

Planning Commission Meeting Date: April 7, 2016

Agenda Item 6a

**PLANNING COMMISSION AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** Public Hearing on Zoning Alternatives and Recommendation to Council on Preferred Zoning Alternative for Final Environmental Impact Statement

**DEPARTMENT:** Planning & Community Development

**PRESENTED BY:** Miranda Redinger, Senior Planner  
Steve Szafran, AICP, Senior Planner

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| <input checked="" type="checkbox"/> Public Hearing | <input type="checkbox"/> Study Session | <input type="checkbox"/> Recommendation Only |
| <input type="checkbox"/> Discussion                | <input type="checkbox"/> Update        | <input type="checkbox"/> Other               |

**INTRODUCTION AND BACKGROUND**

The Draft Environmental Impact Statement (Draft EIS) for the 145<sup>th</sup> Street Station Subarea Plan was published on January 17, 2015. The document is available here: <http://www.shorelinewa.gov/government/departments/planning-community-development/planning-projects/light-rail-station-area-planning/deis-145th-st-station-subarea>. The Draft EIS analyzed three potential zoning alternatives for the subarea, which are included as attachments to this staff report and explained below. These zoning alternatives were also included in the March 17, 2016 staff report and discussed at the meeting. The packet from that meeting is available here: <http://www.shorelinewa.gov/Home/ShowDocument?id=25331>.

The purpose of tonight’s public hearing is to evaluate all of the potential zoning alternatives studied to date and to recommend a Preferred Alternative for the City Council’s consideration based on those alternatives. However, the Commission may recommend a hybrid based on these alternatives as the Preferred Alternative for study in the Final EIS. These hybrid alternatives are described below. The Commission is scheduled to make a recommendation regarding the Preferred Alternative for zoning tonight. Council is scheduled to discuss the Commission’s recommendation and possibly accept the recommendation or select a different alternative as the Preferred Alternative at their May 2 meeting. Once Council has selected their Preferred Alternative, the consultant and staff team will complete the Final EIS.

Approved By: Project Manager \_\_\_\_\_

Planning Director \_\_\_\_\_

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**No Action** (Attachment A) – This alternative was analyzed in the Draft EIS. Note that “No Action” does not mean “no change.” If the City retained the current zoning, property owners would still be able to maximize their development capacity in many cases with larger, 35 foot height - three (3) story structures and accessory dwelling units.

**Connecting Corridors** (Attachment B) – This alternative was analyzed in the Draft EIS and emphasizes both 5th Avenue and 155th Street as connecting corridors between: the station subarea, commercial districts at 165th Street and 15th Avenue, and Shoreline Place/Aurora Square. Potential development analyzed in this alternative is more spread out; includes more area proposed to have lower density Mixed-Use Residential (MUR)- 35' zoning (maximum base height of 35 feet) and limits the higher density MUR- 65' zoning to an area centered around the future station.

Connecting Corridors depicts a “green network,” (Attachment H) a concept that includes the creation of a green network of sidewalks, trails, bicycle lanes, parks, stream corridors, wetlands, and natural areas throughout the subarea, implemented over time with redevelopment. Green infrastructure and low impact development stormwater management and water quality treatment facilities also would be a part of this network. The “green network” is intended to be located in public right-of-way.

**Compact Community** (Attachment C) – This alternative was analyzed in the Draft EIS and does not propose rezoning along the connecting corridors described above. Compact Community focuses potential growth within approximately a one-half mile radius of the future light rail station. Potential development in this alternative concentrates higher density MUR 85' zoning (maximum base height of 85 feet) close to the future light rail station with a mix of MUR 35' and MUR 45' (maximum base height 45 feet) within the remainder of the subarea.

Compact Community also depicts the “green network” (Attachment H) described in the Connecting Corridors alternative above.

**Phased Zoning**- During the time that the Connecting Corridor and Compact Community alternatives were being considered, the Commission and Council also discussed a phased zoning option for the 185<sup>th</sup> Street Station Subarea Plan. Phased zoning typically changes the zoning in each phase when certain milestones are reached; such as, on a future date or upon completion of a capital improvement project. The maps contained in Attachments D and E represent options to phase zoning for the two 145<sup>th</sup> Street Station Subarea Plan the Connecting Corridors and the Compact Community alternatives described above.

