

SUMMARY REPORT



145TH STATION SUBAREA Design Workshop Series Part II

October 2014





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Introduction

With proposed light rail service coming to the Shoreline community by 2023, the City of Shoreline is planning for vibrant, equitable transit-oriented land uses in two station subareas—at the 145th Street Station and the 185th Street Station. Community and stakeholder engagement has been an important and integral part of the station subarea planning process. The City conducted multiple community workshop sessions that have provided opportunities for interactive engagement between stakeholders and the project team.

This report is a product of the 145th Street Station Subarea planning process and summarizes the results of the second design workshop held on October 9, 2014. For this workshop series, the project team presented potential options and possibilities for land use and community design in the station subarea and gathered public input on these. In addition to possible land use scenarios and design concepts for street improvements and redevelopment, the potential to create a green network of trails and on-street pedestrian and bicycle facilities connecting parks and open space areas in the subarea was presented.



Background on the Proposed Light Rail

The Lynnwood LINK Extension will be operated by Sound Transit and is currently in design. The 8.5-mile light rail line will connect the cities of Shoreline, Mountlake Terrace, and Lynnwood to the existing Central LINK light rail line in Seattle (with the nearest station at Northgate). Once complete, this system will provide safe, fast, and reliable transportation for Shoreline residents to and from destinations throughout the region including employment centers, the University of Washington, downtown Seattle, Sea-Tac International Airport, and other locations.

The Lynnwood LINK Extension will run along the east side of Interstate 5, primarily within the freeway right-of-way through Shoreline. The 145th Street Station will be elevated due to the need for the light rail line to cross above the 145th/Interstate 5 interchange. Sound Transit's Preferred Alternative includes a station location just north of NE 145th Street, and a park-and-ride transit

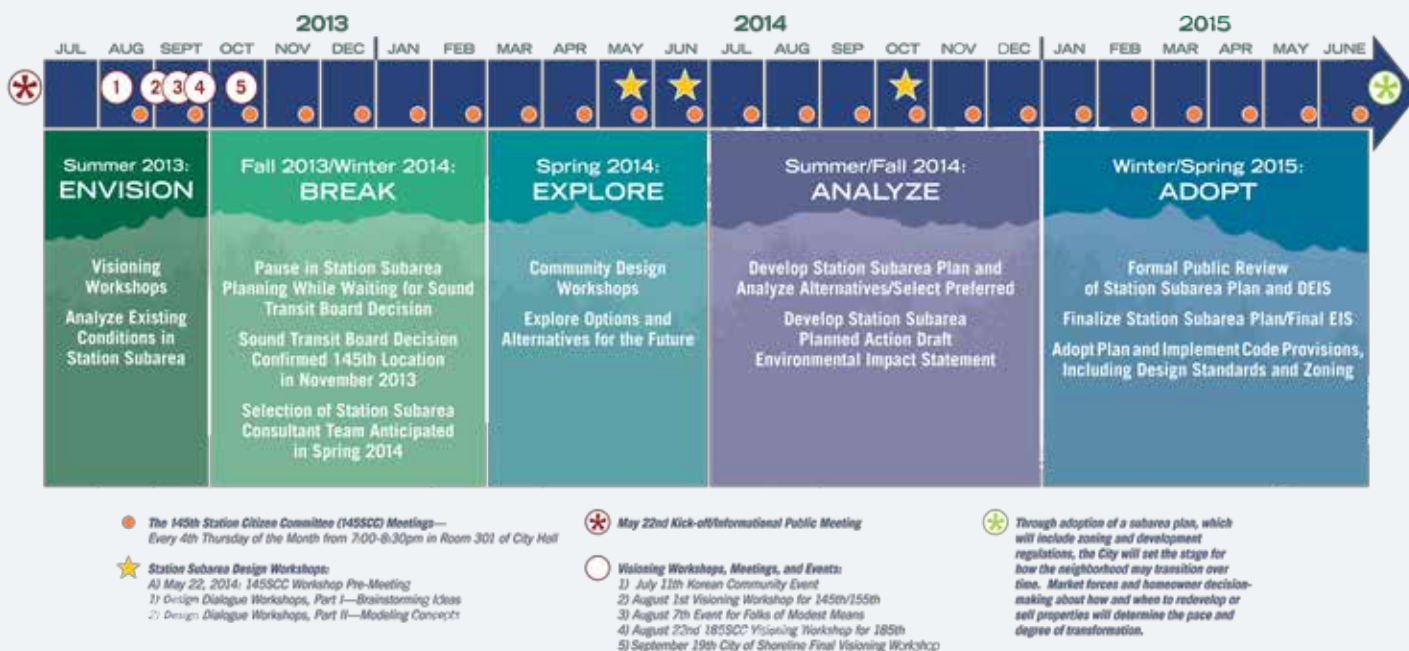
garage immediately north of and adjacent to the station with capacity for 500 cars. The station area also will include pedestrian waiting areas, stormwater facilities, bus queuing lanes, and various improvements to adjacent streets connecting to the station. Proposed transportation improvements will enhance connectivity to and from the station.


