

Attachment K Comments Received Since March 17 Meeting

From: [Plancom](#)
To: [Rachael Markle](#); [Steve Szafran](#); [Easton Craft](#); [David Maul](#); [William Montero](#); [Paul Cohen](#); [Lisa Basher](#); [Jack Malek](#); [Laura Mork](#); [Miranda Redinger](#); [Julie Ainsworth-Taylor](#); [Susan Chang](#); [Donna M. Moss](#)
Subject: FW: 145th light rail station subarea planning
Date: Sunday, March 27, 2016 9:33:22 PM

From: Cindy Matson[SMTP:SLINGOCIN@AOL.COM]
Sent: Sunday, March 27, 2016 9:33:17 PM
To: Plancom
Subject: 145th light rail station subarea planning
Auto forwarded by a Rule

As a homeowner, I would like to state my preference for the Compact Community Hybrid alternative, with the added information that I would like the 2300 block of N 156th PI to remain at its current zoning designation. I do not understand why this culdesac has been included in any rezone.

Cynthia Matson

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940 NE 147th St
Shoreline, WA 98155

March 21, 2016

Shoreline Planning Commission
17500 Midvale Ave N
Shoreline, WA 98133

Subject: Additional Comment on 145th Addendum to DEIS

Dear Planning Commission and Mr Szafran:

Please accept our additional comments on the Addendum to the 145th DEIS and Subarea.

Planned Action Ordinance

We wish to point out that one crucial aspect of the City's plans will have an additional negative impact to the environment. That is the proposal to pass another Planned Action Ordinance as was done on the 185th Subarea. The reason this would be particularly detrimental is that because there are so many sensitive or critical areas such as wetlands, creeks and steep slopes in the 145th Light Rail Station Area, they are at risk because of the way the City is going about the EIS and Subarea planning effort.

The City proposes to use the Planned Action Ordinance as an overall statute allowing development to go forward without any further input from the public. The staff state repeatedly that any particular environmental issues such as wetlands on or near properties with development proposals would be protected by further environmental review conducted by the City and individual developers. But unfortunately, there would be no notice, no comment period and no potential for appeal for any members of the public who wish to provide information about particular sites proposed for development. Frequently with input from the public, the staff are made aware of special circumstances on a site, such as a wetland, a buffer, a easement, or a traffic or infrastructure detail that has been unknown to the City or developer. Because each site is unique, especially the ones surrounding the three major parks in the 145th Rezone area, it is highly valuable for planning staff to include this input from the public in determining environmental impacts of a particular development.

But none of this would be possible because the Planned Action Ordinance prevents any input from knowledgeable members of the community.

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Therefore, we respectfully suggest that the Planning Commission should pass whatever Subarea zoning they intend to WITHOUT a Planned Action Ordinance. You could require instead a SEPA process for any of these newly zoned properties. Also, if Phasing is used and Phase I is confined to areas around to Stations within say a two-block section, for instance, that Phase I should have a 20-year timeline. That way the City could reasonably observe the progress of that Phased Zone and how it is actually affected by the traffic and any development that does occur there. We recommend keeping the areas adjacent to the parks at R-6 for that first Phase. Perhaps some of the areas in between could be denser. But, by and large this would prevent the unintended consequences of a rush to upzone the sensitive areas around the parks. The many wetlands could be adversely affected by dewatering or diversion of water sources, as happened at the Aegis site with Peverly Pond, which has disappeared.

We also think it is important to point out that the Planned Action Ordinance is a particularly clumsy tool, normally conceived as a way for cities to work with one or two major developers in a defined area. Instead in this case, it is being used not to thoroughly plan on a project level, but is completely avoiding specific details that should be included in the EIS to understand the actual environmental impacts of any developments within these huge rezone areas. And, one of the worst aspects is that any member of the public, who normally would have a right to notice and to comment on proposed developments in their neighborhood, would be completely excluded. This is not good planning and it is not good public policy. The Addendum to the DEIS is proof of this problem. It has been admitted already by staff and even OTAK that the review was not based on Best Available Science, Data or even fact. It has been admitted to be just a cursory overview of some aspects of the Parks. The Twin Ponds wetland delineation is not even completed yet. The previous City documents such as the 2004 Thornton Creek Characterization Study are not even included, though it is much more thorough. Clearly, more information is needed to inform this DEIS process before any decision to move forward is made.

