

# CITY OF SHORELINE

## SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

March 3, 2016  
7:00 P.M.

Shoreline City Hall  
Council Chamber

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### **Commissioners Present**

Chair Pro Tem Craft  
Commissioner Chang  
Commissioner Maul  
Commissioner Malek  
Commissioner Montero  
Commissioner Mork  
Commissioner Moss-Thomas

### **Staff Present**

Rachael Markle, Director, Planning & Community Development  
Steve Szafran, Senior Planner, Planning & Community Development  
Miranda Redinger, Senior Planner, Planning & Community Development  
Kurt Seemann, Senior Transportation Planner, Public Works  
Lisa Basher, Planning Commission Clerk

### **CALL TO ORDER**

Chair Pro Tem Craft called the regular meeting of the Shoreline Planning Commission to order at 7:00 p.m.

### **Swearing In Ceremony for Newly Appointed Planning Commissioner – Mayor Chris Roberts**

Mayor Roberts thanked the Commission for their important work, which has a significant impact on City Council decisions. He then formally swore in Susan Chang as a new Planning Commissioner.

### **ROLL CALL**

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Pro Tem Craft and Commissioners Chang, Maul, Malek, Montero, Mork and Moss-Thomas.

### **APPROVAL OF AGENDA**

The agenda was accepted as presented.

### **APPROVAL OF MINUTES**

The minutes of February 18, 2016 were accepted as presented.

## **GENERAL PUBLIC COMMENT**

**Dave Lange** requested that the internet URLs and content in his written document, as well as his verbal comments, be included in the public record of the 145<sup>th</sup> Street Subarea Plan Draft EIS. He referred to Commissioner Scully's motion, which was passed in February of 2015 and recommended a delay in picking an alternative until the corridor study was complete. The Commission was scheduled to make its selection before the City Council chooses its preferred corridor concept, not to mention the undefined completion of the Corridor Study. However, it appears that no one informed those working on the Corridor Study of this milestone. He suggested that a logical completion of the study phase of the corridor project is the Sound Transit (ST) Board's approval of the slate of ST-3 projects to be finalized in late June for the Autumn ballot.

## **STUDY ITEM: WETLANDS UPDATE – 145<sup>TH</sup> STREET CORRIDOR STUDY**

### **Staff Presentation**

Mr. Seemann reminded the Commission that an update on the 145<sup>th</sup> Street Corridor Study was presented at a public open house on February 24<sup>th</sup>, which was attended by about 300 people. He expressed his belief that staff did a good job of disseminating information to the community, and they received a lot of great input.

Mr. Seemann reviewed that the 145<sup>th</sup> Street Corridor stretches about 3.2 miles from 3<sup>rd</sup> Avenue NW to the intersection of Highway 522. It is a busy street with a lot of challenges and problems, and is the dividing line between Shoreline on the north and Seattle on the south. It is a major east/west connection that serves both Shoreline and Seattle neighborhoods. In his meetings with neighborhood groups along the corridor, he has consistently heard that, although 145<sup>th</sup> Street may be a corridor across town, it is also their neighborhood street. They are very concerned about impacts to their homes and their ability to use the street for access.

Mr. Seemann explained that the corridor is also of regional importance to communities to the north and east, as it provides an important connection from Interstate (I) 405 to I-5 and will be one of the most direct corridors to the future light rail station at 145<sup>th</sup> Street and I-5. He also explained that the portion of the roadway from the center line south is located in the City of Seattle, the portion from the center line north to the City limits is in King County, and Shoreline's jurisdiction only begins on the north edge of the roadway. In addition, the corridor is classified as a state highway. These factors make it particularly important for the City to work in partnership with the Washington State Department of Transportation (WSDOT), Sound Transit (ST), King County, Lake Forest Park, Kenmore, Bothell, Seattle, and the Puget Sound Regional Council (PSRC). A technical team meets once each month to share ideas, and representatives from all partners have participated.

Mr. Seemann advised that traffic congestion on the corridor can be very difficult at various times of the day, particularly at the I-5 interchange and other key intersections. Not only are the sidewalks narrow, but pedestrian access along the entire corridor is hindered by more than 300 utility poles. The limited pedestrian access has a significant impact on transit service, and there is no safe place for bicyclists to

ride. There are a number of safety concerns along the corridor, with particularly high accident rates at major intersections.