**Phased Connecting Corridors** (Attachment D) – This map represents an option to phase the Connecting Corridors alternative in Attachment B. Leading up to the continued public hearing on the 145<sup>th</sup> Draft EIS on February 5 and 19, 2016, this was the recommendation of the Planning Commission light rail subarea committee. However,

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since then the committee has developed their recommended Compact Community Hybrid alternative (see below).

The Phased Connecting Corridors map has several differences from the non-phased Connecting Corridor map in regards to proposed zoning. The phased map:

- Includes Mixed-Use Residential- 85 foot base height limit (MUR-85') instead of Community Business (CB) near the intersection of NE145th Street and 15th Avenue NE;
- Extends Mixed-Use Residential- 45 foot height limit (MUR-45') further north on 15th Avenue NE, between NE 155th and 158th Streets, and one block west of 15th Avenue NE; and
- Replaces MUR-45' with MUR-85' zoning to the block east of 5th Avenue NE between NE 145th and NE 152nd Streets; and replaces MUR-35' with MUR-45' zoning on the next block to the east.

**Phased Compact Community** (Attachment E) – This map represents an option to phase the Compact Communities alternative in Attachment C. Both the phased and non-phased alternatives have the same proposed zoning, but phases would take effect at different times.

**Compact Community Hybrid** (Attachment F)- This alternative is based on the Compact Community alternative, but includes some elements of the Phased Connecting Corridor alternative, specifically the area north of NE 155th Street and east of Interstate 5. It also replaces all MUR-85' with MUR-70' zoning.

This alternative shows a bike and pedestrian network based mostly on the Off-Corridor Network (Attachment G) developed through the 145th Corridor Study, but still incorporates elements of the Green Network (Attachment H) that was included in the Draft EIS. This change is proposed in the Compact Community Hybrid to update an alternative to reflect the work of the 145<sup>th</sup> Street Corridor study, while retaining the concept of connecting the subarea's parks and open spaces.

The attached Compact Community Hybrid map was modified following public comment and Commission discussion at the March 17 meeting. The revised map:

- Retains existing single-family zoning in blocks around Paramount Open Space and Twin Ponds Park as an added protection for wetlands and streams;
- Retains existing single-family zoning in the block on the south side of Paramount Park, Paramount Open Space, and Twin Ponds Park to indicate potential future park expansion;
- Replaces MUR-45' with MUR-35' zoning south of Paramount Park between 8th and 10th Streets; and

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- Adds a connecting pedestrian/bicycle path from 15th Avenue through Paramount Open Space to the future light rail station.

**The modified version of the Compact Community Hybrid will serve as the base map from which Commissioners can make additional modifications, if desired, at the April 7 public hearing.**

To aid in the discussion about what the different Mixed-Use Residential zoning designations mean, a description of each designation is provided below. The descriptions are based on zoning designations adopted through the 185th Street Station Subarea Plan.

**Mixed-Use Residential- 35 foot height limit (MUR-35')**- This zone would allow single- and multi-family detached or attached housing styles, including row and townhomes. The height limit is 35 feet (the same as the single-family residential - R-6 zone (6 units per acre), which equates to a maximum three (3) story building. It is intended to allow for additional housing styles and neighborhood serving businesses, and to be a transition between existing R-6 zoning and more intense zoning closer to the future light rail station or along commercial corridors. MUR-35' would allow commercial uses along "arterial" streets, including conversion of existing homes to businesses; such as, restaurants, yoga studios, and professional offices. Mixed-use buildings like live/work lofts and commercial ground floors with apartments above are also allowed.

**Mixed-Use Residential- 45 foot height limit (MUR-45')**- This zone would allow multi-family attached building types with a height limit of 45 feet, which equates to a maximum 4-story building, including mixed-use; for example three levels of housing over a commercial ground floor level. Buildings such as row houses, townhomes, live/work lofts, offices, apartments, etc. could be developed, and single family homes along arterials could be converted to businesses.