Parks and Open Space

We believe that the Preferred Alternative being currently proposed is again too much development, too soon without an appropriate level of planning for our Parks and Open Space needs. The impacts of Upzoning around these three major parks has not been fully analyzed. How would these parks be affected by taller buildings surrounding them? How would height, bulk and scale impact these parks? How would additional shading affect them, their recreational value and the wildlife areas within? How much Open Space and recreation is required for the expected increase in population? How would the Upzoning and population increases affect local schools? The Shoreline School District has expressed concern about their capacity to handle the increased school aged family size increase and how it would affect their ability to accommodate these new students. They have warned that one of the most popular parks in the City, the Paramount School Park, which is owned by SSD, might have to be returned to use as a school property. How would that affect the hundreds of families and park users, including sports teams that utilize Paramount School Park?

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Some sensitive areas surrounding the local parks need to be protected from the pressures to develop. Many of these properties are steep forested slopes, stream or wetland buffers. What are the plans on the Pro Parks initiatives? How much would it cost the City to acquire these sensitive areas to protect them? Has that been analyzed in this Addendum to the DEIS? We do not see much discussion of that in the Addendum to the DEIS

Trails and Bike/Ped Routes

Have the trails through Paramount Park or other parks been analyzed to determine what it might take to upgrade them for bike/ped pathways, possibly with boardwalks to protect sensitive areas, safety and possible lighting issues? The idea of a trail through Paramount Park has a lot of advantages as an additional option for Bike/Ped users to avoid 145th. Drainage is an important matter to consider with the “Greenways” that are included in the plans. Have LID techniques been included in analysis of this proposal for trails and paths with trees? What will it cost for the drainage and for tree planting? Will property acquisitions be considered as part of the “Greenways” planning? How much would that cost and what are the sources of potential revenue to pay for them? Have culverts that are connected been analyzed according to state law? Those must be considered to find ways to improve the watershed areas.

Traffic Impacts of Light Rail Station and 145th Corridor Proposals

There is a big potential problem with the process to move forward with Preferred Alternative on the Subarea, when the City has not yet completed its environmental review process on the 145th Corridor Study or the Light Rail Station design.

There has been no serious evaluation connected with this addendum or EIS of how traffic attracted to the Light Rail Station or 145th Corridor would impact or be impacted by Upzones and the Subarea Plans. How many buses would have to access Fifth NE hourly, daily, or weekly? How would cut-through traffic affect the neighborhood? How would excess parking affect the neighborhood? How will the added street lights affect traffic flow? How will additional density affect access to Light Rail and 145th? How will bus and auto traffic affect the I-5 bridge and how will changing the entrances and exits to I-5 change traffic patterns in the neighborhood? These are all important questions that will affect the subarea. How will the massive tree removal along I-5 for Light Rail impact air, water and sound quality in the neighborhood?

The intersection at Fifth NE and 145th is already dysfunctional. Even on recent Saturday and Sunday afternoons there is traffic backed up through two light changes. This is already unacceptable.

We also need to reiterate that the 145th Corridor project must include provision to replace the perched culvert under 145th by State and Federal law to reconnect fish passage on Littles Creek. Littles Creek is a major tributary of Thornton Creek and the current culvert is illegal.

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If the EIS for the 145th Corridor Study is not to be completed for over a year from when Council selected a Preferred Choice, how can the 145th Subarea be planned and approved without adequate information?

Considering the facts that there is so much missing information to address the Addendum for the DEIS, we conclude that the Planning Commission must take a more thoughtful and reasonable approach. We ask that the Commission request more information be studied. Include the existing City documents that have already been done such as the 2004 Thornton Creek Watershed Characterization Report, the upcoming Twin Ponds Wetland Delineation and the 145th Corridor Study. We ask that these be included and that the Commission should delay making a recommendation to the Council until a more complete Addendum is provided.