Mr. Seemann provided a graphic illustration of the process, starting with the study in 2015/2016 and ending with construction in 2022. Ms. Redinger noted that the projected construction date lines up with the anticipated opening of light rail service in 2023. Mr. Seemann reviewed that after the Corridor Study has been completed, environmental review, preliminary design, property acquisition, and final design will need to occur before construction can begin. He emphasized that it is very unlikely that reconstruction of the entire highway would occur all at once. It is likely to be a phased process.

Mr. Seemann also reviewed the study process, which was structured around three open houses. At the 1<sup>st</sup> open house on May 20, 2015, there was significant discussion about the goals, problems and existing conditions. A range of options (solutions) was presented at the 2<sup>nd</sup> open house on September 30, 2015. Using input from the 2<sup>nd</sup> open house, the solutions were refined and a preferred alternative was developed and shared at the 3<sup>rd</sup> open house on February 24, 2016. The final step in the study process is soliciting input from the Planning Commission and presenting the findings to the City Council.

Mr. Seemann reminded the Commission that the focus of the study is to improve the corridor for all modes of transportation. While they recognize the need to improve single-occupancy vehicle safety and ease of moving down the corridor, it is also important to consider safety issues for other modes of transportation (pedestrian, bicycles, transit) using a “complete streets” approach. The work must also be done in a way that supports the economy, is respectful of the environment, and contributes to a successful and vibrant community.

Mr. Seemann explained that, currently, the corridor has 60 feet of right-of-way (ROW), with approximately 42-44 feet of drive lanes and 5.5-foot sidewalks on each side. He summarized that the focus of the study has looked at improving the corridor by adding a turn lane for safety at key intersections, bus lanes for better transit, bike lanes, better areas for bus stops, and a 5-foot planter strip adjacent to the roadway to provide a pedestrian buffer. However, it is important to keep in mind that many or all of these improvements will require more ROW, which will impact adjacent properties and result in additional costs.

Mr. Seemann reviewed the three concepts that were presented at the 2<sup>nd</sup> open house:

- Study Concept 1 – No Build. This concept would basically continue the status quo of four lanes, narrow sidewalks with utility poles, very little non-motorized and transit support, and challenges for cars at key intersections.
- Study Concept 2 – This concept would generally stay within the existing 60-foot ROW. It included improved intersections to address safety and congestion, but making the intersections wider would require additional ROW that would impact adjacent properties. The sidewalks could be slightly wider and the utility poles could be placed underground.
- Study Concept 3 – This concept was an intermediate idea that would provide two-way or left-turn lanes at all key intersections, as well as a planter strip/amenity zone and a substantial non-

motorized area along the corridor that could be shared by pedestrians and bicyclists. This concept would require as much as 20 or 30 feet of additional ROW in many locations.

- Study Concept 4 – This concept would provide a full-amenity zone, dedicated bus and turn lanes in both directions for transit, and a generous sidewalk. It includes all of the desired amenities, but the ROW impacts would be significant (upwards of 100 feet or more).

Mr. Seemann reported that at the 2<sup>nd</sup> open house, each participant was asked to provide input on the importance of improving pedestrian walkability, bus transportation, bike facilities, flow of traffic, and transportation safety. He summarized that there is strong support for transit and pedestrian improvements, and support for bicycle facilities was mixed. Improving traffic flow and safety is also very important.

Mr. Seemann reviewed that Study Concept 2 would have minimum impacts, but not significant benefit, either; and Study Concept 4 would result in significant cost and property impacts, but great benefits. The intent of the Preferred Concept is to maximize the benefits but minimize property impacts and costs. He provided an overview of the Preferred Concept, which breaks the corridor into four segments. I-5 Interchange, I-5 to Lake City Way, Aurora Avenue N to I-5, and 3<sup>rd</sup> Avenue NW to Aurora Avenue N. Ms. Redinger explained that the partners will play different roles in each of the segments. For example, the ST-3 project will have an impact on the funding and design work that is done for the segment between I-5 and Lake City Way, and WSDOT and ST will be significant partners in the I-5 Interchange segment. Shoreline will likely take more of a lead role in the segments west of the freeway, with help from the PSRC. She summarized that not only are the segments distinctly different in characteristics, but also in implementing the vision articulated in the Preferred Concept.