**Mixed-Use Residential- 65, 70 or 85 foot base height limit (MUR-65'; or MUR- 70'; or MUR-85')**- 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 type of "transit-oriented development" will occur in areas closest to the light rail station. Potentially, buildings in this zone that provide a greater level of green building and affordability (among other requirements), could achieve a height of 140 feet, as per a development agreement following a public process.

**NOTE:** *MUR-65' could accommodate buildings up to six (6) stories; MUR-70' could accommodate 6 to 7 story buildings; and MUR-85' could accommodate 7-8 story buildings. The 185<sup>th</sup> Street Station subarea contains MUR-70' zoning and does not include MUR-65' or MUR-85' zones.*

## **DISCUSSION**

The purpose of tonight's public hearing is to discuss the zoning alternatives analyzed in the Draft EIS for the 145<sup>th</sup> Street Station Subarea Plan and any modifications proposed to date. The goal is for the Commission to make a Preferred Alternative recommendation to Council. The Council could then discuss, and possibly amend and select the Preferred Alternative to be further studied in the Final EIS.

### **Options for Revisions:**

There are several options for how the Commission could revise the potential zoning alternatives. Such revisions could be based on the:

- Paramount Open Space and Twin Ponds Park Wetlands and Streams Assessment technical memorandum. Note: This memorandum is an attachment to the February 18<sup>th</sup> Planning Commission packet accessible by the following link <http://www.shorelinewa.gov/home/showdocument?id=25139>;
- City of Shoreline - Geotechnical Considerations for High Groundwater or Peat Conditions technical memorandum Note: This memorandum is an attachment to the February 18<sup>th</sup> Planning Commission packet accessible by the following link <http://www.shorelinewa.gov/home/showdocument?id=25139>;
- Draft 145<sup>th</sup> Street Corridor Study Preferred Design Concept. Note: This information was presented at the March 3<sup>rd</sup> Planning Commission meeting and is accessible from the following link <http://www.shorelinewa.gov/Home/Components/Calendar/Event/9479/182?toggle=allpast>;
- Regulations adopted for the 185<sup>th</sup> Street Station Subarea Plan;
- Public comment submitted over the last year;
- Planning Commission subcommittee proposal; or
- Phased zoning.

An overview of the options for revisions as noted above was presented in the March 17 staff report and at that meeting. Additionally, the Commission may want to discuss advantages and disadvantages of phasing zoning, and where boundary lines for the subarea may be drawn.

### **Option 1: Wetland, Stream & Soils – Paramount Open Space and Twin Ponds Park**

Based on Paramount Open Space and Twin Ponds Park Wetlands and Streams Assessment technical memorandum and City of Shoreline - Geotechnical Considerations for High Groundwater or Peat Conditions technical memorandum, which are addendums to the Draft EIS, the Commission could:

- Amend the potential zoning alternative(s) to exclude land near Paramount Open Space or Twin Ponds Park from rezoning;

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- Phase zoning to delay rezoning of parcels that include wetlands, streams and associated buffers;
- Create a critical areas overlay (although no specific standards for an overlay have been articulated); or
- Make no changes to potential zoning alternatives based on these technical memos.

Attachment I layers maps from the Paramount Open Space and Twin Ponds Park Wetlands and Streams Assessment technical memorandum over the Compact Community alternative to illustrate the parcels that could be excluded from rezoning; or considered for phasing. It is important to note that the Critical Areas Ordinance applies to any parcels with wetlands, streams, or their buffers when development is proposed – not just those parcels identified in the Paramount Open Space and Twin Ponds Park Wetlands and Streams Assessment technical memorandum .

It is also important to note that maps from the Paramount Open Space and Twin Ponds Park Wetlands and Streams Assessment technical memorandum represent field reconnaissance on public property during what happened to be a dry season of a dry year, not a full delineation or an extensive evaluation of private property. This level of analysis was consistent with the budget and scope approved by Council, and the timing reflects the first opportunity that the scientists were able to make field observations following allocation of funding and amendment of contract. Site specific analysis is currently required for private property owners to determine whether critical areas regulations apply when development is proposed.