Also, since a new version of the Planning Commission 145th Committee Preferred Alternative is being put forward and the community has not been notified of this revision, there is ample reason to extend the comment period until after these changes and information has been made available to the public and proper notice has gone out to surrounding communities.

We also strongly urge that the Planning Commission consider rejecting the proposal for a Planned Action Ordinance because it leaves too much to chance and there is too much environmental risk at stake. Instead we suggest imposing a SEPA review process that will provide proper oversight.

We also ask that the Commission consider concentrating on Phase I of the Subarea Upzone near the Light Rail Station, and delay the upzoning of Phase II for at least 20 years. That way you can keep the low scale R-6 zoning around the parks to prevent negative impacts and unintended consequences.

Finally, we strongly urge that a Critical Areas Overlay be included in the Subarea. This should be studied in the DEIS. But it would give an important extra layer of protection to these important sensitive and recreation areas.

Thank you for the opportunity to comment.

Sincerely,

Janet Way, President
Shoreline Preservation Society

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Liz Poitras 3-24-2016

RE: 145th St. Station Subarea

Dear Planning Commission,

I would like to comment on the latest proposed map for the 145th St. station subarea (“Compact Community – Hybrid”).

Item #1

From the beginning of this project the city has said they would try to buffer the R6 areas from the tallest possible buildings by not having them next to MUR-45 or MUR-70. MUR-35 was going to accomplish this. On the latest map (as of 3-23-16!) 5th Ave NE above NE 155th is shown with two sections of MUR-45 surrounded on 3 sides by R6. That will have a very negative impact in that area.

First of all, most of the homes in that surrounding area are one-story homes. If they were two-story homes they might approach the height of an MUR-35 zone but these homes are nowhere near the maximum height of 35’ of an R-6 zone. See GOOGLE MAP photos # 6-10. And these one-story homes will be bordering possibly 45’ structures. In the section east of 5th NE, there are no roads separating the MUR-45 from the R6. These R6 homes will be next door to a possibly 45’ building.

Secondly, the land slopes down as you head west from 5th NE. Residences in that area will be looking up at possibly 45’ high buildings. From their perspective, the buildings will seem even taller and oppressive. See photos # 1-4 showing that the homes on the west edge of 5th NE are already below street grade and the roads continue to slope downwards. Photo # 11 shows the slope upward to 5th NE from about 1st NE on NE 158th. Photo # 5 shows the slope on NE 156th. Obviously the further you get from these MUR-45 buildings the less oppressive they will be, but far below them they will be a dominant monolith on the hill.

I would therefore like to suggest the following changes to the map:

On the west side of 5th Ave NE between NE 157th and NE 158th, do not rezone.

On the south side of NE 157th, from I5 to 5th NE, continue the strip of MUR-35 all the way to 5th NE in order to eliminate the little square of MUR-45.

On the east side of 5th Ave NE between NE 155th and where NE 156th would be if it existed, change the proposed zoning to MUR-35 and do not rezone above the NE 156th mark.

Although in Tom’s letter of yesterday he did not discuss in detail the area from NE 155th to NE 157th between I5 and 5th NE, he does agree with the above modifications.

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Liz Poitras 3-24-2016

RE: 145th St. Station Subarea (part 2)



PHOTO #1 - CORNER OF NE 155TH (LEFT TO RIGHT) AND 5TH AVE NE



PHOTO #2 - 5TH AVE NE HEADING NORTH (AT THE NE 156TH INTERSECTION)

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PHOTO #3 - 5TH AVE NE HEADING NORTH (AT THE NE 157TH INTERSECTION)



PHOTO #4 - 5TH AVE NE HEADING NORTH (AT THE NE 158TH INTERSECTION)



PHOTO #5 WEST ON NE 156TH LOOKING EAST AT 5TH AVE AT THE TOP OF THE HILL

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Liz Poitras 3-24-2016

RE: 145th St. Station Subarea (part 3)