Mr. Seemann provided an overview of the proposal for each segment of the Preferred Concept:

- **I-5 Interchange.** This is one of the most congested portions of the corridor, and the addition of light rail will present new design challenges. They know that it is important to get pedestrians and non-motorized uses across the freeway, and the Preferred Concept would remove the sidewalks that are currently on the bridge to accommodate an additional lane of travel for both transit and single-occupancy vehicles. To meet the State's requirement of sidewalks on both sides, a new sidewalk would be created on the south side, and new 14-foot non-motorized bridge would be constructed on the north side to provide a safe and direct connection into the light rail station. Currently, two left turns are needed to go northbound on the freeway. The Preferred Concept would replace these more complicated maneuvers with a right turn that circles around to provide more direct access to the freeway. Key partners for this segment include ST, WSDOT and the City of Seattle.
- **I-5 to Lake City Way.** This segment also ties into the 522 Corridor, which provides an important north/south connection along the west side of the lake that goes onto I-405. It is anticipated that this will be the most-used piece of the corridor. The Preferred Concept identifies a combination of adding turn lanes at key intersections and retaining the four drive lanes. Rather than dedicated bus lanes along the entire length of the corridor, transit queue jumps would be used to give busses an advantage at key intersections. Modeling shows that queue jumps are nearly as efficient as dedicated bus lanes, but much less real estate is needed.

- **Aurora Avenue N to I-5.** Left hand turns are difficult at the intersections of 1<sup>st</sup>, Meridian and Ashworth, and there are a lot of accidents. The Preferred Concept identifies intersection improvements that include traffic signals and separate left turn lanes. While Americans with Disabilities Act (ADA) improvements would be made to the sidewalks, the bulk of the improvements in this segment would be at the three intersections.
- **3<sup>rd</sup> Avenue NW to Aurora Avenue N.** This segment has lower speeds and lower traffic volumes and warrants a different approach. The Preferred Concept identifies a 3-lane section, which can move the anticipated traffic volumes safely down the corridor and provide a refuge for turning movements. It also would provide an opportunity for bicycle and sidewalk improvements generally within the existing 60-foot ROW. The intent is to incorporate a “Green Network” concept in this segment of the corridor.

Ms. Redinger reviewed that the Green Network Concept came out of the design workshops for the 145<sup>th</sup> Street Station Subarea Plan. The intent of the concept is to provide better network inside the neighborhoods for moving people between the Burke Gillman and Interurban Trails and throughout the neighborhood and parks. She emphasized that it is not the City’s intent to widen the streets or acquire ROW interior to the neighborhoods, but some improvements could be made to better accommodate both bicyclists and pedestrians.

Mr. Seemann said that in an effort to maximize the benefits and minimize the impacts, they have solicited input the Cascade Bicycle Club, as well as individual bicyclists. The general consensus supports an Off-Corridor Bike Network that roughly runs parallel to 145<sup>th</sup> Street and gets a bicyclist across town fairly efficiently. Bicycle corridors currently under consideration include 143<sup>rd</sup> Street in the City of Seattle and 150<sup>th</sup> Street or 155<sup>th</sup> Street in the City of Shoreline. More detailed work will be needed to address the significant grade changes and move the concept forward.

Mr. Seemann reviewed that at the 3<sup>rd</sup> Open House, participants were invited to share their thoughts as to whether the Preferred Concept would provide the right amount of improvement for each of the segments or if more or less should be considered. The majority of respondents indicated that the Preferred Concept represents the right amount of improvements for each of the segments, and very few indicated that it provides too many improvements. This is a strong indication that the Preferred Concept is on the right track. Also at the 3<sup>rd</sup> Open House, participants were asked to share their thoughts on the Preferred Concept along the entire corridor. Most of the respondents indicated that the Preferred Concept is doing about the right amount or that more should be done for pedestrian walkability, bus transportation, bike facilities, traffic flow and transportation safety.

Mr. Seemann advised that the next step in the study process is to solicit feedback and answer questions from the Commission regarding the Corridor Study and Preferred Concept. The study and Preferred Concept will be presented to the City Council on March 21<sup>st</sup>, and it is anticipated that the City Council will adopt a Preferred Concept on April 4<sup>th</sup>. He stressed that the Corridor Study is only the 1<sup>st</sup> step in the process of making corridor improvements.