The Purpose of Station Subarea Planning

To prepare for light rail service, the City of Shoreline has been working with the community to develop long range plans for its two subareas in the vicinity of the 145th and 185th stations. The purpose of the subarea planning process has been to identify opportunities to create vibrant, walkable neighborhoods around high-capacity transit to increase activity in the station subarea, connect more people to more housing and transportation options, and enhance the character and identity of the neighborhood with community amenities and public spaces.

FIGURE 1
Near Term Schedule

Note: Schedule has been revised based on Council decision to postpone subarea planning until completion of the 145th Street Corridor Study. See www.shorelinewa.gov/lightrail for current schedule





The 145th Street Station Subarea planning process is evaluating a variety of land use scenarios; ultimately a preferred alternative will be identified in the station subarea plan based on the results of environmental analysis, technical considerations, and public and stakeholder involvement. The subarea plan will propose actions necessary to implement the community-shaped vision for the station subarea and set a framework for the future of the community, demonstrating how light rail and the land uses of surrounding neighborhoods can support each other. With the development of the station subarea plan, the City anticipates amending the Shoreline Comprehensive Plan, zoning designations in the subarea, and Development Code provisions with design and transition standards, as well as incentives for affordable housing and green building. The subarea plan will identify capital improvements that encourage innovative engineering solutions, such as green streets, that will support projected growth.

The subarea plan is following the Planned Action process, allowed by Washington's State Environmental Policy Act (SEPA), which will streamline future project approvals, providing greater predictability and reducing costs of development.

Community and Stakeholder Involvement

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

subarea planning process, residents and groups are encouraged to provide feedback and ideas through these methods along with the workshops. Figure 1 (page 2) illustrates the station subarea planning process and Figure 2 (page 4) depicts the longer term timeline anticipated for implementation for City of Shoreline and Sound Transit activities.

This workshop built on ideas and concepts developed in previous public and stakeholder meetings, including the May 22, 2014 meeting with the 145th Street Station Citizens Committee and the June 12, 2014 Design Dialogue Workshop I. For more information about public and stakeholder involvement and the station subarea planning process, or to view the results of the June 2014 workshops, visit: <http://shorelinewa.gov/lightrail>

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

Comments and input received from community engagement and stakeholder involvement activities are helping to shape the future of the 145th Street Station Subarea. The workshop sessions provide a unique, interactive forum for gathering this input and immediately applying it to design options and possibilities in the station subarea. The project team is able to interact directly with key stakeholders, neighborhood representatives, and the community as it considers potential options for the station subarea. Participants have identified key concerns and opportunities in the neighborhood.

Comments gathered from the October 2014 public workshop will help guide the creation of potential land use alternatives for how the subarea may develop over a long-term horizon of 20 to 100 years or more. The alternative scenarios will then move forward through analysis in a detailed evaluation and environmental analysis process, consistent with SEPA requirements for Planned Actions.

Overview of Information Presented at the October 2014 Public Workshop for the 145th Street Station Subarea

The October 9, 2014 public workshop was held at Shoreline City Hall and the general public was invited to attend, listen to a presentation, and provide public comments. The workshop also provided an opportunity for “scoping” (determining which elements and potential zoning scenarios would be studied in the Draft Environmental Impact Statement).

