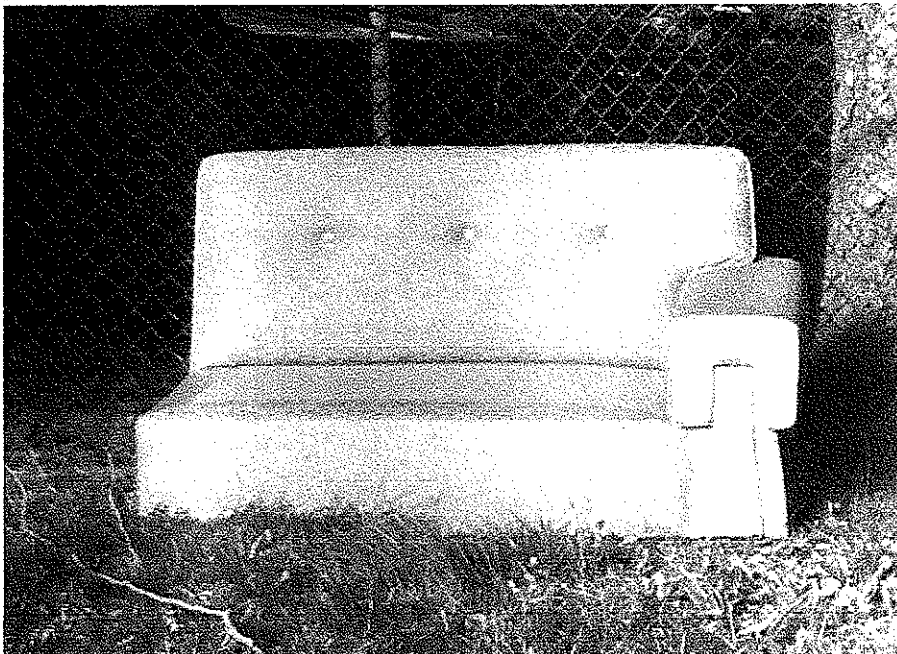
Shoreline-Congestion-145th-S

LIGHT RAIL doesn't go where people want/need to go. The planners teach: Build high rise apartments near the stations. My wife and I spent 10 days in Singapore, which is said to have the best light rail in the world. I noted that the apartments near the stations were for the poor, with laundry lines shared between adjacent apartments on the same floor. Where we lived (with daughter and Professor-husband). The apartments were completely modern with four elevators in each building up 30+ floors. Six of these surrounded a huge swimming pool with beautiful adjacent nature fish/water plant pools. These were about a mile from two stations. Although the cars cost about three times our prices, it was cheaper to take a taxi with the four of us (after his teaching activities were done for the day). [Recent studies have shown that each Taxi type of vehicle in use, leads to 15 fewer cars on the highways.]

PM rush hour:



This Briarcrest neighborhood was rezoned commercial as part of the Briarcrest subarea Plan on a 20-year timeline. Not much has changed since the subarea was adopted in 2009 except the neighborhood has become more run down, as developers have been buying up property but not maintaining it. How many more years will it be before high-density residential buildings actually built? Do we want this kind of "redevelopment" for the rest of Shoreline?



Here is a piece of furniture that adds to the Appalachian ambiance of this block.

Valentine's Day brings a gift with it other than chocolates. We receive our tax statements. Nearly 50% of my assessment goes to the school district and fire department. In the discussion of costs associated with development, I have heard no discussion of impact fees to recover the costs these special purpose districts will be required to ultimately pass on to us.

The following actions and the subsequent increases in expected population as calculated from the city deis reports are 145th St: 5314 people; 185th St: 5399 people; Aurora Square 2477 people; Town Center: 2600 people; Point Wells: 6000 new residents. These alone total 21,760 new residents.

Left out of these calculations are the North City business district, the possible expansion at Fircrest, the Crista master plan, south east area sub plan, Lake Forest Park's gateway project, and the Shoreline Community College master plan. I will leave it to you to ask for the figures from these projects.

From a current population of 53,000 residents, if all of these plans come to pass the population could easily top 85,000 people.

This would create the second most densely populated city in the state in population per square mile, exceeded only by Seattle.

Let me put these numbers into perspective. For each 1000 people numerous professional sources recommend 1.3 firefighters. This would add approximately 40 firefighters to the payroll. Likely 4 new stations would be needed. We currently have only 1 ladder truck with backup coming from the Seattle fire department at 105th and Aurora. We need at least one more plus retrofitting existing equipment to meet these anticipated needs.

The FBI reports that the average police force provides for 3.4 employees per thousand, both sworn and civilian combined, which at the rates mentioned above would mean over 100 new employees. The school district figures are even more staggering. The school 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.

The above mentioned actions are not stagnant. Things are changing with additional unanticipated consequences.

The expected dormitory at Shoreline CC fell through and the loss of this project will increase the traffic impacts in the Aurora and train station corridors.

The Aurora CRA planned on a 360 stall garage on the WSDOT site. Instead WSDOT will expand increasing traffic. There is no hydrology or geology report on the CRA site

No study has been undertaken to determine the existence of piped streams that may be required to be day lighted as part of development. There is a critical area habitat along Aurora that was addressed in the sighting of the train station as part of the reason for the I-5 location. Improvements to the fire station at 155th are not identified.

The property tax exemption program is scheduled to become permanent so that the increases in property taxes needed to fund many of these projects will not be available. This is just a snap shot of some of the uncalculated costs associated with development. Thanks for the 3 minutes.

Liz Poitras
Shoreline

February 19, 2015

I keep hearing in City Council meetings that we need to have more housing choices for the people in Shoreline and that is one of the benefits of rezoning in the station subareas. That is a great goal.

I was looking at a map in the DEIS, in Section 3, called

Figure 3.2-3 Affordable Housing Units by Income Group in Shoreline

The map indicates its source as the Comprehensive Plan 2012.

I built a table from that showing the available stock of housing units affordable by Low median income (\$40,000 - \$60,000) and Very Low income (\$5,000 - \$40,000). For just the Low median income range the house values range \$99,720 – \$265,999. I sorted them from most units to least units by neighborhood.

Neighborhood	# Houses Affordable by Median Income of \$40,000 - \$60,000 "Low"	# Houses Affordable by Median Income of \$5,000 - \$40,000 "Very Low"
Ridgecrest	1495	0
North City	1208	0
Echo Lake	769	0
Meridian Park	735	3
Briarcrest	596	0
Parkwood	583	0
Richmond Highlands	461	0
Hillwood	458	0
Ballinger	317	2
Highland Terrace	291	0
Richmond Beach	162	2
Westminster Triangle	126	0
Innis Arden	0	0
The Highlands	0	0
TOTAL	7201	7

Ridgecrest has 20% of all of these houses in Shoreline. If you take those neighborhoods affected most by the light rail station subareas (Ridgecrest, North City, Echo Lake, and Parkwood) you have 56% of this type of house in Shoreline. Obviously not all these houses are in proposed rezone areas.

Now there are a lot of different ways you can spin this data, depending on what you want to sell. You could say that these folks are in these homes because they can't find lovely little apartments to rent or townhomes to buy because Shoreline doesn't provide enough in this price range. But to many people affordable housing might mean a small house with a yard for the children to play and an area to grow vegetables or a small house to have a hobby.



145th Street Station Subarea Planned Action

Draft Environmental Impact Statement

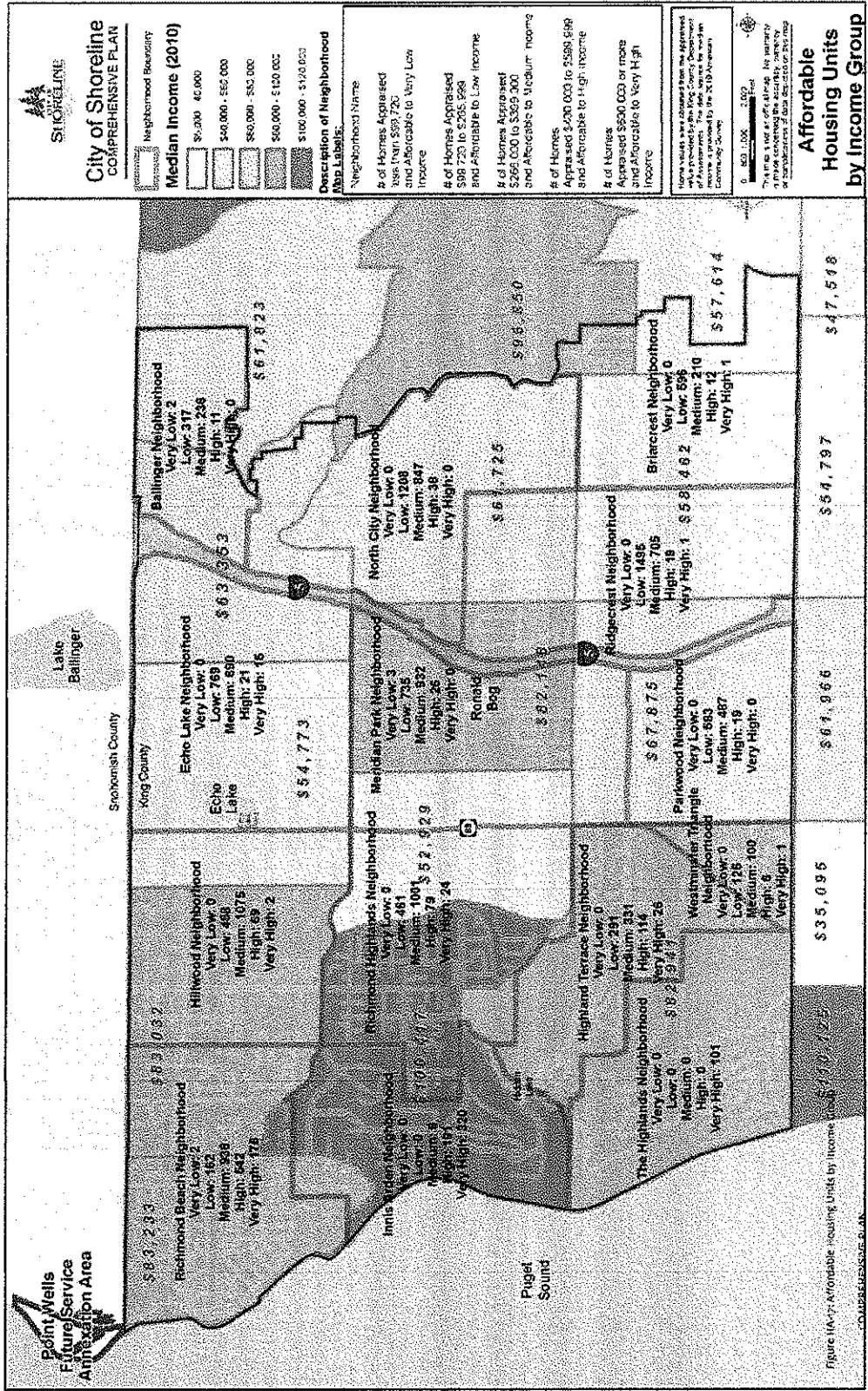
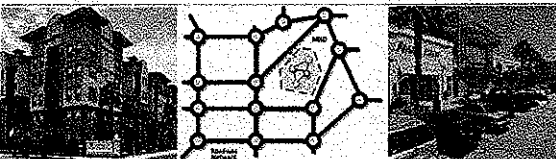