Attachment J is a collection of public comments submitted during the comment period for the addendum to the Draft EIS which includes the Paramount Open Space and Twin Ponds Park Wetlands and Streams Assessment technical memorandum and City of Shoreline - Geotechnical Considerations for High Groundwater or Peat Conditions technical memorandum).

*The Compact Communities Hybrid map shows blocks surrounding Paramount Park, Paramount Open Space, and Twin Ponds Park as retaining R-6 zoning.*

These changes respond to comments the Planning Commission received. The commenters support keeping the existing single-family, R-6 zoning around Paramount Park Open Space and Twin Ponds Park. The commenters believe single-family development is less intense than the multi-family development envisioned with the proposed MUR zones therefore providing greater protection for wetlands and streams.

The Paramount Open Space and Twin Ponds Park Wetlands and Streams Assessment technical memorandum concludes that through redevelopment, sites that contain wetlands, streams or their associated buffers will be further protected and enhanced. The rezoning of the properties around Twin Ponds and Paramount Open Space will likely lead

to more redevelopment than expected under the existing R-6 zoning. Through redevelopment new low-impact development techniques and adherence to the Critical Areas Ordinance will be required. This will result in improved stormwater control and water quality; buffer enhancements and habitat protection. Much of the existing single-family development around these parks does not comply with these standards.

However, properties zoned R-6 in such close proximity to the light rail station will also have an increased likelihood for redevelopment. The R-6 zoning allows for accessory dwelling units, duplexes, single-family attached units, and new and potentially larger single-family homes. This redevelopment would also have to comply with improved stormwater and critical areas regulations. The Paramount Open Space and Twin Ponds Park Wetlands and Streams Assessment technical memorandum does not specify what type of redevelopment will have the least impacts on the wetlands and streams.

Regardless of the alternative ultimately selected for study in the FEIS, opportunities to further protect these areas may be possible if the Parks, Recreation, and Open Space (PROS) Plan identifies properties surrounding City parks and open spaces in the subarea for acquisition, should they become available for sale. At the March 24 Parks, Recreation, and Cultural Services (PRCS) and Tree Board meeting, the Board unanimously adopted motions to support the Compact Communities Hybrid alternative, prepare for acquisition of additional park space to accommodate projected growth, and express a general preference that areas that could critically impact wetland viability not be rezoned.

### **Staff recommendation on Option 1: Wetland, Stream & Soils – Paramount Open Space and Twin Ponds Park**

Staff does not recommend retaining R-6 zoning on the parcels south and south east boundaries of Paramount Park. These parcels do not contain known wetlands, streams or their associated buffers. There are some erodible soils noted on the east and south east side of the site. However, development in such areas is allowed throughout the City when in accordance with the City's regulations. The main reason cited for retaining these properties as R-6 was to promote future expansion of the park. This can occur regardless of the zoning for these and other properties. At the FEIS stage of the project, staff recommends studying MUR zoning.

Staff does not recommend an overlay. An overlay would geographically predetermine where the wetland, streams and associated buffers are located. If additional protections are sought, then those protections should apply to wetlands, streams and associated buffers whether or not they are demarcated with an overlay.

The City's newly updated critical areas regulations provide the needed protection for wetlands and streams. Further protection of these resources may also be the result of long range planning to occur as part of the PROS plan update. Staff recommends for the

purposed of study in the FEIS the rezoning of areas around Paramount Park Open Space and Twin Ponds be included in the Preferred Alternative.

If the areas around the wetlands and streams are later rezoned to MUR zones, then staff recommends including a provision in the development regulations that any new development that is subject to Critical Areas Ordinance must be located entirely outside of wetland and stream buffers in order to utilize new zoning designations. Otherwise, R-6 standards would apply limiting the consideration of reasonable uses to those allowed in the R-6 zone with a Critical Areas Reasonable Use Permit (CARUP). This potential regulation could be discussed at a future Commission meeting along with other proposed regulations for the 145th Street Station Subarea Plan. This in essence achieves the same result of limiting selected parcels around Paramount Open Space and Twin Ponds Park that area encumbered by wetlands, streams or their associated buffers to R-6 uses and standards.