Land use scenarios and community design possibilities for how the subarea could redevelop were presented. These options and possibilities were based on ideas from the May and June 2014

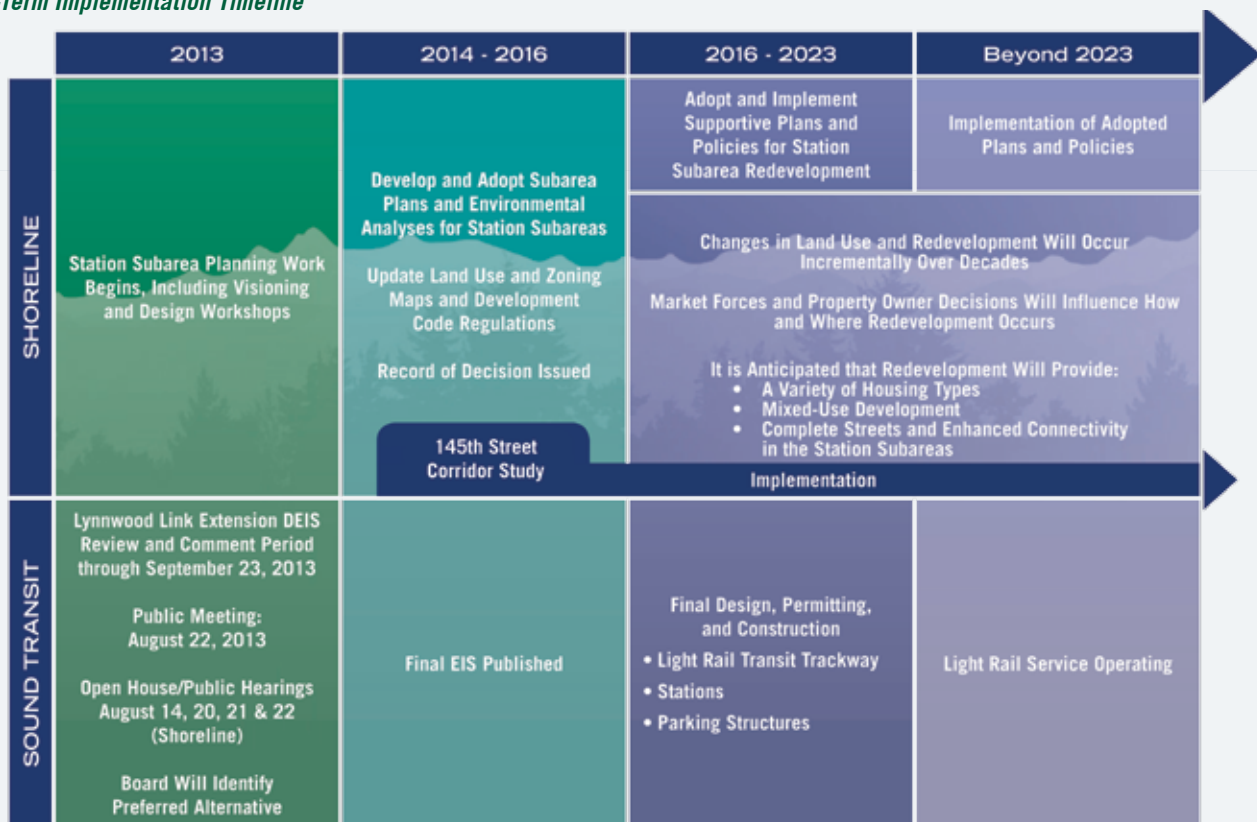
workshop sessions; results of market analysis; and local and regional policy guidance. For example, some participants in the May and June workshop sessions requested that the City consider organizing land use around key corridors in the subarea. Other participants suggested positioning multifamily housing near parks and open spaces as important assets of the subarea that could support future residents’ recreation needs.

As a result, the following possible zoning scenarios were presented at the October workshop showing two different ways of organizing multifamily and mixed use redevelopment in the station subarea:

- Connecting Corridors
- Compact Community

Both scenarios would accommodate roughly the same population growth, but vary in area covered and building height.