Figure 3.2-3 Affordable Housing Units by Income Group in Shoreline

Internal Trip Capture for Mixed-use Developments



Dr. Pei-Sung Lin, Ph.D., P.E., PTOE, FITE
Program Director
ITS, Traffic Operations and Safety
Center for Urban Transportation Research

CUTR Webcast
Online Series
Thursday, October 16, 12pm



CENTER FOR URBAN TRANSPORTATION RESEARCH

CUTR Acknowledgements

Research Team

Center for Urban Transportation Research - University of South Florida

- Dr. Pei-Sung Lin, P.E., PTOE, FITE, Program Director
- Dr. Aldo Fabregas, Research Associate*
- Dr. Abdul Pinjari, Assistant Professor
- Ms. Karen Seggerman, AICP, Senior Research Associate
- Dr. Changyoung Lee, AICP, PTP, Senior Research Associate
- Mr. Vivek Koneru, Graduate Assistant

Texas A&M Transportation Institute

- Mr. Brian Bochner, Senior Research Engineer
- Dr. Benjamin Sperry, Assistant Research Scientist**

Florida Department of Transportation

- Ms. Gina Bonyanni
- Mr. Gary Sokolow

* Assistant professor at the Florida Institute of Technology
** Assistant professor at Ohio State University

The Internal Trip Capture for Mixed-use Developments | CUTR Webcast - 10/16/2014


CUTR Outline

- Project Background
- Trip Generation and Internal Trip Capture Concepts
- FDOT CUTR Study Sites
- Full Set of Study Sites
- Results and Discussion
- Conclusions and Recommendations

The Internal Trip Capture for Mixed-use Developments | CUTR Webcast - 10/16/2014

Introduction

Internal Trip Capture for Mixed-use Developments



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RESEARCH

Project Background

- MXDs have emerged as a planning initiative to support sustainability efforts by promoting complementary land uses in close proximity.
- Accurate data and methodologies (internal trip capture) are necessary to evaluate trip generation on MXDs.
- Nationwide, there have been efforts to enhance both the data availability and estimation methodologies to estimate internal trip capture rates (NCHRP, EPA).
- FDOT's interest in MXDs in Florida to improve the accuracy of trip internalization estimation in the development review process.

Trip Internalization for Mixed-use Developments | CUTR Webinar | 10/16/2014

Mixed-Use Developments (MXD)

A mixed-use development (MXD), according to the Urban Land Institute (ULI), is a single physically and functionally integrated development of three or more revenue producing uses developed in conformance with a coherent plan (NCHRP 684)

A multi-use development is a real estate project of separate uses of differing and complementary, interacting land uses that do not necessarily share parking and may not be internally interconnected except by public street and/or other public transportation facilities (NCHRP 684)

A multi-use development is typically a single real-state project that consists of two or more ITE land use classifications between which trips can be made without using the off-site road system (*ITE Trip Generation Handbook 2nd edition*)

Objective: To accurately estimate the external trips generated by MXDs

Trip Internalization for Mixed-use Developments | CUTR Webinar | 10/16/2014

Slide 6

AdJFA1 This slide can be improved
Aldo de Jesus Fabregas Ariza, 6/20/2014

**Comments Presented to the Planning Commission
City of Shoreline**

Regarding the 145th St. Station Light Rail Subarea Plan Public Hearing

February 19, 2015

Submitted by Brian Derdowski

On behalf of

Public Interest Associates
Sensible Growth Alliance
and
Shoreline Preservation Society

The following comments are in response to the February 19 staff report. The quoted sections are followed by our comments in bold italics.

1)

"The City built on information in Sound Transit's DEIS, including traffic modeling and other environmental analysis to create the 145SSSP DEIS."

If the staff "built on information", then where is that information in the DEIS? This information must be specifically included in the DEIS in order for it to be reviewable by the public and parties of record, fairly considered by the decision makers, and subject to appeal. If the staff considered this information useful and important, why wasn't it included in the DEIS?

2)

"Transportation staff that were very involved in review and commenting on Sound Transit's DEIS have advised that there is no substantial reason to wait for Sound Transit to publish their FEIS before moving forward with station subarea planning."

With all due respect, transportation staff are not 'the deciders' when it comes to what should be included in a DEIS. The point the various commenters were making is that the extensive analysis that Sound Transit is doing regarding transportation impacts, station design, construction impacts, land use impacts, stormwater impacts and other issues should be included in the DEIS for the 145th Station Project. Sound Transit's project and the City's subarea plan are inextricably linked. The City's subarea plan is based on Sound Transit's project, and was initiated as a direct result of that project. It is not consistent with SEPA law and rules to separate these two projects.

3)

"Sound Transit will be responsible for mitigating impacts caused by the stations, parking garages, rail lines, and the traffic caused by users getting to either of the stations. Their FEIS will identify (and their Board will make a decision on) impacts and mitigations for which they will be responsible."

The City is responsible for evaluating Sound Transit's impacts, and, as the permitting agency, should be the lead agency in doing the SEPA review. If the City includes Sound Transit's impacts in its DEIS, then it will have the authority to condition that development appropriately. Other cities have used this approach in dealing with Sound Transit, and Shoreline should too. By trusting Sound Transit to "identify impacts and mitigations", residents might even suggest that the staff is being naïve, and failing to adequately defend the interests of the City and its citizens and businesses.

4)

“Impacts and mitigations that are not attributed to Sound Transit stations, parking, rail lines, or commuter traffic will need to be implemented by the City as capital projects, or developers who build new projects in the subarea.”

This statement makes no sense in the context of the public comment. The purpose of SEPA review is to identify impacts. Properly documented, they provide the basis for imposing SEPA mitigation conditions. By incorporating the Sound Transit SEPA review into the subarea SEPA review, any SEPA gap can be identified and mitigated. Once the City finalizes its SEPA review, it would be time consuming and costly to revise its FEIS based on findings and recommendations in Sound Transit's review.

5)

“The City and community will have additional opportunities to work with Sound Transit through Transit-way and Development Agreements, and their design process for stations, parking garages, the 185th Street overpass, and 195th Street pedestrian bridge.”

What does “opportunities to work” mean? The City’s authority to condition Sound Transit’s project is based on its development code and SEPA. Not including Sound Transit’s project in its 145th Station DEIS means that the City will not have the authority to use SEPA as a regulatory tool. Since the City’s development code does not fully address all of the issues that rail stations typically pose, this would be a significant risk to the public and the City.

6)

“Should 185th and 145th impacts and mitigations be combined into one EIS?- Staff does not anticipate a problem with having two separate EIS documents because the two sets of analysis are being looked at by the City collectively and cumulatively.”

This statement is not documented, and is incorrect. Staff may “not anticipate a problem”, but a protracted legal appeal would be a major problem. This comment, in fact, would be good evidence against the City’s procedure. If it is true that both projects are being looked at “collectively” and “cumulatively”, then that meets the legal test for requiring them to be considered in the same SEPA process and documents.

7)

"For the 145th DEIS, "upstream" and "uphill" redevelopment of the 185th subarea was a consideration in the utilities and surface water analysis and as addressed in those sections of Chapter 3."

This statement is not documented, and is incorrect. The peak flow and watershed analysis are not consolidated or even consistent with each other.

8)

"The transportation analyses of both EISs considered known cumulative traffic forecasts (inclusive of both subareas, traffic forecasted in the City's transportation master plan, and traffic related to Point Wells)."

This statement is not documented, and is incorrect. The stated Baseline Forecast assumptions for both station projects are somewhat different and do not mention that the rezone proposals for both station sub areas were considered together. If the data was consolidated when the models were run, then this should be documented in the record. A review of the findings, however, strongly suggest that the various alternatives for both stations were not modeled together.

9)

"The percentages of increased surface water flow calculated for each alternative are the unmitigated expected increases in flow."

This statement is incorrect. The DEIS analyzed "peak flow", not "flow". The method used was the "Rational Method", which only measures peak, not volume. In order to identify current capacity constraints and project future mitigations, the staff should have used a "Modified Rational Method", or other more accurate methodology.

10)

"Because of constitutional and statutory limits on the amount property taxes can increase, such as the 1% limit, it is safe to assume that an increase in property values and assessed values will not automatically lead to an equivalent increase in property taxes."

This statement is misleading. While there are limitations to overall tax collections, there are no limits to increases on individual properties.

The following additional comments are offered:

1. The traffic analysis does not accurately predict mode splits, background traffic, existing demand capacity, projected demand and capacity or cumulative impacts of related land use decisions.
2. 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 two documents submitted under separate cover: "California Smart Growth Trip Generation Rates Study" dated March 2013 and "Internal Trip Capture for Mixed-use Development" by Dr. Pei-Sung Lin, et al. dated October 16, 2014.
3. The DEIS states that: "This analysis provides a planning-level assessment of the level of improvements that will be needed to accommodate growth." **This level of analysis is inappropriate for Planned Actions where implementing projects are exempt from additional SEPA review.**
4. The DEIS states that: "The analysis of change in peak discharge was for DEIS planning purposes only and does not reflect actual expected post-redevelopment conditions. The purpose of the study was to receive a relative understanding of a conservative ("worst-case scenario") unmitigated potential increase in surface water discharge potential zoning increases will have on the current surface water collection system." **This level of analysis is inappropriate for Planned Actions where implementing projects are exempt from additional SEPA review. Moreover, the study does not present a "worst case scenario" because it utilized a fairly low level storm event and utilized the Rational Method that is recognized as inadequate in predicting levels and timing of actual flood events.**
5. The DEIS does not address the full range of stormwater impacts which are related to increases in population such as increased chemicals, metals, and other pollutants.
6. The DEIS appears to use the same twenty year market demand forecast as the 185th Station project, and thus doubles the projected demand.