The staff recommendation on this option: allows for additional study of the impacts MUR zoning on the wetlands and streams through the FEIS; does not predispose which parcels are encumbered by wetland, streams and associated buffers by leaving suspected parcels as R-6 since delineation of wetland and streams on private property is the responsibility of private property owners seeking to develop on potentially encumbered sites; and allows for transit supportive development (MUR-35' and MUR-45') on sites around the parks should a buildable site outside of the wetland, stream and associated buffers be assembled.

### **Option 2: 145<sup>th</sup> Street Corridor Study**

As discussed at the March 3 and 17 meetings, the primary reason that additional work on the 145<sup>th</sup> Street Subarea Plan was postponed until completion of the 145<sup>th</sup> Street Corridor Study was to allow for the analysis of whether land uses considered for the subarea would cause unmitigated traffic problems along the corridor. The 145<sup>th</sup> Street Corridor Study analyzed projected growth through 2035 and confirmed that improvements envisioned in the Preferred Design Concept for the roadway could support zoning changes.

Until these improvements are made, the City will rely on other means to ensure developments that trigger a traffic impact analysis must either fund improvements or revise development plans to meet the City's adopted levels of service. The 145<sup>th</sup> Street Corridor Study did not address conditions beyond 2035, but the Preferred Design Concept has additional capacity, and transportation planners and traffic engineers anticipate that new technologies and behavioral change over the next several decades will shift the split between different means of transportation to greatly reduce the number of trips generated by single-occupancy vehicles.



The Compact Communities Hybrid alternative mostly replaces the Green Network analyzed in the Draft EIS with the Off-Corridor Bike Network analyzed in the 145th Street Corridor Study, except for the connector from 15th Avenue through Paramount Open Space to the future light rail station. It is important to note that even though the title of the network analyzed in the Corridor Study identifies only bikes, any paths developed would be intended for pedestrians as well. Design of a non-motorized network would occur through implementing phases of the Corridor Study. The PRCS Department could also identify trail improvements through Paramount Open Space as part of the PROS Plan.

*The Compact Communities Hybrid amends the Compact Community alternative by incorporating the Off-Corridor Bike Network from the 145<sup>th</sup> Street Corridor Study. Based on Planning Commission discussion at the March 17<sup>th</sup> meeting a non-motorized path through Paramount Park Open Space has been added to the Compact Communities Hybrid. No other revisions based on the 145th Street Corridor Study have been added to the Compact Communities Hybrid alternative.*

### **Staff recommendation on Option 2: 145<sup>th</sup> Street Corridor Study**

It could be beneficial to include a connecting path from 15th Avenue NE to the future light rail station, in addition to those proposed for 155th and 145th Streets. During visioning and design workshops, residents submitted many comments about wanting more east-west connections and connecting the City's jewels, City parks, with non-motorized facilities. Trail improvements through Paramount Open Space would also benefit the park users.

Staff recommends that the Commission determine a regulatory setback along the corridor within the boundaries of the 145<sup>th</sup> Street Subarea (as was the case with 185<sup>th</sup> Street), but this recommendation would take place during future discussions about regulations, so this is not something that would be reflected in the Preferred Alternative.

Staff recommends no additional changes to be included in a Preferred Alternative as a result of the 145<sup>th</sup> Corridor Study.

### **Option 3: Regulations adopted through 185<sup>th</sup> Street Station Subarea Plan**

*The Compact Communities Hybrid alternative replaces the proposed MUR-85' zoning with MUR-70'.*

Regulations for MUR-70' were adopted as part of the 185th Street Station Subarea Plan, so the Commission would not have to create new regulations for MUR-85'.

MUR-70' and MUR-85' would both allow for six to seven-story buildings, but the additional 15 feet of height was intended to allow for covered structures if rooftops included open space. If the Commission considers covered structures to be a desired amenity, an exemption for such structures could be included in regulations rather than through a zoning designation.

### **Staff recommendation on Option 3: Regulations adopted through 185<sup>th</sup> Street Station Subarea Plan**

Staff supports the recommendation to change MUR-85' to MUR-70'. This change provides for consolidation of regulations, which streamlines use of the City's Development Code by developers and the administration of the provisions for staff while still obtaining transit oriented development around the stations.