FIGURE 2
Long-Term Implementation Timeline



No Action

SEPA requires analysis of a “no action” alternative to provide a basis of comparison to action alternatives. Taking no action would not be consistent with adopted City policies for the subarea; however, a “no action” alternative will be analyzed in the DEIS. This analysis will assume that existing planning and zoning provisions would remain, but the light rail station and park and ride structure would be constructed.

Because current zoning and development regulations in the station subarea would not change, there would not be opportunities for transit-oriented development that would increase the number of residents in proximity to the light rail station. Improvements and enhancements associated with new development would not occur and capital investment in the subarea would be limited.

Connecting Corridors**

This land use possibility spreads multifamily and mixed use along two key corridors—N-NE 155th Street and 5th Avenue NE. The future preferred alternative could focus on one or both of these corridors as “signature streets” in the subarea. This is one of the options about which decision-makers request feedback—which of the corridors should be the focus of redevelopment? N-NE 155th Street, 5th Avenue NE, both, or neither?

Compact Communities

This land use scenario locates multifamily and mixed use within a more compact area in closer proximity to the planned light rail station location. Buildings in the Compact Community scenario would be taller and redevelopment would be more dense, but the geographic extent of redevelopment would be less than under the Connecting Corridors concept.

The Green Network

Both scenarios propose new redevelopment near and around existing parks in the subarea (Twin Ponds, Paramount Park and Open Space, etc.).



**** The Connecting Corridors Map has been updated by Council to identify MUR-65' as a replacement for MUR-85'.**



LAND USE SCENARIOS
Larger Map Versions in Appendix, pages 11-16

This is in response to the suggestions of participants in the community workshop to create a livable transit community that gives people access to parks and open space assets.

Displays showing elements that could be part of the green network were presented at the workshop. Key components envisioned for the network include:

- Trails, parks, and open space areas
- Green stormwater infrastructure such as rain gardens

- Wetlands and streams/wildlife habitat areas
- On-street pedestrian and bicycle facilities
- Streetscape enhancements (new trees, landscaping, furnishings)

What We Heard

A wide range of comments and input were gathered at the October 2014 workshop. The most commonly held perspectives are summarized below.

HOUSING CHOICES AND CONCERNS ABOUT CHANGE IN THE SUBAREA

Many participants commented that they understood the purpose of increasing housing choices and opportunities in the subarea around the future light rail station. At the same time, many were concerned about how the change in density might affect the neighborhood. There was not a clear preference between the Connecting Corridors and Compact Communities scenarios—there were mixed perspectives. Participants encouraged the City to consider concentrating density in proximity to the station and making sure that the scale and height of redevelopment was compatible with surrounding single family neighborhoods.

Similar to comments at the earlier workshop sessions, some participants were interested in proceeding with a livable density that would include an affordable mix of multi-family buildings, as well as townhomes, cottage style homes, and single family homes that are attractive to young families.

BUILDING HEIGHTS

Workshop participants had varying viewpoints about what the maximum height for new redevelopment should be in the subarea. Some wanted the height to be below three stories, but since the current height limit in single family zones is 35 feet, it is unlikely that the City would reduce development capacity in station subareas. Other participants suggested buildings no taller than five stories, and this is reflected in significant portions of the potential zoning scenarios. Others recommended buildings of seven stories or taller focused around the light rail station; this is also reflected in potential zoning scenarios. Overall, height was a sensitive issue in community meetings with residents who live in the station subarea. Some participants expressed caution that the transition of change and redevelopment should be something that maintains the integrity of the residential-feel of the neighborhoods in the subarea—similar to that seen in Fremont or Columbia City.