CUTR Trip Generation Methodologies

- ITE trip generation rates are typically used to estimate traffic impact for proposed developments
- Depending on the scope and type of the proposed development there are different methodologies that can be used for trip generation:
 - ITE Rates: single use, free-standing sites typically in suburban contexts
 - Urban Infill Rates: Single use within the urban core, used to assess trip generation in re-development projects
 - Internal Trip Capture Rates: Two or more land uses in close proximity (MXD), typically suburban
 - Community Capture: Larger scope, applicable to small towns
 - Analytical Methods: e.g. linear regression, used in the travel demand model, include more independent variables and include traveler's socio-economic attributes

Trip Generation for Mixed-Use Development | CUTR Webinar - 10/16/2014 | 7

CUTR ITE Trip Generation Rates Pros and Cons

Advantages

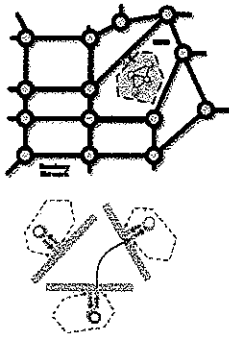
- Single input for trip generation estimation in proportion to land use size
- Reproducible output for the same input
- No requirement of specialized equipment or software to be applied
- Widely accepted

Disadvantages

- Limited explanatory power
- Obsolescence due to prolonged data life cycle

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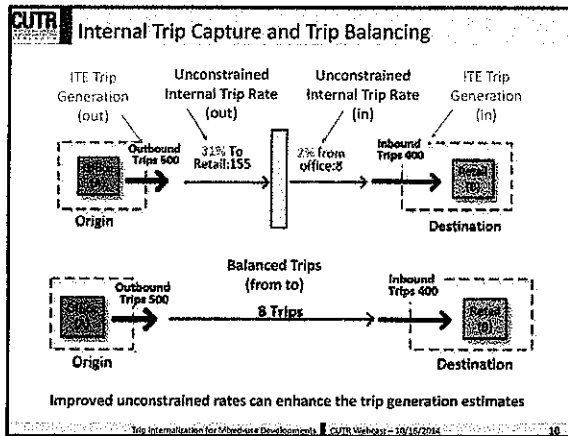
CUTR Trip Generation for MXD Summary

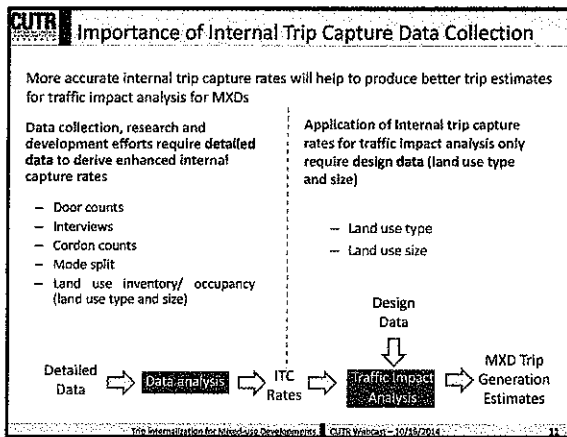


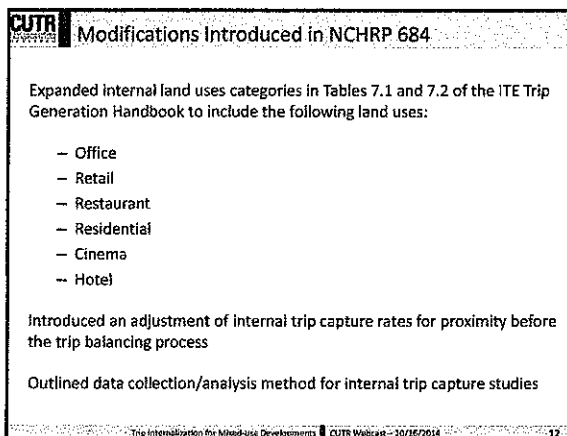
- The objective is to determine the traffic impact on the roadway network
- ITE trip generation rates are used to determine the number of trips per land use in the MXD
- Some of these trips will naturally be between land uses that are already present in the MXD [internal trips]
- Internal trip capture rates reflect the percentage of trips that occur within the MXD by land use and by direction

Single-Use Free-Standing Cordoned Courts (Trip Generation Rates)

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CUTR **The Recommended NCHRP Estimation Method**

1. Determine whether the methodology is appropriate for the development to be analyzed.
2. Define the pertinent site and development characteristics.
3. Estimate single-use trip generation for each component land use using ITE or other acceptable source; convert to person trips.
4. Use **unconstrained internal capture percentages** to estimate the number of potential internal trips between each pair of land uses. Include an adjustment for proximity.
5. Balance internal trips generated at both ends of each interacting pair (i.e., internal trips coming from the origin end need to be the same as those coming to the destination end); adapt the existing balancing procedure contained in the ITE *Trip Generation Handbook*.
6. Subtract the estimated internal trips from the total trip generation to estimate external trips for the MKD being analyzed; convert to vehicle trips as needed.

Trip Information for Mixed-Use Developments | CUTR Webpage | 10/16/2014 | 13

CUTR **Data Collection Process and Challenges**

Obtain Permission

Initial Site Visit

- Land use inventory
- Entry/exit points
- Door locations
- Interviewer locations
- Special considerations

Develop Data Collection Plan

Validation Visit

- Validate data collection plan
- Adjust data collection plan
- Take pictures, videos for training

Study Preparation

- Form preparation
- Supervisor training
- Prepare deployment plan
- Data collection personnel training
- Personnel roles

Perform Study

- Supervisors distribute forms in their group
- Supervisors deploy data collection personnel in positions
- Supervisors check data collection personnel
- Study leader supervises the entire data collection process
- Supervisors collect forms and deliver to study leader

Trip Information for Mixed-Use Developments | CUTR Webpage | 10/16/2014 | 14

CUTR **Exit Interview Contents**

External Origin

Internal Origin

External Destination

Internal Destination

Number In

Number Out

Exit Interview

**Where were you before?
What mode did you use to get here?**

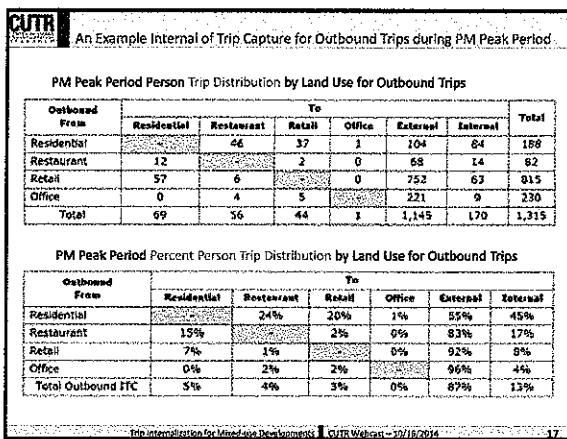
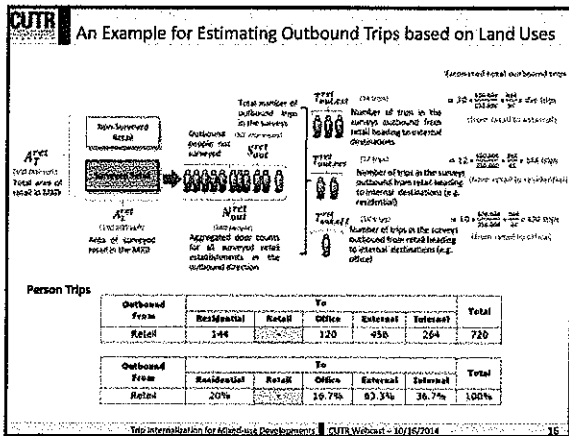
**Where are you heading now?
What mode are going to use to get there?**

Inbound Trip to Land Use L

Outbound Trip from Land Use L

Exit Interview Information

Trip Information for Mixed-Use Developments | CUTR Webpage | 10/16/2014 | 15



Study Sites

Internal Trip Capture for Mixed-use Developments

CUTR Creekwood (Bradenton)

Map showing the location of Creekwood (Bradenton) in Bradenton, Florida. The map includes a legend for 'Creekwood DRD' and 'Study site'. An aerial photograph shows the 'Study site' location.

Map Information for Mixed-Use Development | CUTR Webcast - 10/16/2014 | 19

CUTR Creekwood (continued)

Single-family detached home (192' fronting road)

Restaurant

Retail

Residential

Land Use Type	Size	Units
Restaurants	35,405	sq. ft.

Map Information for Mixed-Use Development | CUTR Webcast - 10/16/2014 | 20

CUTR Selected Results (Creekwood)

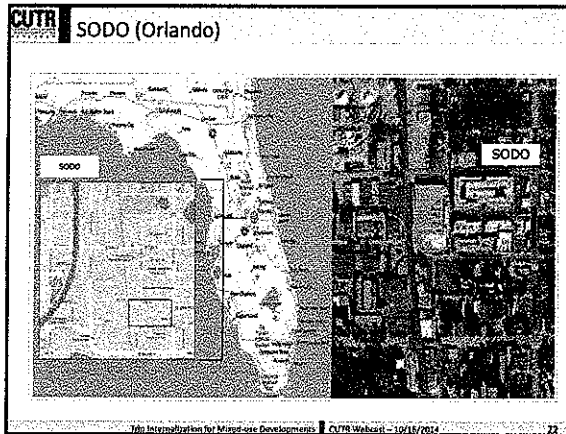
PM Peak Period Person Trip Distribution by Land Use for Outbound Trips

Outbound From	To				
	Residential	Restaurant	Retail	External	Internal
Residential	3%	3%	30%	67%	33%
Restaurant	3%	9%	88%	12%	12%
Retail	7%	4%	89%	11%	11%
Total Outbound ITC	5%	4%	6%	85%	15%

PM Peak Period Person Trip Distribution by Land Use for Inbound Trips

Inbound To	From				
	Residential	Restaurant	Retail	External	Internal
Residential	2%	18%	80%	20%	20%
Restaurant	3%	19%	78%	22%	22%
Retail	7%	2%	91%	9%	9%
Total Inbound ITC	5%	2%	7%	87%	13%

Map Information for Mixed-Use Development | CUTR Webcast - 10/16/2014 | 21



CUTR SODO (continued)

Residential
Mid-rise residential
Sit-down restaurant
Apparel store

Restaurant
Fast food restaurant w/drive-through, Bank, Wireless retailer

Retail
Major Retailer

Medical offices (second level), Fitness center, Hair salon
Massage salon, Nail salon, Sit-down restaurant
High education/training facility
Sit-down restaurant

Land Use Type	Size	Units
Commercial	345,000	sq. ft.