PHOTO # 6 LOOKING WEST ON 158TH FROM 5TH



PHOTO # 7 LOOKING EAST ON NE 157TH FROM THE CORNER OF 3RD NE



PHOTO # 8 LOOKING EAST ON NE 158TH TOWARDS 5TH AVE NE FROM APPROXIMATELY 3RD NE

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Liz Poitras 3-24-2016

RE: 145th St. Station Subarea (part 4)



PHOTO # 9 LOOKING NORTH ON 6TH NE TOWARDS 5TH BETWEEN 156 AND 157 (IF THEY EXISTED)



PHOTO #10 ON NE 6TH LOOKING SOUTH FROM JUST NORTH OF WHERE 158TH WOULD BE IF IT EXISTED



PHOTO #11 NE 158TH LOOKING EAST TOWARDS 5TH AT THE TOP OF THE HILL

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145TH ST. STATION SUBAREA PREFERRED ALTERNATIVE

TOM AND LIZ POITRAS

03-15-16

We support the Compact Community Alternative and oppose the Connecting Corridors. We believe that Connecting Corridors will do harm to Shoreline based on what are considered current good transit oriented development (TOD) practices and outcomes. We will discuss the following points with analysis:

1. The size of the Station Subarea should be very close to the standard ½ mile radius recommended for Transit Oriented Development (TOD). This subarea planning should not be used as an excuse to rezone other nearby neighborhoods that do not fit the criterion for transit oriented areas.

Analysis: The City should not use “Light Rail is coming” to justify rezoning non-transit-oriented locations. Virtually all experts state that TOD should be < or = ½ mile from the station, which is considered the maximum walkable distance. This is not just theory, there is empirical evidence to substantiate this. The connecting corridors extend substantially greater than ½ mile from the station, and technically should not be considered TOD. There is nothing to indicate that Shoreline is an exceptional case. Shoreline should use well established and professional TOD best practices.

2. The development in the subarea TOD should be pedestrian oriented.

Analysis: One of the primary goals of TOD is to create an environment where people can feel they need fewer or no automobiles to live there. Shoreline officials and staff have said this many times. In fact the City has tried to achieve this by reducing parking requirements for developments as a means to encourage people to think that way.

3. The net effect of the station and TOD on the area should be to increase the population with little or no increase in automobile use.

Analysis: Rezoning the connecting corridors beyond ½ mile from the station will increase the population some, but it will also increase car use and traffic in the station subarea. Except for a few hardy souls, most residents on the connecting corridors beyond ½ mile will drive or be driven to and from the station in an automobile. A few may ride bikes. Most people won't want to wait for a bus, especially in bad weather, and then transfer to light rail for such a short distance.

4. Businesses on the corridors > ½ mile from the station will need high automobile traffic volume to attract customers and to conduct their businesses.

Analysis: Virtually all the residential housing on the corridors more than ½ mile from the station will be low density MUR-35 or single family homes. Therefore, there is not likely to be enough pedestrian traffic to keep most businesses afloat. Thus to be viable, they will need many customers who will arrive in cars, just like the Crest Theater and the Café Aroma do today. These cars will need places to park, they will increase traffic volume on local streets, and make congestion around the station even worse than it otherwise would be. This is a major negative of the Connecting Corridor option. These corridors will not have the bustling pedestrian street charm and ambiance of TOD right near the station, instead they will have the characteristics of an auto-centric strip mall in the suburbs, which the TOD advocates abhor.

5. The probability of underfunded marginal businesses that may be eye-sores is much higher on corridors > ½ mile from the station. The profit prospects are lower there than closer to the station.

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Analysis: It will likely be difficult for businesses to thrive if there is limited pedestrian traffic and limited parking, or if increased traffic congestion in the area due to light rail discourages customers. Marginal and potentially rundown businesses on corridors is not the way to “showcase” either 5th Ave. or 155th St. regardless of what they connect to. This will hurt the values of nearby properties. It could stifle higher quality growth. Also, cheap home conversions could cause serious blight, when those businesses fail, and while they’re waiting for a new tenant.

6. The Compact Community Alternative will not have the above problems of the Connecting Corridor Alternative because it is mostly within ½ mile of the station. In addition, it has added benefits.