<p>COMPACT COMMUNITY OR CONNECTING CORRIDORS?</p>	<p>Some participants preferred the Compact Community scenario that focuses density and height around the light rail station, but some still expressed concerns about the height limits shown in this scenario. Other participants preferred the Connecting Corridors scenario, and while some felt that 5th Avenue should be the focus of redevelopment, others preferred N-NE 155th as the focus. Some participants spoke against 5th Avenue transforming with more density than under current conditions. Participants discussed the potential for connections to commercial uses along the key corridors. Workshop groups also discussed the importance of having more local restaurants, grocery stores, cafes, and other “Mom and Pop” businesses that are easily supported by commuters, pedestrians, and bicyclists. In general, participants were supportive of creating signature streets with landscaped medians, street trees, furnishings, curb extensions, and other features that enhance identity, improve walkability, and provide traffic calming.</p>
<p>KEY INTERSECTIONS AND “WEDDING CAKE” BUILDING SETBACKS</p>	<p>Participants viewed community design illustrations showing greater density and building height at key intersections, such as the 145th Street and 5th Avenue intersection and the 165th and 5th Avenue Intersection. Again, similar to in earlier workshops, participants preferred architectural building setbacks that provide transition to adjacent neighborhoods through a “wedding cake effect” (step backed floors) at the intersections and along key corridors.</p>
<p>ENVIRONMENTAL PROTECTION AND ENHANCEMENT</p>	<p>Participants continued to remain passionate about the natural resources (including the Thornton Creek corridor and tributaries), parks, trees, and open space areas in and around the subarea. Key parks in the subarea include Twin Ponds Park, Paramount Park and Open Space, and Hamlin Park. Participants wanted to see these areas protected and enhanced as redevelopment occurs. Many suggestions for improving environmental quality of the parks and natural resources included protecting and preserving trees, planting new trees including street trees (with 145th Street improvements), creating more green space, and potentially day-lighting sections of Thornton Creek. In day-lighting Thornton Creek, participants were supportive of addressing storm water issues and improving water quality.</p>
<p>PEDESTRIAN AND BICYCLE CONNECTIONS/ BRIDGE ACROSS INTERSTATE 5</p>	<p>As in previous workshop sessions, participants were in favor of improving pedestrian and bicycle connectivity in the station subarea. There was broad, enthusiastic support for a pedestrian and bicycle bridge linking the station vicinity with the west side of Interstate 5. Participants envisioned a seamless crossing that ties in with an enhanced pedestrian and bicycle network (with trails and on-street facilities) in the subarea. There were suggestions of constructing a trail along I-5, beneath the elevated light rail tracks, to connect to the station. Many felt that improving sidewalks, lighting, nature trails, and bike lanes would also serve as a way to facilitate walking and biking to the station, subsequently decreasing traffic and parking in the subarea.</p>

FIRCREST CAMPUS

Workshop participants had questions about plans for the Fircrest Campus, which was labeled as an “opportunity site.” The Fircrest Campus area is owned by several departments of the State, mostly by the Department of Health and Human Services. This area has a “Campus” zoning designation and would be subject to a process called a Master Plan if the State wished to propose changes. On the maps presented at the October 9, 2014 Design Workshop, the campus was inadvertently colored green, which is used to denote parks. Therefore, on the updated maps, this area has been amended both by removing the “opportunity site” title and by changing the color to use the same demarcation for Campus zoning as the existing City of Shoreline maps. Please note that the City is not proposing any change to zoning for this area, nor is the City aware of any State plans to request changes.

SILLOVER PARKING

As in previous meetings, participants expressed concerns about insufficient parking at the proposed station and potential impacts to the neighborhood.

Next Steps

The public workshop in October 2014 represented an important step in the planning process that will help to set the stage for development of a range of alternatives for the subarea to be further analyzed and studied. The workshop sessions engaged the community in identifying options and possibilities for the future of the NE 145th Street Station Subarea. Comments and input from the workshop helped frame potential options for land uses, zoning, transportation and infrastructure improvements, and community design features in the subarea to be studied in the Draft Environmental Impact Statement (DEIS). After the DEIS is published and the public review period is completed, the City will determine a preferred alternative for further analysis in the Final Environmental Impact Statement (FEIS). Based on the analysis, the City will finalize the station subarea plan, update Comprehensive Plan and zoning designations for the area, and prepare a planned action ordinance with development regulations. The subarea planning process is scheduled to be completed in 2016. (Note: In March 2015, the City Council voted to delay further analysis of the

alternatives in the FEIS until completion of the 145th Street Corridor Study.)