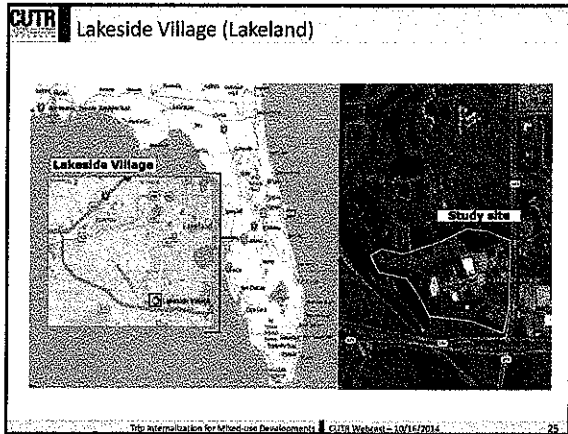
CUTR Selected Results (SODO)

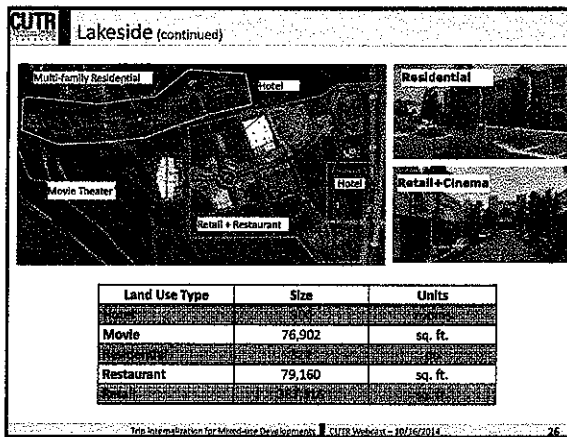
PM Peak Period Person Trip Distribution by Land Use for Outbound Trips

Outbound From	To					
	Residential	Restaurant	Office	Retail	External	Internal
Residential	15%	24%	20%	1%	55%	45%
Restaurant	7%	1%	2%	0%	83%	17%
Retail	0%	1%	2%	0%	92%	8%
Office	0%	2%	2%	0%	96%	4%
Total Outbound ITC	5%	4%	3%	0%	87%	13%

PM Peak Period Person Trip Distribution by Land Use for Inbound Trips

Inbound To	From					
	Residential	Restaurant	Retail	Office	External	Internal
Residential	33%	9%	42%	0%	49%	51%
Restaurant	4%	0%	4%	3%	60%	40%
Retail	3%	0%	0%	1%	95%	5%
Office	7%	1%	5%	1%	86%	14%
Total Inbound ITC	7%	1%	5%	1%	86%	14%





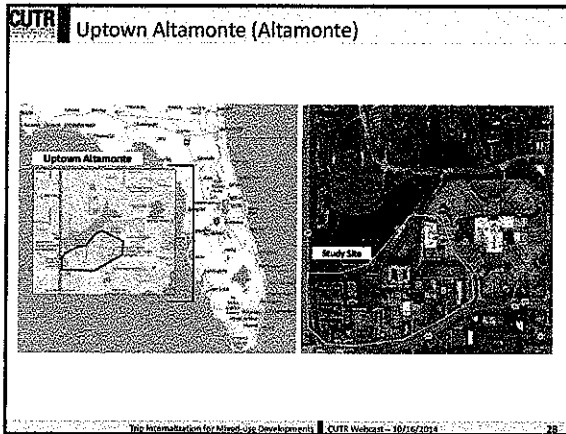
Selected Results (Lakeside Village)

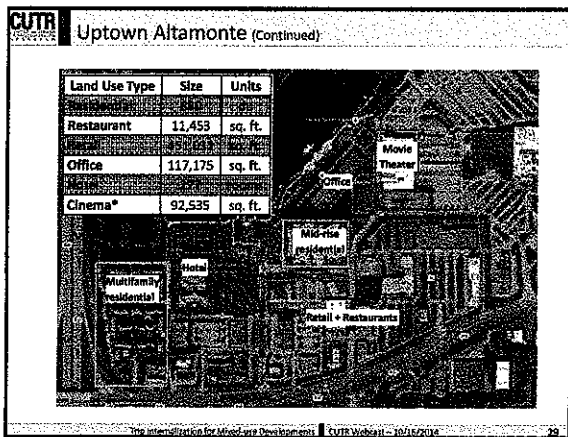
PM Peak Period Person Trip Distribution by Land Use for Outbound Trips

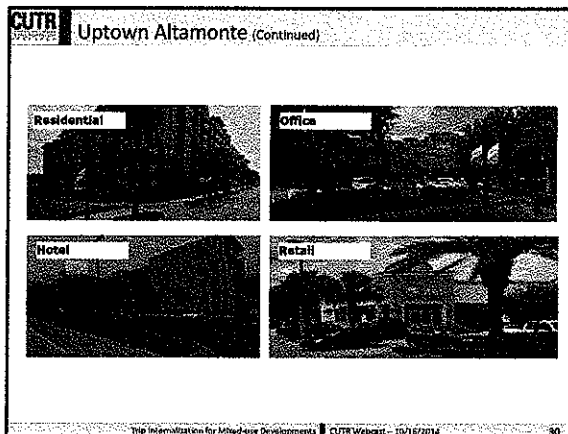
Outbound From	To						
	Residential	Restaurant	Retail	Hotel	Cinema	External	Internal
Residential	0%	0%	3%	0%	3%	95%	5%
Restaurant	5%	21%	0%	5%	68%	32%	
Retail	7%	1%	0%	0%	92%	8%	
Hotel	0%	38%	14%	14%	33%	67%	
Cinema	0%	4%	11%	4%	81%	19%	
Total Outbound ITC	6%	1%	7%	0%	2%	84%	16%

PM Peak Period Person Trip Distribution by Land Use for Inbound Trips

Inbound To	From						
	Residential	Restaurant	Retail	Hotel	Cinema	External	Internal
Residential	16%	3%	0%	0%	46%	54%	
Restaurant	0%	3%	1%	1%	95%	5%	
Retail	0%	10%	0%	1%	89%	11%	
Hotel	0%	0%	0%	15%	85%	15%	
Cinema	2%	36%	0%	2%	60%	40%	
Total Inbound ITC	0%	9%	5%	0%	1%	85%	15%







CUTR Selected Results (Uptown Altamonte)

PM Peak Period Person Trip Distribution by Land Use for Outbound Trips

Outbound From	To						
	Residential	Restaurant	Retail	Office	Hotel	External	Internal
Residential	5%	43%	0%	4%	48%	52%	
Restaurant	3%	7%	1%	0%	89%	11%	
Retail	4%	6%	0%	1%	89%	11%	
Office	24%	3%	1%	3%	69%	31%	
Hotel	2%	1%	6%	0%	91%	9%	
Total Outbound ITC	4%	4%	5%	0%	1%	85%	15%

PM Peak Period Person Trip Distribution by Land Use for Inbound Trips

Inbound To	From						
	Residential	Restaurant	Retail	Office	Hotel	External	Internal
Residential	4%	13%	6%	1%	77%	23%	
Restaurant	1%	12%	0%	0%	86%	14%	
Retail	5%	3%	0%	1%	91%	9%	
Office	0%	11%	0%	0%	89%	11%	
Hotel	3%	0%	5%	1%	91%	9%	
Total Inbound ITC	3%	2%	6%	1%	1%	88%	12%

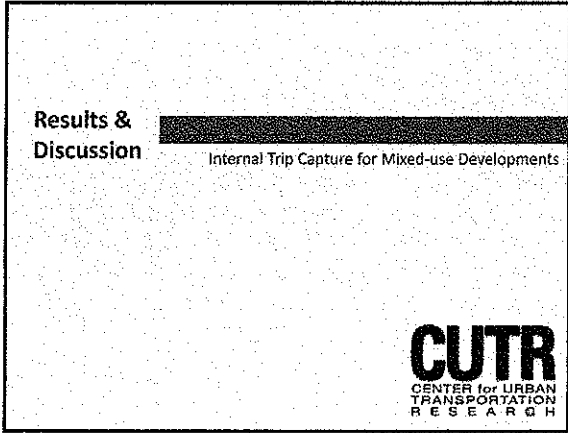
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CUTR Summary of Observed Internal Trip Capture

Mixed-Use Development Site	AM Peak Period			PM Peak Period		
	Inb.	Outb.	Total	Inb.	Outb.	Total
Creekwood (Bradenton) - a suburban development with single-family detached residential units on the back end with front-end commercial.	15%	12%	14%	13%	15%	14%
SODO (Orlando) - a compact development with mid-rise residential, medical offices, a big-box retail grocery store, and a variety of ground-floor retail and restaurants.	12%	12%	12%	14%	13%	14%
Lakeside Village (Lakeland) - a lifestyle center (open shopping mall) with a movie theater, hotels, and a direct connection to an apartment complex.	7%	11%	9%	15%	16%	16%
Uptown Altamonte (Altamonte Springs) - combines existing residential, hotel, and shopping centers with new residential and a retail-themed town center.	17%	9%	12%	12%	15%	13%

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- CUTR** Other Study Sites
- FDOT-Tindale & Oliver (1993)
 - Boca Del Mar
 - Country Isles
 - Village Commons
 - NCHRP 684 (2011)
 - Atlantic Station
 - Mockingbird Station
 - Legacy Towncenter
 - FDOT District 2 (2010)
 - Haile plantation
 - Magnolia Parke
 - Palencia Site
 - Tioga Site
- For Information on Mixed-Use Developments | CUTR Webinar - 10/16/2014 | 33



CUTR Unconstrained Internal Trip Capture Percentages for Outbound Trips for PM Peak Period

Unconstrained Internal Trip Capture Percentages for Outbound Trips for PM Peak Period

Origin Land Use	Host Site	Destination Land Use						
		Ta	Tb	Tc	Td	Te	Tf	Tg
From Office	Commercial	0	0	0	0	0	0	0
	Education	0	0	0	0	0	0	0
	Employment	0	0	0	0	0	0	0
	Government	0	0	0	0	0	0	0
	Healthcare	0	0	0	0	0	0	0
	Hotel	0	0	0	0	0	0	0
	Industrial	0	0	0	0	0	0	0
	Medium Density Residential	0	0	0	0	0	0	0
	Office	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	0
From Retail	Commercial	0	0	0	0	0	0	0
	Education	0	0	0	0	0	0	0
	Employment	0	0	0	0	0	0	0
	Government	0	0	0	0	0	0	0
	Healthcare	0	0	0	0	0	0	0
	Hotel	0	0	0	0	0	0	0
	Industrial	0	0	0	0	0	0	0
	Medium Density Residential	0	0	0	0	0	0	0
	Office	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	0
From Restaurant	Commercial	0	0	0	0	0	0	0
	Education	0	0	0	0	0	0	0
	Employment	0	0	0	0	0	0	0
	Government	0	0	0	0	0	0	0
	Healthcare	0	0	0	0	0	0	0
	Hotel	0	0	0	0	0	0	0
	Industrial	0	0	0	0	0	0	0
	Medium Density Residential	0	0	0	0	0	0	0
	Office	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	0

Notes: Highest of destination type and host site type are indicated in bold.
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CUTR Unconstrained Internal Trip Capture Percentages for Outbound Trips for PM Peak Period

Unconstrained Internal Trip Capture Percentages for Outbound Trips for PM Peak Period

Origin Land Use	Host Site	Destination Land Use						
		Ta	Tb	Tc	Td	Te	Tf	Tg
From Residential	Commercial	0	0	0	0	0	0	0
	Education	0	0	0	0	0	0	0
	Employment	0	0	0	0	0	0	0
	Government	0	0	0	0	0	0	0
	Healthcare	0	0	0	0	0	0	0
	Hotel	0	0	0	0	0	0	0
	Industrial	0	0	0	0	0	0	0
	Medium Density Residential	0	0	0	0	0	0	0
	Office	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	0
From Church	Commercial	0	0	0	0	0	0	0
	Education	0	0	0	0	0	0	0
	Employment	0	0	0	0	0	0	0
	Government	0	0	0	0	0	0	0
	Healthcare	0	0	0	0	0	0	0
	Hotel	0	0	0	0	0	0	0
	Industrial	0	0	0	0	0	0	0
	Medium Density Residential	0	0	0	0	0	0	0
	Office	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	0
From Hotel	Commercial	0	0	0	0	0	0	0
	Education	0	0	0	0	0	0	0
	Employment	0	0	0	0	0	0	0
	Government	0	0	0	0	0	0	0
	Healthcare	0	0	0	0	0	0	0
	Hotel	0	0	0	0	0	0	0
	Industrial	0	0	0	0	0	0	0
	Medium Density Residential	0	0	0	0	0	0	0
	Office	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	0