Analysis: The Compact Community Option will be much easier for the City to keep under control because it is a smaller area and the emphasis can be put on increasing high density right near the station. With all of the changes the City is now putting on its plate that is an important issue. The density should gradually expand from the station out in phases. This would preserve neighborhoods within the subarea further from the station, until they are needed for future growth.

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Thornton Creek Alliance
Post Office Box 25690
Seattle, Washington 98165-1190

March 21, 2016

Ms. Rachael Markle
Director, Planning and Community Development
City of Shoreline
17500 Midvale Avenue North
Shoreline, WA 98133

Re: Comments on Preferred Alternative, DEIS, and Addendum for NE 145th St. Station Subarea Plan

Dear Ms. Markle:

This letter follows up comments that Thornton Creek Alliance submitted to you in an earlier letter on the NE 145th St. Station Subarea Plan on January 29, 2016, and related testimony that we provided at the Shoreline Planning Commission meeting on March 17, 2016. This letter identifies specific concerns that we have about the Draft Environmental Impact Statement for the plan, the Addendum to the DEIS submitted by OTAK Inc. on January 29, 2016, and the Preferred Alternative that the Planning Commission may recommend for inclusion in the Final Environmental Impact Statement.

Draft Environmental Impact Statement

The DEIS certainly needed an addendum regarding environmental impacts. Chapter 3.5, on “Parks, Recreation, Open Space, Natural Areas and Priority Habitat Areas” is almost entirely focused on recreational needs for parkland. The analysis of habitat impacts essentially presumes that the critical area ordinance is sufficient to protect against all potential impacts of denser zoning. Despite the statement on page 3-185 that “Areas of urban forest are more vulnerable to potential impacts associated with redevelopment in the subarea,” the DEIS provides no analysis of these impacts beside recounting the provisions of the City’s critical area ordinance and referencing stormwater regulations, before concluding on page 3-188 that the development alternatives being reviewed would have “no significant unavoidable adverse impacts” to “open space...and sensitive natural areas and resources.”

The Washington Department of Ecology is more skeptical about the ability of its own stormwater management regulations to protect against degradation:

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Ms. Rachael Markle

March 21, 2016

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Ecology understands that despite the application of appropriate practices and technologies identified in this manual, some degradation of urban and suburban receiving waters will continue, and some beneficial uses will continue to be impaired or lost due to new development. This is because land development, as practiced today, is incompatible with the achievement of sustainable ecosystems. Unless development methods are adopted that cause significantly less disruption of the hydrologic cycle, the cycle of new development followed by beneficial use impairments will continue. [Western Washington Stormwater Manual, Volume I, Minimum Technical Requirements, December 2014, p.1-24]

We would also point to the research of University of Washington Professor John Marzluff, whose book Welcome to Subirdia: Sharing Our Neighborhoods with Wrens, Robins, Woodpeckers and Other Wildlife summarizes decades of his and others' research, which points to the surprising conclusion that the highest diversity of birds can generally be found in suburban neighborhoods (with zoning no denser than the R-6 now in place in most of the 145th St. Subarea) adjacent to forested reserves (such as Paramount Open Space, South Woods, Hamlin Park and parts of Jackson Park). Diversity in these areas can be higher than in large, protected natural areas because collectively they provide more diverse habitats, the bird feeders and nesting boxes found in suburban gardens meet real needs of birds at different stages of their lives, and the tree canopy in traditional suburban neighborhoods extends the benefits of adjacent forested reserves. This is an aspect of urban and suburban development not accounted for by critical area regulations, which do not focus at this larger, landscape level.

OTAK Addendum

The Addendum to the DEIS provided by OTAK looks in much greater detail at the streams and wetlands in Paramount Open Space and Twin Ponds Park (although we believe the critique of the Addendum submitted to the City by Cooke Scientific on behalf of the Shoreline Preservation Society raises many valid points of concern about this detail). The Addendum continues to presume that critical area regulations are sufficient to protect habitat values even against much denser adjacent development, to the point that it argues that habitat values will see a net benefit from much denser development, since existing legal nonconforming uses would be replaced by new development that must be further away from streams and wetlands to comply with current regulations. Again, the Addendum does not consider larger landscape aspects of redevelopment, which would gradually replace the current matrix of suburban habitats in-between natural area reserves with more and more hardscape. This transformation would, according to Professor

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Ms. Rachael Markle

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Marzluff's research, reduce the bird diversity found in both the developed landscape and the reserves, since many bird species regularly move between both.