For more information on the 145th Corridor Study, visit: www.shorelinewa.gov/government/departments/145th-street-corridor

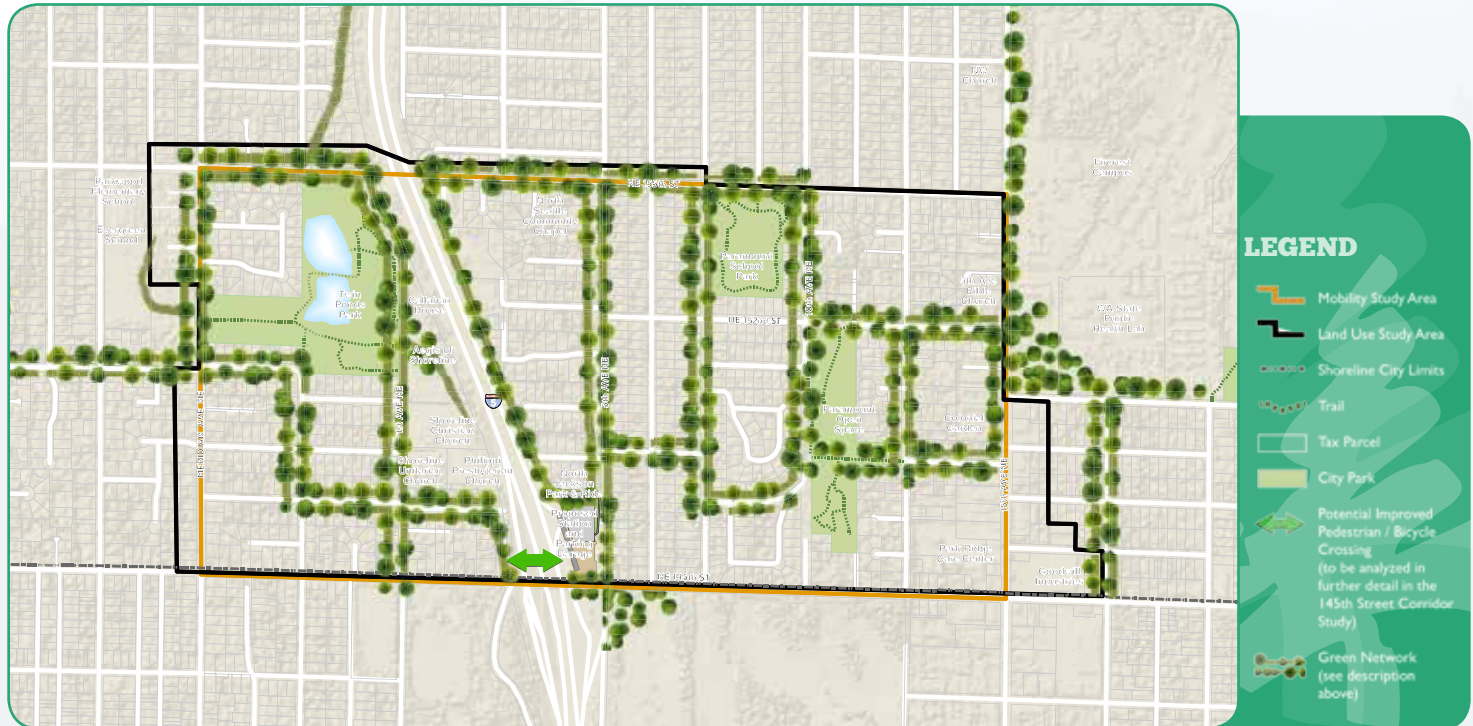
APPENDIX





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The Green Network could be a system of sidewalks, trails, bicycle lanes, parks, stream corridors, wetlands and natural areas. The network could enhance nonmotorized accessibility and safety and provide connections to the natural environment throughout the subarea. With stormwater management, creek corridor enhancement, and protection of wildlife habitat, the green network would provide many environmental benefits.





*** The Connecting Corridors Map has been updated by Council to identify MUR-65' as a replacement for MUR-85'.*



All lots will not redevelop under any of the given zoning scnerios, so many existing single family homes are shown as unchanged by proposed zoning.

**VIEW 1
 NO ACTION**

Looking Northwest toward
 Planned Light Rail Station.