Notes: Highest of destination type and host site type are indicated in bold.
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CUTR Unconstrained Internal Trip Capture Percentages for Inbound Trips for PM Peak Period

Unconstrained Internal Trip Capture Percentages for Inbound Trips for PM Peak Period

Destination Land Use	MSD No.	Origin Land Use					
		Office	Retail	Restaurant	Residential	Cinema	Hotel
To Office	Commercial	0	0	0	0	0	0
	Office	100	0	0	0	0	0
	Office/Residential	0	0	0	0	0	0
	Office/Restaurant	0	0	0	0	0	0
	Office/Cinema	0	0	0	0	0	0
	Office/Hotel	0	0	0	0	0	0
	Office/Office	0	0	0	0	0	0
	Office/Office	0	0	0	0	0	0
To Retail	Commercial	0	100	0	0	0	0
	Office	0	0	0	0	0	0
	Office/Residential	0	0	0	0	0	0
	Office/Restaurant	0	0	0	0	0	0
	Office/Cinema	0	0	0	0	0	0
	Office/Hotel	0	0	0	0	0	0
	Office/Office	0	0	0	0	0	0
	Office/Office	0	0	0	0	0	0
To Restaurant	Commercial	0	0	100	0	0	0
	Office	0	0	0	0	0	0
	Office/Residential	0	0	0	0	0	0
	Office/Restaurant	0	0	100	0	0	0
	Office/Cinema	0	0	0	0	0	0
	Office/Hotel	0	0	0	0	0	0
	Office/Office	0	0	0	0	0	0
	Office/Office	0	0	0	0	0	0

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CUTR Unconstrained Internal Trip Capture Percentages for Inbound Trips for PM Peak Period (Cont.)

Unconstrained Internal Trip Capture Percentages for Inbound Trips for PM Peak Period (Cont.)

Destination Land Use	MSD No.	Origin Land Use					
		Office	Retail	Restaurant	Residential	Cinema	Hotel
To Residential	Commercial	0	0	0	0	0	0
	Office	0	0	0	100	0	0
	Office/Residential	0	0	0	100	0	0
	Office/Restaurant	0	0	0	0	0	0
	Office/Cinema	0	0	0	0	0	0
	Office/Hotel	0	0	0	0	0	0
	Office/Office	0	0	0	0	0	0
	Office/Office	0	0	0	0	0	0
To Cinema	Commercial	0	0	0	0	100	0
	Office	0	0	0	0	0	0
	Office/Residential	0	0	0	0	0	0
	Office/Restaurant	0	0	0	0	0	0
	Office/Cinema	0	0	0	0	100	0
	Office/Hotel	0	0	0	0	0	0
	Office/Office	0	0	0	0	0	0
	Office/Office	0	0	0	0	0	0
To Hotel	Commercial	0	0	0	0	0	100
	Office	0	0	0	0	0	0
	Office/Residential	0	0	0	0	0	0
	Office/Restaurant	0	0	0	0	0	0
	Office/Cinema	0	0	0	0	0	0
	Office/Hotel	0	0	0	0	0	100
	Office/Office	0	0	0	0	0	0
	Office/Office	0	0	0	0	0	0

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CUTR Proposed Unconstrained Internal Trip Capture Rates - Outbound PM

This table can be used in place of Table 7.1 in the previous ITE *Trip Generation Handbook* for outbound trips in the PM period

Unconstrained ITC Rates - Outbound PM

Origin Land Use From	Destination Land Use To					
	Office	Retail	Restaurant	Residential	Cinema	Hotel
Office	20%	4%	24%	0%	3%	
Retail	2%	29%	26%	4%	5%	
Restaurant	3%	41%	18%	8%	7%	
Residential	4%	43%	24%	3%	4%	
Cinema	2%	21%	31%	8%	4%	
Hotel	0%	16%	68%	2%	14%	

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CUTR Proposed Unconstrained Internal Trip Capture Rates - Inbound PM

This table can be used in place of Table 7.2 in the previous *ITE Trip Generation Handbook* for outbound trips in the PM period

Unconstrained ITC Rates - Inbound PM

Destination Land Use To	Origin Land Use From					
	Office	Retail	Restaurant	Residential	Cinema	Hotel
Office	8%	31%	30%	57%	6%	0%
Retail	8%	50%	10%	4%	2%	
Restaurant	3%	29%	33%	3%	5%	
Residential	6%	46%	16%	4%	1%	
Cinema	1%	26%	36%	2%	2%	
Hotel	1%	17%	71%	12%	15%	

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CUTR Proximity Adjustment

NCHRP Report 684 indicated that as distance increases, the level of interaction (i.e., the internal capture) declines

To quantify this effect, a set of proximity factors was developed between land use pairs in NCHRP 684

To	From	Unconstrained Internal Capture Rate		Proximity Adjustment Factor	
		AM Peak	PM Peak	AM Peak	PM Peak
		From Office	23%	2%	1.000
Restaurant	From Retail	50%	28%	1.000	1.000
	From Restaurant	0%	0%	1.000	1.000
	From Cinema/Entertainment	0%	3%	1.000	1.000
	From Residential	20%	14%	1.000	
	From Hotel	8%	5%	1.000	1.000
	Proximity Adjustment		20%	14%*0.847 = 11.9%	

A large MXD has a better prediction of its observed bidirectional cordon counts by using proximity factors

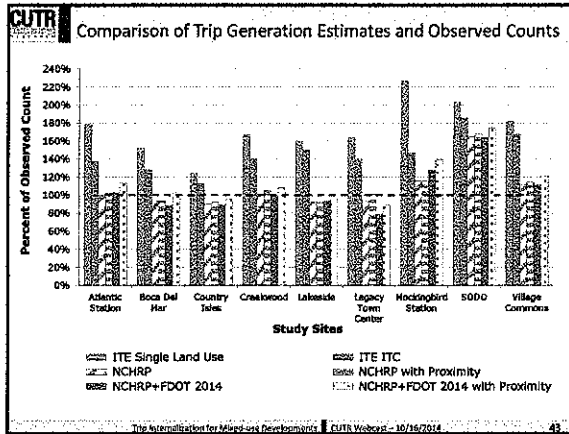
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CUTR Evaluation of the Proposed Method to Estimate Internal Trip Capture

Will these proposed tables perform well in predicting trip generation for MXDs?

- A series of tests were necessary to assess the effectiveness of the estimation method using the updated rates and the maximum interaction selection criteria for inbound and outbound trip rates.
- The analyses focused on the PM peak period since it was used for design purposes.
- Several combinations of datasets were used to test the following six methodologies:
 - ITE Single Land Use
 - ITE Internal Trip Capture (ITC)
 - NCHRP Report 684 (NCHRP (684))
 - NCHRP with Proximity
 - NCHRP+FDOT 2014
 - NCHRP+FDOT 2014 with Proximity
- Comparison of trip generation estimates and observed counts.

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Summary of Estimation Tests

The combined data (NCHRP+FDOT 2014) improved the prediction in five out of eight test cases, with one test case tied

Development	NCHRP %	NCHRP+FDOT 2014 %	Size (acres)	Best Estimate
Atlantic Station	100%	103%	117	NCHRP
Boca Del Mar	94%	103%	296	NCHRP+FDOT 2014 with Proximity
Country Isles	92%	96%	71	NCHRP+FDOT 2014 with Proximity
Creekwood	101%	99%	43	NCHRP or NCHRP + FDOT 2014 (tie)
Lakeside Village	92%	96%	74	NCHRP+FDOT 2014 with Proximity
Legacy Town Center	101%	89%	77	NCHRP with Proximity
Mockingbird Station	116%	128%	11	NCHRP
SODO	165%	164%	18	NCHRP+FDOT 2014
Village Commons	112%	111%	101	NCHRP+FDOT 2014

The estimator without proximity performed better when the area of an MXD is within 43 acres. For an MXD with at least 71 acres, estimators with proximity were the best predictors (7 out of 9 or 78%)

Conclusions & Recommendations

Internal Trip Capture for Mixed-use Developments

CUTR Selected Conclusions

- The minimum data elements needed to perform an internal trip capture study are door counts and interviews for origin and destination locations.
- The observed ITC rates of four study MXD sites in Florida for the PM peak period ranged from 13–16 percent and from 9–14 percent for the AM peak period.
- This study verified that the NCHRP enhanced the ITC method to produce more accurate estimates than the previous ITC method.
- The combined data approach (NCHRP+FDOT 2014) improved the prediction capability of the existing data-method combination in five out of eight test cases, with one test case tied.
- This research project produced revised unconstrained ITC rates for further improving the trip generation estimated for MXDs.

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CUTR Selected Conclusions (Continued)

- This research contributed to the collective knowledge of internal trip capture by incorporating unconstrained internal trip capture rates for the AM peak period
- The estimator without proximity performed better when the area of an MXD is within 43 acres. For an MXD with at least 71 acres, estimators with proximity were the best predictors (7 out of 9 or 78%)
- If adopted, the updated unconstrained trip rates for PM inbound trips will be comprised of 70 percent NCHRP data and 30 percent FDOT 2014 data. For PM outbound trips the composition will be 67 percent NCHRP data, 30 percent FDOT 2014 data, and 3 percent FDOT 1993 data

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CUTR Selected Recommendations

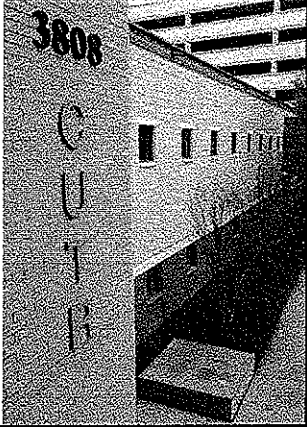
- Perform additional internal trip capture studies, keeping track of detailed land uses and distances between them. In this way, more land use categories can be added to an internal trip capture database
- It is recommended that the proximity factors be considered when the area of an MXD is greater than 55 acres
- Further understanding on proximity of land uses within an MXD and proximity of competitive land uses outside the MXD could potentially shed some light for further improvement on internal trip capture estimation methodologies

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Dr. Pei-Sung Lin, Ph.D., P.E., PTOE, FITE
Program Director
ITS Traffic Operations and Safety
Email: lin@citr.usf.edu

Center for Urban Transportation Research (CUTR)
University of South Florida
4202 E Fowler Avenue, CUT 100
Tampa, FL 33620