We would also note that Figure AW-1 in OTAK's report, "Critical Areas – Paramount Park," does not, in fact, seem to substantiate the report's claim that there are currently structures actually located in the wetlands that extend out from the park. Certainly no houses appear to be in the wetlands. There are six houses along 12th Avenue Northeast that are within wetland buffers, but in five of these cases all or essentially all of the parcel is inside the buffer and in the other case far too little of the parcel is outside the buffer to be developable. This means that reasonable use requirements would almost certainly still

allow redevelopment inside the buffer. Even at the parcel level, then (let alone the landscape level that OTAK ignores), the report is misleading at best, and mostly appears to be simply wrong regarding the impacts of redevelopment on habitat.

Preferred Alternative

As stated in our testimony on March 17, Thornton Creek Alliance recommends the following for the City's Preferred Alternative:

- The Compact Communities alternative, vs. Connected Corridors;
- A phased approach that focuses initial redevelopment closer to the Sound Transit station;
- Inclusion of the "Green Network" of pedestrian and bicycle pathways through the Subarea, at least to connect with and complement the Off Corridor Bicycle network; and
- A Critical Areas Overlay (which would include buffers for steep slopes and geologically hazardous areas in addition to streams and wetlands), which would require that any new development under the updated zoning standards must be completely outside of critical areas and their buffers.

We also support Planning Commissioner Montero's suggestion that the area immediately east of Paramount Open Space and south of Paramount Park be placed in the MUR-35 zone and be prioritized for future acquisitions that would better tie the two green spaces together. The undeveloped and completely forested parcel at 14729 12th Ave NE, immediately south of the City's street end at NE 148th St., is another obvious candidate for acquisition, especially since it includes substantial wetland areas.

Lastly, we want to reiterate our interest in the other recommendations made in our January 29 letter concerning preservation of vegetation, use of green infrastructure, restoration within

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Ms. Rachael Markle

March 21, 2016

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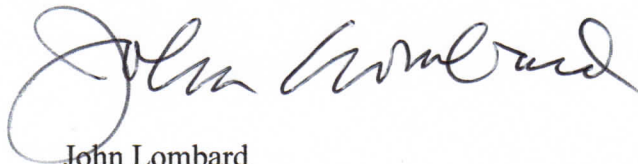
Paramount Open Space, and requirements for wildlife-friendly features in new developments under the updated zoning.

Thank you for the opportunity to comment on the NE 145th rezone. If you have questions about our comments, please contact TCA board member John Lombard, at jlombardwriter@gmail.com or 206-788-6443.

Sincerely,



Ruth Williams
President



John Lombard
Board member

cc: Shoreline Planning Commission

THORNTON CREEK ALLIANCE (TCA), founded in 1993, is an all-volunteer, grassroots, nonprofit organization of 140 members from Shoreline and Seattle dedicated to preserving and restoring an ecological balance throughout the Thornton Creek watershed. Our goal is to benefit the watershed by encouraging individuals, neighborhoods, schools, groups, businesses, agencies, and government to work together in addressing the environmental restoration of the creek system including: water quality, stabilization of water flow, flood prevention, and habitat improvement through education, collaboration, and community involvement.



www.thornton-creek-alliance.org

www.facebook.com/Thornton.Creek.Alliance

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POSSIBLE ADDED DENSITY IN COMPACT COMMUNITY-HYBRID MAP TOM POITRAS 03-26-16

Last week Liz sent you an email with a modification of the “Compact Community – Hybrid” map for the rezoning above 155th St. at 5th Ave. which we both find acceptable. If those changes were to be adopted, we would retract our request for phasing. The modification she sent was:

“On the west side of 5th Ave NE between NE 157th and NE 158th, do not rezone.