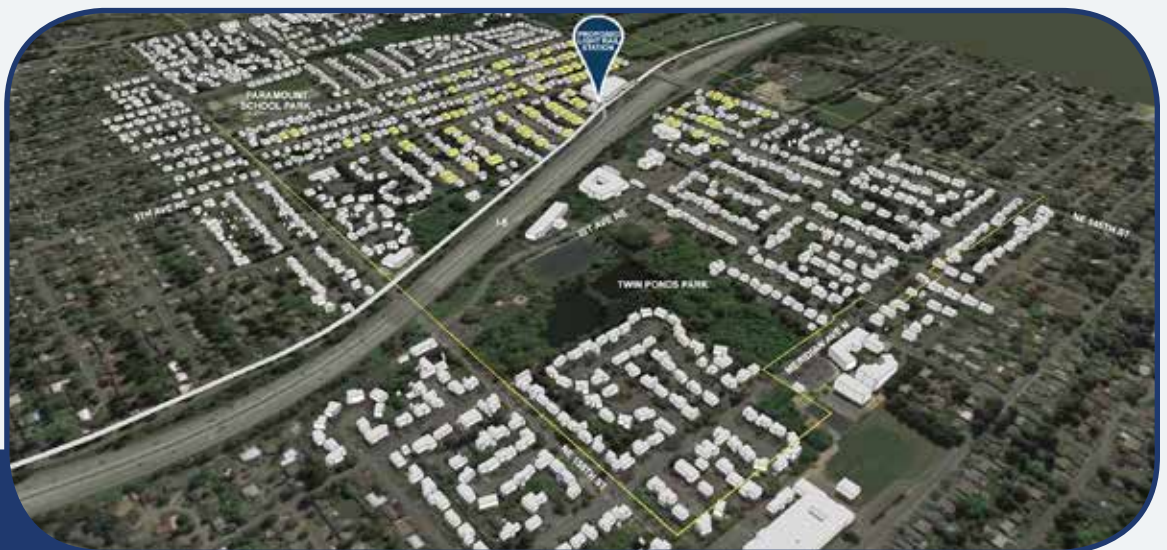
**VIEW 2
 NO ACTION**

Looking Eastward toward
 Planned Light Rail Station.



**VIEW 3
 NO ACTION**

Looking Southeast toward
 Planned Light Rail Station.



All shown as changed in the action alternatives.

Colors of homes and buildings correspond to the proposed zoning (p. 16-17), and the green lines are representative of the Green Network (p. 11)