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16. ABSTRACT The Institute of Transportation Engineers' (ITE), Trip Generation Manual provides estimates of the number of trips per unit size that a new development is likely to generate. Most of the data on which ITE bases its trip-generation rates is obtained at suburban locations. As a result, these rates may not accurately reflect the trip generation patterns at smart growth sites where close proximity to other destinations as well as transit and bike facilities make non-vehicular forms of travel more prevalent. To address this bias, Schneider et al. (2013a) developed a methodology for producing more accurate trip-generation rates for smart growth sites across California. The original study produced a data collection methodology, a smart growth factor incorporating 8 variables representing the degree to which a site reflects smart growth characteristics, trip generation adjustment models for both AM and PM peak hours, and a spreadsheet tool for use by practitioners. The trip-generation models were based on data from more than 50 sites in California. Validation of these models was conducted using data from several sites left out of the estimation process. Follow-up work was done to test and improve the PM model developed in the original study. The follow-up work supplements the original trip generation data collected in California with data collected at 78 sites in the Portland region by Kelly Clifton and others (2012) at Portland State University. These new sites were located across the Portland area in both smart growth and non-smart growth developments. The following sections describe the work done to verify the original model, re-estimate a new PM model based on the combined dataset, and conduct validati	14. SPONSORING AGENCY CODE 191	
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FINAL REPORT

California Smart-Growth Trip Generation Rates Study

**University of California, Davis for the California Department of Transportation
March 2013**

AUTHORS

Susan Handy, Ph.D., University of California, Davis

Kevan Shafizadeh, Ph.D., California State University, Sacramento

Robert Schneider, Ph.D., University of California, Davis

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Final Report for the California Smart-Growth Trip Generation Rates Study

1. Introduction

The California Environmental Quality Act (CEQA) and other state, federal, and local laws require the identification, analysis, and mitigation of transportation-related impacts of proposed land use projects. The first step in preparing a transportation impact analysis is to estimate the number of trips by cars, trucks, and other modes of travel that may result from a proposed land use project – a process commonly referred to as “trip-generation.” Currently, practitioners typically use trip-generation rates published by the Institute of Transportation Engineers (ITE), a national professional organization.

For the most part, ITE’s trip-generation rates are based on data obtained at suburban locations that lack good transit or bicycle and pedestrian facilities. Not surprisingly, studies indicate that these rates often significantly over-estimate the number of trips from cars and trucks for land use projects located in urban areas near transit and within easy walking distance of other land uses (Tindale Oliver and Associates 1993; Steiner 1998; Muldoon and Bloomberg 2008; Arrington and Cervero 2008; Kimley Horn Associates 2009; Bochner *et al.* 2011). In fact, ITE guidelines state that their trip-generation rates data should not be used for such projects, here labeled “smart growth” projects.

However, there is currently no commonly accepted methodology in the U.S. for estimating multi-modal trip-generation rates associated with smart-growth projects. This makes it very difficult for practitioners to accurately estimate the traffic impacts of such projects, or to identify and recommend appropriate or adequate transportation “mitigations,” including walking, biking, and transit facilities. By following existing guidelines, transportation engineers often over-prescribe automobile infrastructure in smart-growth locations, resulting in wider roadways, more turning lanes, and more parking spaces than necessary. In addition, there is no established approach to recommend adequate pedestrian, bicycle, or public transit facilities that may improve conditions for traveling by these other modes.

The goal of this project was to develop a methodology and spreadsheet tool that practitioners can use to estimate multi-modal trip-generation rates for proposed smart-growth land use development projects in California. The project involved multiple tasks (Table 1), carried out between September 2009 and February 2013. The UC Davis Project Team (Table 2) collected trip-generation data at 30 smart growth sites in California and used this information, along with trip generation data from other studies, to develop a method built into a spreadsheet tool that adjusts trip-generation estimated based on ITE rates. The technical advisory panel for the project, called the “Practitioners Panel,” provided important input throughout the project. The Panel comprised representatives from state, regional, and local agencies as well as private consulting firms and non-governmental organizations (Table 3).

This report describes three key steps in the process of developing the tool: the identification and evaluation of existing tools, the development and implementation of a data collection methodology, and the development of the trip generation method. Appendices A-F present the detailed results of the project (Table 4). This report and the appendices are available at: <http://ultrans.its.ucdavis.edu/projects/smart-growth-trip-generation>.

Table 1. Project Tasks

Task	Description	Appendix
1	Operating procedures and acceptance criteria	-
2	Definitions: define key terms required for this effort	A
3	Identification, review, summary and evaluation of available information	B
4	Practitioners Panel	-
5	Design door count procedures	E
6	Evaluate existing analysis methodologies	C, D
7	Select or modify existing methodology, or develop a new methodology	F
8	Draft and Final Summary Reports of the Entire Study	-
9	Design Data Collection Procedures and Intercept Survey	E
10	Site selection	E
11	Pilot count and summary	E
12	Cordon count collection and summary	E
13	Cordon count analysis and report	E

Table 2. Project Team

Terry Parker, M.A., Caltrans Project Manager Dr. Susan Handy, Principal Investigator Dr. Kevan Shafizadeh Dr. Robert Schneider Dr. Richard K. Lee Dr. Deborah Niemeier Dr. Brian Bochner, Texas Transportation Institute Dr. Benjamin Sperry, Texas Transportation Institute	Rachel Maiss, graduate student Josh Miller, graduate student David van Herick, graduate student Nanako Tenjin, graduate student Calvin Thigpen, graduate student Mary Madison Campbell, project assistant
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Table 3. Practitioner Panel Members

Organization	Representative
<i>State & Regional Agencies</i>	
Caltrans – (Calif. Dept. of Transportation)	Marc Birnbaum, Supervising Senior Transportation Planner (HQ Traffic Operations Division)
<i>Metropolitan Planning Organization</i>	
San Diego Association of Governments (SANDAG)	Christine Eary, Associate Regional Planner

<i>Local Government</i>	
City of San Diego – Planning Department	Samir Hajjiri, Senior Traffic Engineer (PE)
<i>Non-profit organizations</i>	
TransForm (SF Bay Area)	Ann Cheng, Senior Planner, GreenTRIP manager Jennifer West, <u>GreenTRIP</u> Program Associate
<i>Consultants, etc.</i>	
Economic & Planning Systems (EPS)	Ed Sullivan, GIS Senior Technical Associate
Gibson Transportation Consulting	Pat Gibson, President (PTOE)
Pang Ho PHA Associates	Pang Ho, Principal, PH Associates (PE)
Parsons Brinckerhoff (PB)	Donald Hubbard, Senior Supervising Planner
Townworks + DPZ	Paul Crabtree, Principal (PE)
TPG Inc.	Charles Clouse, Principal (AICP, PCP)
VRPA Technologies, Inc.	Erik Ruehr, Director of Traffic Engineering (PE)

Table 4. Appendices to the Final Report

<u>Appendix A. Definition of “smart growth”</u>
<u>Appendix B. Annotated review of land use & transportation literature</u>
<u>Appendix C. Summary & comparison of existing tools worldwide</u>
<u>Appendix D. Evaluation of the operation & accuracy of available methodologies</u>
<u>Appendix E. UCD’s Data Collection Methodology and Results</u>
<u>Appendix F. Method for Adjusting ITE Trip Generation Estimates for Smart Growth Projects</u>
<u>Smart Growth Trip-Generation Adjustment Tool</u>

2. Existing Tools

The UC Davis Project Team searched for existing tools that provide trip generation estimates for smart growth projects (as described in Appendices C and D). A key consideration was the tool's ability to respond to location, density, mixed land uses, and other design characteristics that have been found to facilitate non-motorized travel and thereby reduce vehicle trips. In general, the search emphasized tools that are more context-sensitive than the traditional ITE *Trip Generation* method.

The Team identified eight existing tools. A majority of the identified tools adjust the ITE trip generation rates (or an alternative set of rates compiled by the San Diego Association of Governments (SANDAG)) to better reflect the effects of location, density, mixed land uses, and other design characteristics on trip generation. In addition to this type of tool, the team identified two other types: tools that provide rates based on trip generation data collected at sites with smart growth characteristics, and one tool that uses person-trip data from a travel survey. All of these tools showed the potential to be better than the traditional ITE *Trip Generation* method, though none was without obvious limitations.

Table 5. Existing Tools Identified and Assessed

Tool	Included in Assessment?
Adjustments to ITE/SANDAG Rates	
ITE Mixed-Use	Yes
EPA Mixed-Use Model/SANDAG Mixed-Use Model	Yes
URBEMIS	Yes
NCHRP 8-51 Method and Spreadsheet Tool	Yes
Eakland's Model	No – San Diego only
Organized Empirical Database Tools	
UK's TRICS	No – UK data only
New Zealand Trips and Parking Database	No – NZ data only
Person-Trip Based Tools	
San Francisco Method/MTC Survey Method	Yes

The Team undertook an evaluation of five of these tools. The evaluation consisted of two parts:

1. An assessment of their operational characteristics, based on criteria identified by an expanded Practitioners Panel;
2. An analysis of the accuracy of each tool in estimating trip generation for 22 sites in California for which observed trip counts were available.

Operational Criteria

An expanded Practitioners Panel that included 20 representatives from various local and regional agencies, non-profit groups, and consulting firms identified key operational criteria by which the tools were assessed. During several conference calls, the panelists discussed the qualities – in addition to accuracy – that they most require in a tool for estimating trip

generation for smart growth land use projects. From these discussions, the Team compiled a list of operational criteria and reviewed them with the panelists. The operational criteria were grouped into the following categories: 1) Ease of use; 2) Sensitivity to key smart growth elements; 3) Input requirements; 4) Output features; and 5) Usability of a methodology or tool in helping to define smart growth projects based on their performance.

Based on its experience in applying each method (to analyze their accuracy, as described below), the Team rated the methods/tools on each criterion. The Team then invited panelists to rate the criteria as to their relative importance via an on-line survey. Eight members of the Practitioners Panel responded to the on-line survey. Respondents were asked to rate each criterion from one to six with one being "least important" and six being "most important." The eleven top-rated criteria are shown in Table 6. The Team then assessed tools based on the combination of the performance rating and the importance rating. This assessment showed that no one tool met every operational goal, and thus none emerged as a clear "winner."

Table 6. Most Important Operational Criteria

Criterion	Criterion Type	Rating (on 6 point scale)
Sensitivity of outputs to inputs	Input requirements	6.0
Results replicable by other analysts	Output	5.8
Results should not fluctuate excessively	Additional criteria	5.6
Method measures the performance of different kinds of land use policies	Additional criteria	5.6
AM/PM/daily/other time frames reported	Output	5.4
Auto vs. other trip generation rates	Output	5.3
LU context variables	Sensitivity	5.1
Internal capture shown	Output	5.0
Project-level variables	Sensitivity	5.0
Transport variables	Sensitivity	4.9
Project description by land use(s) and size	Output	4.9

Accuracy

The Practitioners Panel identified the ability to accurately predict trip generation for projects as the most important criterion against which each method or tool should be evaluated. To assess the relative accuracy of each of the five candidate methods, the Team compared available cordon counts at ten multi-use sites and twelve infill sites in California against estimates from the five candidate methodologies (see Appendix D). These methods were also compared to the industry standard ITE trip generation rates for single land uses.