### **Option 4: Public Comment**

In addition to the public comments addressed by other options in this staff report, other public comments have been submitted since the February 2015 public hearing. The Commission may want to consider a variety of other changes. A number of comments requested that single-family zoning be left intact in parts or all of the subarea, or that zoning be phased or overlaid. No direction was provided by commenters regarding what the overlay should denote.

### **Staff recommendation on Option 4: Public Comment**

Several changes to the alternatives analyzed in the DEIS have been incorporated in the Compact Community Hybrid alternative in response to public comment. Staff does not recommend any additional changes to study in a Preferred Alternative than are already captured in the alternatives presented in this staff report.

The Commission will need to weigh all of the public requests against local and regional benefits of creating higher-density areas of mixed land use near high capacity transit, including reducing carbon emissions per capita and supporting neighborhood serving businesses and housing choice. Based on these considerations, the Commission may recommend changing boundaries of potential zoning and phasing, or other options.

### **Option 5: Planning Commission Subcommittee Proposals**

#### Properties North of 155th Street:

*The Compact Communities Hybrid alternative includes zoning proposed under the Phased Connecting Corridors alternative for the section north of 155th Street and east of Interstate 5.*

The Commission light rail subarea planning committee recommended this area be added for study in the FEIS for several different reasons. The area on the west edge of 15th Avenue NE was extended based on public comment in February 2015 from residents who lived in that area and described that the single-family character of the block had already changed based on existing uses that are allowed in single-family zoning, such as churches and utility facilities. The committee also recommended MUR-45' zoning in the area on both sides of 5th Avenue because that intersection is located between the future light rail station and the commercial district at NE165th Street. They felt that extending

the boundary north of NE 155th Street could provide additional opportunities for neighborhood serving businesses and a cohesive streetscape.

Drawing a boundary for zoning north of NE 155th Street is more challenging given that there is not a natural dividing line in this area. It could be that NE 155th Street would create a better transition for residents to the north. While some residents in this area have expressed a desire to have zoning changed, others have requested that zoning not be changed.

### **Staff recommendation on Option 5: Planning Commission Subcommittee**

**Proposal:** Staff recommends studying the proposal in the FEIS. If the Planning Commission is interested in possibly including all or a portion of this area in the final Subarea Plan and rezone, then it must be studied in the FEIS. This leaves the option open for the Planning Commission and Council.

### **Option 6: Phased Zoning:**

*The Compact Communities Hybrid alternative does not include phasing.*

### **Staff recommendation on Option 6: Phased Zoning:**

In order to discuss advantages and disadvantages of phasing zoning for the 145<sup>th</sup> Street Station Subarea Plan, it is first important to lay out a few key differences between this subarea and the three-phased approach to zoning in the 185<sup>th</sup> Street Station Subarea. The 185<sup>th</sup> Street Station Subarea encompassed a full half-mile radius around the future stations, whereas the 145<sup>th</sup> Street Station Subarea encompasses only half of a half-mile radius because NE 145<sup>th</sup> Street is Shoreline's boundary with Seattle. Since the land considered for rezoning in the 185<sup>th</sup> Street Station Subarea covered a large geographic area, a Comprehensive Plan Land Use policy<sup>1</sup> provided additional guidance with regard to phasing zoning in the 185<sup>th</sup> Street Subarea.

The 185<sup>th</sup> Street Station Subarea also included the corridors of 185<sup>th</sup> Street to Aurora Avenue on the west, and 10<sup>th</sup> Avenue NE and NE 180<sup>th</sup> Street to the southeast. These corridors were included in the Subarea Plan based on Comprehensive Plan Land Use Policy 30<sup>2</sup> and the concept that came out of the design workshops that the subarea should connect Aurora Avenue and Town Center with North City.

In contrast to the zoning alternative that was adopted for the 185<sup>th</sup> Street Station Subarea, the Compact Community Hybrid alternative encompasses a smaller geographic area and

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<sup>1</sup> LU34: Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to those suited for Transit-Oriented Communities (TOCs), taking into account when the city's development needs and market demands are ready for change.

<sup>2</sup> LU30: Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multi-family, mixed use, and non-residential uses.