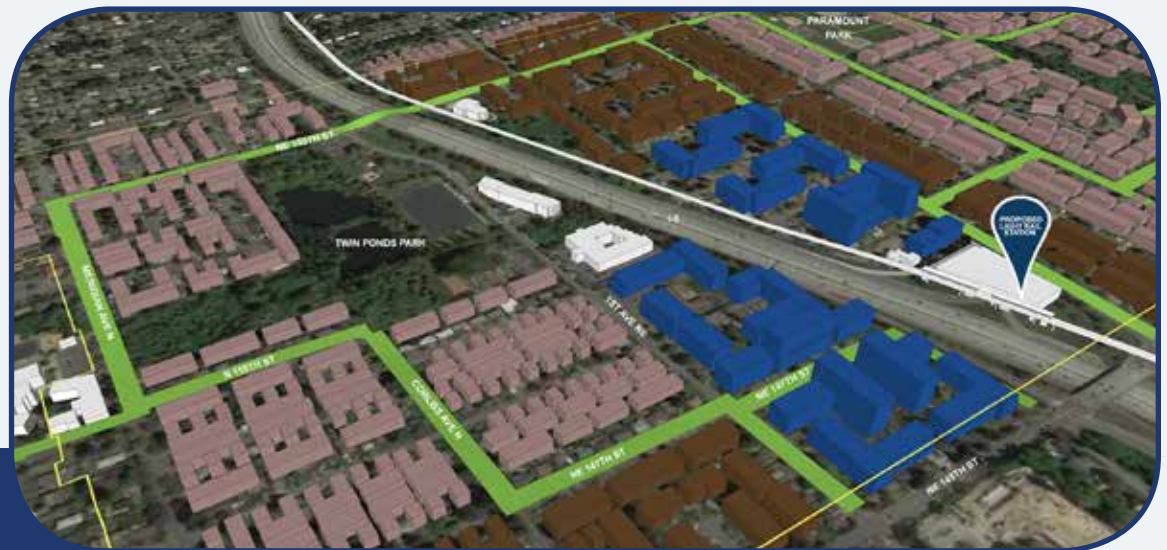
**VIEW 1
CONNECTING CORRIDORS**

Looking Northwest toward Planned Light Rail Station, including the Green Network



**VIEW 2
CONNECTING CORRIDORS**

Looking Eastward toward Planned Light Rail Station, including the Green Network



**VIEW 3
CONNECTING CORRIDORS**

Looking Southeast toward Planned Light Rail Station, including the Green Network





**VIEW 1
 COMPACT COMMUNITY**
 Looking Northwest toward
 Planned Light Rail Station,
 including the Green Network



**VIEW 2
 COMPACT COMMUNITY**
 Looking Eastward toward
 Planned Light Rail Station,
 including the Green Network



**VIEW 3
 COMPACT COMMUNITY**
 Looking Southeast toward
 Planned Light Rail Station,
 including the Green Network

The zoning designations described below were developed to support neighborhood-serving businesses and additional housing styles. They represent a change from the current system of defining zoning by density maximums to using height limits instead.

The Planning Commission will continue discussing details of these potential zones, including allowed uses; dimensional, design, and transition standards; and mandatory requirements and possible incentives for desired amenities.

Existing single-family homes are protected under all proposed zoning designations.

Similar to the existing zoning category R-18 that allows 18 dwelling units per acre, this zone would allow multi-family and single family attached or detached housing styles such as row houses and townhomes. The height limit for this zone is 35 feet, which is the same as single-family R-6 zones, and equates to a 3-story building. MUR-35' also would allow commercial and other active uses along streets classified as "arterials." These types of buildings might include live/work lofts, professional offices, and three-story mixed use buildings (two levels of housing over one level of commercial). This also would allow conversion of existing homes to restaurants, yoga studios, optometrist offices, and other uses.

MUR 35'



The MUR-45' zone would allow housing styles such as mixed use buildings with three levels of housing over an active ground floor/commercial level, resulting in a 4-story building. Buildings such as row houses, townhomes, live/work lofts, professional offices, apartments, etc. could be developed in MUR-45', and single family homes could be converted to commercial and professional office uses like in MUR-35'.

MUR 45'



Note: On March 16, 2015, Council adopted a maximum height of 70 feet for the 185th Street Station Subarea.



This zone would allow building heights of 65 feet (generally 5 to 6 stories tall). Building types would typically be mixed use with residential and/or office uses above commercial or other active use at the ground floor level. This designation could be applied in the Connecting Corridors zoning scenario in areas nearest to the station and allow the highest intensity uses. This would allow for the construction of five levels of wood frame over a one level concrete podium level. Mechanical equipment and roof features would be contained within the height limit.

MUR 65'



This zone would allow building heights of 85 feet (generally 7 stories tall). Building types would be mixed use with residential and/or office uses above commercial or active use at the ground floor. This designation could be applied as shown in the Compact Community zoning map. This would allow for the construction type of five levels of wood frame over a two level concrete podium level. Mechanical equipment and roof features would need to be contained within the height limit. Through development agreement process, it is possible that height could be extended to 140 feet.



MUR 85'



**Conceptual possibility for an enhanced pedestrian and bicycle crossing of I-5
View of 145th Street Bridge and Planned Light Rail Station**



**Conceptual possibility for an enhanced pedestrian and bicycle crossing of I-5
View from Planned Light Rail Station**



Conceptual possibility for redevelopment and improvements in the vicinity of 5th Avenue NE and NE 149th Street, looking Southwest



Conceptual possibility for redevelopment and improvements along 5th Avenue NE and in the vicinity of NE 160th Street



Conceptual illustration of the possibility of redevelopment in the background of the Community Gardens at Twin Ponds Park, looking southeast



Conceptual illustration of possible redevelopment surrounding the Paramount School Park Site

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