Traffic count data used to evaluate the accuracy of the candidate methodologies come from two sources: 1) daily and peak-hour traffic counts at 10 sites in California originally collected for validation of the EPA/SANDAG mixed-use method (referred to as the "multi-use sites"); and 2)

peak hours cordon count and intercept survey data for 12 infill sites that was gathered for Caltrans' *Trip-Generation Rates for Urban Infill Land Uses in California* study (referred to as the "infill sites"). Most of the multi-use sites are medium to large-scale developments (5 to 200+ acres) located outside urban cores. By contrast, the Infill sites are single uses located in urban cores close to high-quality transit. Appendix D provides information about each of the sites.

The results of the accuracy analysis also did not identify a clear "winner." For the multi-use sites, the EPA mixed-use method produced the most accurate estimate for the greatest number of sites, particularly for daily counts. This was not surprising, given that these sites were chosen based on their similarity to the sites used to calibrate the method. For the sites for which the EPA method was not most accurate, no one method proved best: the other four methods were each most accurate for at least two site-time period combinations. For the single-use urban infill sites, a clearly best method did not emerge, with each method proving most accurate for some number of site-time period combinations. However, the results showed that all of the methods performed better than the ITE rates for both multi-use and infill sites.

Given the limitations of the available tools for estimating trip generation at smart growth sites with respect to both operational characteristics and accuracy, the Project Team under the guidance of the Practitioners Panel proceeded to pursue the development of an entirely new method based on the data used in accuracy assessment as well as additional data collected at smart growth sites in California as a part of this project.

3. Data Collection

The UC Davis Project Team, with input from a subcommittee of the Practitioners Panel, next developed a data collection and analysis methodology to document the number of pedestrian, bicycle, public transit, and automobile trips generated by developments in smart-growth areas in California (as described in detail in Appendix E). The methodology builds upon established methods so that it can be integrated easily into standard transportation engineering and planning practice. It can be replicated and refined in other communities seeking to collect trip generation data in smart-growth areas.

The Team applied the methodology in the field at 30 study locations in California during spring 2012. Study locations consisted of a single land use within a smart growth development site; detailed descriptions of the sites and the criteria by which they were selected are provided in Appendix E. Field data collection involved a combination of door counts and intercept surveys. The core component at each study location was a count of all people entering and exiting the site or targeted land use. In-person intercept surveys were administered to a sample of people as they exited doors at each study location. These surveys were designed to determine 1) the mode, time of day, origin, and length of inbound trips to the study location and 2) the mode, time of day, destination, and length of outbound trips from the study location. The intercept surveys also collected information about vehicle occupancy so that the person-trip counts for automobile users could be compared to ITE vehicle-based trip rates.

Overall, the door counters recorded a total of 31,515 individual entries and exits at the 30 locations. The surveyors approached a total of 5,501 people and of these, 3,371 (61%) provided at least a basic response with their current travel mode (2,129 refused to participate and one did not provide a travel mode). The 3,371 respondents reported a total of 5,170 trips. Based on these data, the Team calculated peak-hour person trips by mode for each location and compared peak-hour vehicle trips to estimates of such trips based on ITE rates. The analysis showed that automobile person-trips accounted for fewer than half of morning peak-hour trips at 10 study locations and fewer than half of afternoon peak-hour trips at 11 study locations. As a result, the numbers of vehicle trips at these smart growth sites were, on average, approximately half as high as predicted by standard ITE trip generation rates.

This data collection methodology has several advantages over existing approaches that use automated technologies to count automobiles entering and exiting access points to developments. These advantages are particularly important in urban areas with mixed-use developments, mixed-use buildings, and a variety of parking arrangements. Existing methods that only capture automobile trips would have missed more than half of all person-trips recorded at the study locations: overall, 27% of person-trips were made by walking, 21% by transit, and 3% by bicycle.

4. Trip Generation Method

Although vehicle trips at the 30 California smart growth locations for which UC Davis collected data were, on average, much lower than ITE rates would predict, the difference between actual and ITE-estimated vehicle trips varied from site to site (Table 7). In order to provide the best possible estimates of vehicle trips at new development sites in smart-growth areas, it is necessary to account for this variation. To this end, the UC Davis Project Team developed a method that can be used by practitioners to adjust estimates based on existing ITE rates to produce more accurate weekday AM and PM peak hour vehicle trip generation rate estimates at developments with smart-growth characteristics.

The method takes estimates of vehicle trips based on ITE rates and adjusts them based on characteristics of the proposed development project and its surrounding context (as described in detail in Appendix F). At the core of the method are simple linear regression equations with the AM or PM adjustment factor as the dependent variable and easily-measured site and context characteristics as the explanatory variables. These AM and PM models were developed using a database of vehicle trip counts and site/context data for a sample of 50 "smart-growth" sites in California. This sample was drawn from the 30 locations for which UC Davis collected data in Spring 2012, the 22 sites used in the assessment of existing tools (see Section 2, above), and sites from other studies; sites not used in developing the equations were reserved for validating the equations.

The starting point for the model development process was the extensive literature on the connections between characteristics of the built environment and travel behavior. Empirical evidence points to the importance of factors such as population density and land use mix as

Table 7. Actual Peak-hour Vehicle-Trips versus Estimated Vehicle-Trips from Published ITE Rates

Site Name	Targeted Land Uses (ITE Use Code) ¹					AM Peak Hour							PM Peak Hour									
	Mid- to High-Density Residential	Office	Commercial/Retail Goods	Coffee/Donut Shop		Actual Total Person Trips ²	Actual Auto Person Trips ³	Actual Auto Occupancy ⁴	Actual Vehicle Trips	ITE-Estimated Vehicle Trips ⁵	Actual-ITE Vehicle Trips	ITE/Actual Vehicle Trips ⁶	ITE-Estimated Total Person Trips ⁷	Actual Total Person Trips ²	Actual Auto Person Trips ³	Actual Auto Occupancy ⁴	Actual Vehicle Trips	ITE-Estimated Vehicle Trips ⁵	Actual-ITE Vehicle Trips	ITE/Actual Vehicle Trips ⁶	ITE-Estimated Total Person Trips ⁷	
Pegasus	222					136	42	1.18	36	92	-56	2.56	109									
Sakura Crossing	223					106	85	1.10	77	66	11	0.86	73	152	68	1.10	61	86	-25	1.40	95	
Argenta	222					89	33	1.34	25	53	-28	2.14	71	107	29	1.34	22	62	-40	2.85	83	
Fremont Building	223					50	31	1.23	25	20	5	0.80	25	42	28	1.23	23	26	-3	1.13	32	
Artisan on 2nd	223					62	41	1.28	32	34	-2	1.06	44	51	40	1.28	31	44	-13	1.41	56	
Terraces Apartment Homes ⁸	223					88	69	1.29	54	78	-24	1.45	101	85	47	1.29	37	101	-64	2.76	130	
Holly Street Village ⁹	223					175	144	1.33	108	107	1	0.99	142	185	125	1.33	94	139	-45	1.48	185	
Broadway Grand	223					72	36	1.57	23	32	-9	1.42	50	85	34	1.57	22	42	-20	1.93	66	
Archstone at Del Mar Station	223					98	66	1.31	50	66	-16	1.32	86	102	60	1.31	46	86	-40	1.87	113	
The Sierra	223					121	74	1.47	50	66	-16	1.31	97	166	90	1.47	61	86	-25	1.40	126	
Terraces at Emery Station	223					159	112	1.12	100	30	70	0.30	34	138	98	1.12	87	39	48	0.45	44	
Victor on Venice	223					61	51	1.17	44	33	11	0.76	39	76	59	1.17	50	43	7	0.85	50	
343 Sansome ¹⁰		710				316	103	1.43	72	355	-283	4.93	508	333	84	1.43	58	341	-283	5.83	488	
Convention Plaza		710				514	214	1.17	183	481	-298	2.63	563	491	193	1.17	165	462	-297	2.80	541	
Charles Schwab Building		710				510	104	1.77	59	498	-439	8.45	881	401	76	1.77	43	479	-436	11.17	848	
Park Plaza		710												59	36	1.27	28	95	-67	3.36	121	
Park Tower		710				617	383	1.20	319	645	-326	2.02	774	566	374	1.20	312	620	-308	1.99	744	
Oakland City Center		710				248	128	1.28	100	297	-197	2.96	380	221	75	1.28	59	286	-227	4.88	366	
180 Grand Avenue		710				184	96	1.21	80	271	-191	3.40	328	143	79	1.21	65	261	-196	4.02	316	
Emery Station East		710				298	151	1.14	133	365	-232	2.75	416	251	140	1.14	123	351	-228	2.86	400	
181 Second Avenue		710				101	101	1.10	92	77	15	0.84	85	114	94	1.10	85	74	11	0.87	81	
Oakland City Center			880										479	0	1.28	0	93	-93	Undefined	119		
Paseo Colorado			820										1551	1208	1.57	770	1856	-1086	2.41	2914		
Fruitvale Station			867										116	99	1.50	66	102	-36	1.54	153		
343 Sansome ¹⁰				936		356	41	1.43	29	129	-100	4.45	184									
Convention Plaza				936		259	62	1.17	53	182	-129	3.46	213	80	25	1.17	21	63	-42	2.97	74	
Park Tower				936		430	94	1.20	78	194	-116	2.48	233	90	23	1.20	19	67	-48	3.55	80	
Oakland City Center ¹¹				936																		
Broadway Grand				936		316	141	1.57	90	152	-62	1.69	239	237	57	1.57	36	53	-17	1.46	83	
Fruitvale Station				936									192	179	1.50	119	54	65	0.45	81		
						5365	2403		1911	4323	-2412	2.26	5673	6508	3419		2504	6011	-3507	2.40	8389	

- 1) ITE Use Codes are from the ITE Trip Generation Manual, Eighth Edition.
- 2) Actual total person trips is the total number of person trips during the peak hour at the study location. The estimated number of trips was adjusted for gender bias and different mode shares at each door. Locations with fewer than 30 surveyed trips during a data collection period were not analyzed because they were determined to have insufficient data to estimate mode shares.
- 3) Actual automobile person trips is the total number of person trips that used an automobile mode at each site.
- 4) Automobile occupancy was estimated from the total morning or afternoon survey responses at each site.
- 5) ITE-estimated vehicle trips were calculated using standard Trip Generation Manual (2008) trip rates.
- 6) The ratio of ITE vehicle trips to actual vehicle trips is undefined when the estimate of actual peak hour vehicle trips was 0.
- 7) ITE-estimated total person trips were calculated by multiplying the ITE-estimated vehicle trips by the average automobile occupancy for each site. This assumes that the ITE estimates are based sites with 100% automobile mode share.
- 8) PM data collection at Terraces Apartment Homes was from 3:30 p.m. to 6:30 p.m.
- 9) PM data collection at Holly Street Village was from 3:30 p.m. to 6:30 p.m.
- 10) AM data collection at 343 Sansome was from 6:30 a.m. to 9:30 a.m.; PM data collection at 343 Sansome was from 4:00 p.m. to 6:30 p.m.
- 11) Results were not reported for the Oakland City Center coffee shop because there were fewer than 30 surveys in both the AM and PM study periods.

predictors of trip frequency and mode choice (see Appendix B). Guided by this evidence, the Team created a database of potential explanatory factors—variables that may predict the difference between actual trip counts at smart-growth development projects and trip estimates based on ITE rates. The Team focused on variables that would be relatively easy to measure or acquire using data from the U.S. Census, Google Maps, transit agencies, and other sources.