On the south side of NE 157th, from I5 to 5th NE, continue the strip of MUR-35 all the way to 5th NE in order to eliminate the little square of MUR-45.

On the east side of 5th Ave NE between NE 155th and where NE 156th would be if it existed, change the proposed zoning to MUR-35 and do not rezone above the NE 156th mark.”.

A second denser option that might be more attractive to you, we would also find acceptable. It is as follows:

It would be the same as the above suggestion on the west side of 5th Ave. NE, which has MUR-45 fronting 155th St. on the north side. However, on the east side of 5th Ave NE between NE 155th and where NE 155th ½ St. would be if it existed (this strip would be about 130 -150 feet deep.), change the proposed zoning to MUR-45. Then from NE 155th ½ St. to where 156th St would be if it existed (this strip would also be 130 – 150 feet deep, depending on lot sizes there.), continue the MUR-35 as it is now on the hybrid map all the way to 5th Ave. NE and do not rezone above the imaginary 156th St. mark. Therefore on the east side of 5th Ave. NE, the combined two rezoned strips on the north side of NE 155th St. would be about one block, or 264 feet, wide.

This way, combining both the west and east sides of 5th Ave. NE, you would have MUR-45 facing 155th St. on the north side all the way from the freeway to 15th Ave., with MUR-35 directly behind it acting as a buffer between the MUR-45 and the R6 north of it. The beauty of this is that it doesn't encroach any further into the R6 to the north than what's currently proposed in the hybrid map. From the street, it would look like exactly the same situation as the MUR-45 being proposed for 8th Ave. NE across the street from the park's west side now, which I think should stay MUR-45. Since this upper Paramount Park is a recreational park and ball field for children and adults and not a nature reserve, I don't think it needs to be surrounded by R6 as may have been suggested. It is virtually all grass and facilities. It's an attractive amenity for all types of housing, and a very good place for children living in the apartments to play.

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COMPACT CORRIDORS MAP

TOM POITRAS

03-23-16

I am opposed to the Compact Corridors Map, as is, primarily because it includes the up zoning of 5th Ave. all the way to 158th St. I don't understand the purpose of that and it will quite substantially intrude into the neighborhood. Also, I believe the map should include phasing. If you read a letter (which I have attached) that was sent to the Planning Commission dated 03-15-16 prior to seeing this map, you may understand some of why I dislike the map. During the 03-17-16 Planning Commission meeting, Commissioner Maul summarized why the Station Area Committee had chosen to up zone 5th Ave above 155th St. I reviewed the video and he simply said one person had wanted that. After the adjournment of the meeting I asked Mr. Maul who that one person was and he said he didn't know. I then asked him what reasons that person had given for up zoning that area, and he said he didn't know. One thing is clear, I did not get answers to either of those questions. Since Mr. Maul is on the Station Area Committee, I assumed he would know. A citizen cannot affectively analyze something if he or she has no idea why policy makers chose something. Therefore, I would like to know the answers to the above two questions.

When the woman who requested the up zone above 155th St. at 15th Ave. spoke in a City Council meeting, it was entered into the public record and done properly, whether you agree with her or not. This is very important given the momentous affect these decisions have on many people's lives. When a citizen suggests this kind of information to the City (which may be used for very consequential decisions), it should not be executed in a backroom somewhere, with the source and content hidden from public view. Doing that could increase the likelihood of unethical or corrupt behavior.

Because I am against extending the up zone beyond approximately 120 feet from 155th St. on the North side of 155th St., and since I don't see a valid reason for rezoning 5th Ave. further North than that, I would like to know the name of the person who suggested 5th Ave. should be rezoned up to 158th St., and the justification given for that action, and the date when it was received. I would like that information to be put in the Public Record and I would like a copy sent to me as soon as possible. The following is on Shoreline's City Council web page:

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.

I have a copy of the "Public Records Act for Washington Cities, Counties, and Special Purpose Districts" and have reviewed it.

I will be sending you more of my views on this and other aspects of the 145th Station Subarea shortly. Thank you.