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does not include corridors that connect the subarea to Aurora Avenue or the Ridgecrest commercial district at 165<sup>th</sup> Street.

Given the smaller geographic area of study for the 145<sup>th</sup> Street Station Subarea, allowing for the full rezone to occur upon adoption of the Subarea Plan provides more certainty for property owners and real estate market forces with regard to redevelopment potential. Being able to utilize new development standards throughout the subarea would also allow for a greater variety of housing styles to be constructed.

Some supporters of the concept of phased zoning, have suggested that a phase I for the 145<sup>th</sup> Street Station Area rezone should encompass just the MUR-70' zoned property immediately adjacent to the station. The market analysis done for the both the Lynnwood Link Extension EIS and the 145<sup>th</sup> Street Station Subarea Plan DEIS both indicate that development in the MUR-70' is likely to occur closer to and after the light rail station is operational. In most cases, six to seven-story buildings would require aggregation of multiple parcels. A major factor in the marketability of these types of developments would be proximity to transit. Since the station will not be operational until 2023, and parking reductions based on proximity to transit would not be effective until this time, it is less likely that developers would see projects in this area as viable in the near term.

However, this is not the case with MUR-35' and MUR-45' zoning. Since there is so little land available in the city for lower density multi-family dwelling units, staff believes that there is a pent up demand for housing styles such as townhomes, row houses, and smaller apartment buildings. It is more likely that these housing styles would be marketable even prior to the start of light rail service. Height limits in the MUR-35' and MUR-45' zones were intended to be compatible with existing or potential single-family homes while supporting additional housing choice in the neighborhoods. The MUR-35' and 45' zones also allow for the development of neighborhood serving businesses along arterials.

Additional housing styles could begin to increase population density in ways that would support emerging local businesses, which in turn help to create a sense of place. Redevelopment could begin to fill in the sidewalk network and improve stormwater infrastructure. Places that include amenities like shops, restaurants, gathering places, walkability, and future transit service tend to attract more interest from potential residents and investors.

Therefore, staff does not recommend using phasing as a tool in the 145<sup>th</sup> Street Station Subarea. However, it is important to note that if phasing is not studied in the FEIS, then it cannot be adopted as part of the 145<sup>th</sup> Street Station Subarea Plan and rezone without the City preparing an addendum or a supplement to the EIS.

## **TIMING AND SCHEDULE**

- April 21- Commission meeting: Discuss potential Development Code regulations that could be included as part of the 145th Street Station Subarea Plan adopting ordinances. Discussion of regulations could occur during May 5 and 19 and/or June 2 and 16 Commission meetings
  - May 2- Council meeting: Discuss Commission recommendation and select Preferred Alternative for further analysis in Final EIS
  - May-June: Consultant and staff team creates Final EIS
  - July 7- Planning Commission meeting\*: Discuss Final EIS
  - July 21- Planning Commission meeting\*: Discuss Subarea Plan
  - August 4- Planning Commission meeting\*: Discuss Planned Action and adopting ordinances
  - August 18- Planning Commission PUBLIC HEARING\*: Discuss Subarea Plan package and make recommendation to Council
  - September 12- Council meeting: Study Session on Subarea Plan package
  - September 26- Council meeting: Council adopts Subarea Plan package
- \*Requesting that Commissioners confirm availability*

## **RECOMMENDATION**

Staff recommends that the Commission make any revisions to any of the zoning alternatives analyzed in the DEIS and select a Preferred Alternative to recommend for Council consideration.

## **ATTACHMENTS**

- Attachment A: No Action current zoning alternative
- Attachment B: Connecting Corridors potential zoning alternative
- Attachment C: Compact Community potential zoning alternative
- Attachment D: Phased Connecting Corridors potential zoning alternative
- Attachment E: Phased Compact Community potential zoning alternative
- Attachment F: Compact Community Hybrid potential zoning alternative
- Attachment G: "Off-Corridor Bike Network" map
- Attachment H: "Green Network" map
- Attachment I: Wetland and Stream Buffers over Compact Community scenario
- Attachment J: Public comments on Addendum to Draft EIS
- Attachment K: Public comments received since the March 17 Staff Report