In order to create theoretically-sound models that are also practical to use, the Team tested many variables and many model structures. Because smart growth characteristics are commonly found together (e.g. it is unusual to find high population density without frequent transit service, and vice versa), many of the potential explanatory factors were statistically correlated, a problem in fitting linear regression equations. To address this problem, the Team settled on a two-stage approach, which was presented to and approved by the Practitioners Panel. In the first stage, a smart growth factor is calculated as a function of eight site and context characteristics (see Table 8). In the second stage, the calculated smart growth factor, a dummy variable for the particular land use, and a dummy variable for proximity to a university are plugged into a linear regression equation to estimate an adjustment factor (see Table 9). The equations, their derivation, and their application are discussed in detail in Appendix F.

Table 8. Variables in Smart Growth Factor Equation

Residential population within a 0.5-mile, straight-line radius (000s)
Jobs within a 0.5-mile, straight-line radius (000s)
Straight-line distance to center of major central business district (CBD) (miles)
Average building setback distance from sidewalk (feet)
Metered on-street parking within a 0.1-mile, straight-line radius (1=yes, 0=no)
Individual PM peak-hour bus line stops passing within a 0.25-mile, straight-line radius
Individual PM peak-hour train line stops passing within a 0.5-mile, straight-line radius
Proportion of site area covered by surface parking lots (0.00 to 1.00)

Table 9. Variables in Adjustment Factor Equation

Smart-Growth Factor
Office land use (1 = yes, 0 = no)
Coffee shop land use (1 = yes, 0 = no)
Multi-use development (1 = yes, 0 = no)
Within 1 mile of a university (1 = yes, 0 = no)
Office land use (1 = yes, 0 = no)

The AM and PM models were validated using the sites with available vehicle trips counts that were not used in developing the equations. Validation was done by comparing the ratio of actual to ITE-estimated vehicle trips from the models with the observed data at the validation sites. This comparison showed that the models predicted the smart-growth adjustment accurately at some validation sites (e.g. the model ratio was within 50% of the observed ratio) but lacked accuracy at other sites. In general, the models overestimated the ratio of actual to ITE vehicle trips at sites with the least accurate model predictions (i.e., actual trip data showed

that sites had fewer vehicle trips than the model predicted). Thus, the models produced conservative adjustments relative to ITE-based trip estimates.

It is important to note that the resulting models are only appropriate for analysis at single-use sites or single land uses that are a part of multi-use sites and only for such sites that are in smart-growth areas. In consultation with the Practitioners Panel, the Team defined specific criteria that should be met in order to apply the model (Table 10). For sites that do not meet these criteria, the models may overestimate the adjustment to ITE rates and thus underestimate vehicle trips.

Table 10. Criteria for Applying Models

Land Uses	ITE Trip Generation Land Use Codes: Residential (220, 222, 223, 230, 232), office (710), restaurant (925, 931), and coffee/donut shop (936); potentially applicable to retail land use codes.
Development	<ul style="list-style-type: none"> ▪ The area within a 0.5-mile radius of the site is mostly developed, and ▪ There is a mix of land uses within a 0.25-mile radius of the site, and ▪ $J > 4,000$ and $R > (6,900 - 0.1J)$, where J is the number of jobs within a 0.5-mile radius of the site and R is the number of residents within a 0.5-mile radius of the site, and ▪ There are no special attractors within a 0.25-mile radius of the site (e.g., stadiums, military bases, commercial airports, etc).
Transit service	During a typical weekday PM peak hour, there are at least 10 bus stop locations on all bus lines that pass within any part of a 0.25-mile radius around the study site, or 5 individual train stop locations on all train lines that pass within any part of a 0.5-mile radius around the study site during a typical weekday PM peak hour.
Pedestrian or bicycle infrastructure	There is at least one designated bicycle facility within two blocks of the edge of the site (designated bicycle facilities include multi-use trails, cycle tracks, and bicycle lanes), or there is >50% sidewalk coverage on streets within a 0.25-mile radius of the site.

The UC Davis Project Team developed a spreadsheet tool that practitioners can use to apply the method. The first page of the spreadsheet outlines the criteria for applying the method. The practitioner enters data for the development project for each of the criteria. If the development project meets the criteria, the practitioner can then move to the second page, where he or she enters additional data needed by the models, and the spreadsheet then calculates the adjustment factors and trip generation estimates. The Practitioners Panel reviewed draft versions of the spreadsheet tool and made many useful suggestions to improve its usability. The spreadsheet tool is available at:

http://downloads.ice.ucdavis.edu/ultrans/smartgrowthtripgen/CA_SGTG_Spreadsheet_Tool_1.0.xlsx

5. Conclusions

This project addressed the need for a methodology that practitioners can use to estimate multi-modal trip-generation rates for proposed smart-growth land use development projects in California. After identifying and assessing existing alternatives to ITE trip generation rates, the UC Davis Project Team concluded that a new method, based on new data, was needed. The Team collected multi-model trip-generation data at 30 locations in California and used these data, along with available data from other studies, to develop a smart-growth trip-generation tool.

This tool represents a significant step forward, but additional work is needed. It is likely that the small-sample models do not account for all of the complex variation in sites, including different levels of economic activity at particular locations. Additional data collection is needed at a wider range of land uses and at sites with a wider range of characteristics. Given enough data, it may be possible to develop separate models for different land use categories to account for the specific ways that smart growth characteristics affect trip generation for those uses. In addition, given enough data, it may be possible to develop models that estimate trips directly as a function of site characteristics rather than as an adjustment to ITE-based estimates. Ultimately, the results of this and future studies will benefit practitioners seeking to evaluate developments that support sustainable transportation and land use systems.

COMMENTS



THIS WILL BRING CHANGE TO YOUR NEIGHBORHOOD
Now is the Time to Get Involved and Help Plan for the Future!

Check a box:

- Official comment for the EIS
 Do not include in EIS analysis

Comment on the 145th Street Station Subarea DEIS:

Citizens were promised local control. The proposed rezone places too much burden on the existing property owners.

over

(use back of card for additional space)

Light Rail should serve the community as it is. These neighborhoods should not be sacrificed on the altar of light rail. Affordable? That's why people are living in these areas NOW. The proposed rezones will drive out the existing residents citizens and property owners. It will surely change the character of the city for the worst.

COMMENTS



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Check a box:

Official comment for the EIS

Do not include in EIS analysis

Comment on the 145th Street Station Subarea DEIS:

Slow the pace of decision making to ensure that decisions will positively impact the current community/residents. METROS is too dense for this area & is totally inappropriate & will devastate this community.

(use back of card for additional space)

Must have apartments, then go with
Alternative 3, Compact Community, but
stay off the west side of the freeway!
I've lived in my home for 42 years now &
hope to live there till I die.

COMMENTS



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- Check a box:
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 - Do not include in EIS analysis

Comment on the 145th Street Station Subarea DEIS:

I am completely against this idea of taking all our family homes and rezoning for business & apartments. And why is the 2300 block Cullisac included in rezone plan when the 2100 block is left alone? I choose Alternative 1- No Action. If we (use back of card for additional space)

COMMENTS



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Check a box:

- Official comment for the EIS
- Do not include in EIS analysis

Comment on the 145th Street Station Subarea DEIS:

Definitely approve higher density + like the 2 upzone concepts. Consider making the center of the density the area along 5th btwn 145th + 155th rather than making interstate the heart of the density.

Suggest putting more parking ramps or something right next to interstate — who would want to live next to it?
(use back of card for additional space)

Also, the densities are good (I prefer 65 ft over 85 ft), but will only end up looking as nice as the pictures with good design standards in place. Necessary!

Don't ignore good connection to + upzoning of intersection of 165th + 5th. Has lots of potential + isn't far away.

ASJ

COMMENTS

Attachment I - Public Comment



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Check a box:

Official comment for the EIS

Do not include in EIS analysis

Comment on the 145th Street Station Subarea DEIS:

Coordination w/ city of
Seattle ?! ? Esp. 1st Ave
corridor ~~on~~ btwn 130th — 145th

(use back of card for additional space)

COMMENTS



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Check a box:

- Official comment for the EIS
- Do not include in EIS analysis

Comment on the 145th Street Station Subarea DEIS:

living on 10th ave NE we are watch
our st become a hiway - as the # of
cars / people / density rises - How can we
protect our kids / pets / residential streets?
use in return for an ok to density we
demand more traffic circles / speed bumps

(use back of card for additional space)

bun
85
↓

We have called the city and our "Street
Manager" said no - even to a traffic
circle in front of Ridge Crest School -
More density does, not need to turn our
streets into highways - 10th is
because like that - no eyes, no
signs - lots of near misses w/ kids

WD Sargent

16705 York Ave NE, Shore

wisdom2@comcast.net

COMMENTS



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Check a box:

- Official comment for the EIS
- Do not include in EIS analysis

Comment on the 145th Street Station Subarea DEIS:

Play to the strengths of Shoreline: OPEN SPACE, TREES, FAMILY. connect w/ existing Amenities → 145th sta → paramount → Hauler → library → 165/5th biz. I would love a "loop" to ride bikes w/ kids that is PROTECTED. I know families in Seattle who would come up to Shoreline if (use back of card for additional space)



Such a path existed. Burke-Gillman is too busy & no places to "rest" w/ kids.

Imagine Crest Theater, Aroma coffee, etc... but BETTER/MORE... a FAMILY/BIKE ORIENTED Development connected to the life rail stations... a reason to come visit shoreline for the day, not just commute to scattle for work!

☺ Thanks → Jennifer
jenjobut@gmail

(PS) ~~(fact)~~
↳ @the

COMMENTS



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- Check a box:
- Official comment for the EIS
 - Do not include in EIS analysis

Comment on the 145th Street Station Subarea DEIS:

The addition of sidewalks and bike lanes from 165th & 15th NE down to 18th Avenue and 161st Street will severely impact our neighborhood. On 161st Street there is already too many cars for the housing. Please do not change our neighborhood.
 Thank you.
 (use back of card for additional space)

COMMENTS



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Check a box:

- Official comment for the EIS
- Do not include in EIS analysis

Comment on the 145th Street Station Subarea DEIS:

The Light rail station should include a police sub station and a bicycle shop.

over

(use back of card for additional space)

The city should legalize NEVs
Neighborhood Electric Vehicles

Also include charging station for
full electric cars.