Ms. Redinger recalled that in February of 2015, the Commission recommended that the 145<sup>th</sup> Street Subarea Plan be postponed until the Corridor Study was complete. The Council affirmed the Commission’s recommendation in March of 2015. The purpose of tonight’s presentation is to give the

Commission a full update on the Corridor Study and the plans for the Preferred Concept and to answer the question of whether or not 145<sup>th</sup> Street can handle the level of growth analyzed in the Subarea Plan. To answer this question, it is important to discuss the following timeframes:

- The Corridor Study analyzed projected growth at a rate of 1.5% over the next 20 years (through 2035) and confirmed that improvements envisioned in the Preferred Concept could support zoning scenarios for the Subarea Plan. If all of the stars are aligned, reconstruction of 145<sup>th</sup> Street will be completed by the time the light rail station opens.
- Until improvements are made, the City will rely on other means to ensure concurrency, namely that developers must analyze traffic impacts and pay for improvements if their project would cause failure in Level of Service (LOS).
- The Corridor study did not model conditions beyond 2035, but there is additional capacity in the Preferred Concept. Also, behavioral change and technological advancements are expected to alter the mode split in the future.

Ms. Redinger said the Draft Environmental Impact Statement (DEIS) that was done for the 145<sup>th</sup> Street Subarea Plan considered long-range conditions and found that, with no additional improvements:

- The 145<sup>th</sup> Street Corridor would reach its capacity under current standards approximately around 2025-2027, depending on the actual growth experienced.
- The 5<sup>th</sup> Avenue Corridor would reach its capacity under current standards approximately around 2030, depending on actual growth experienced.
- All other corridors (155<sup>th</sup> Street/15<sup>th</sup> Avenue/Meridian Avenue) would not reach their capacity until after 2035.

Ms. Redinger reviewed the next steps for the 145<sup>th</sup> Street Station Subarea Plan, noting that on March 17<sup>th</sup> the Commission will discuss the potential zoning scenarios that were analyzed in the DEIS, as well as any modifications based on technical memos, the Corridor Study, public comments, adopted regulations or other reasons. This discussion will include:

- The 145<sup>th</sup> Street Corridor Study
- The wetland and stream assessment and geotechnical considerations for high ground water and peat
- Potential modifications to the two zoning scenarios (connecting corridors and compact communities) that were analyzed in the DEIS based on more recent discussions such as the Green Corridor and Bike Network Concepts
- The appropriate height limit in the tallest Mixed Use Residential (MUR) zone
- Changing the setbacks on the corridor through adoption of the Subarea Plan, and identifying additional ROW that will be needed
- Phasing or retaining some single-family zoning on properties that are in close proximity to wetlands or the 145<sup>th</sup> Street Corridor

Ms. Redinger advised that the Commission will conduct a public hearing on the potential zoning scenarios and recommend a Preferred Alternative to the City Council on April 7<sup>th</sup>. The City Council

will discuss the Commission's recommendation and select a Preferred Alternative for further analysis in the Final Environmental Impact Statement (FEIS) on May 2<sup>nd</sup>, and the consultant and staff team will create the FEIS in May and June. Assuming the project is still on schedule, the FEIS will be presented to the Commission on July 7<sup>th</sup>. This will be followed by a study session on the draft Subarea Plan on July 21<sup>st</sup>, a study session on the Planned Action and adopting ordinances on August 4<sup>th</sup>, and a public hearing on the entire Subarea Plan package and a recommendation to the City Council on August 18<sup>th</sup>. A City Council study session on the entire Subarea Plan is tentatively scheduled for September 12<sup>th</sup>, followed by final adoption on September 26<sup>th</sup>. She asked Commissioners to identify possible conflicts with the schedule.

Ms. Redinger concluded her presentation by pointing out that more information regarding the 145<sup>th</sup> Street Corridor Study can be found at [www.shorelinewa.gov/145corridor](http://www.shorelinewa.gov/145corridor). The Project Manager, Kurt Seemann can be contacted via email at [kseemann@shorelinewa.gov](mailto:kseemann@shorelinewa.gov), or by phone at 206-801-2483. More information regarding the 145<sup>th</sup> Street Station Subarea Plan can be found at [www.shorelinewa.gov/145station](http://www.shorelinewa.gov/145station). The Project Managers can be contacted via email at [mredinger@shorelinewa.gov](mailto:mredinger@shorelinewa.gov) (Miranda Redinger) or [sszafran@shorelinewa.gov](mailto:sszafran@shorelinewa.gov) (Steve Szafran) or by phone at 206-801-2513 (Miranda Redinger) or 206-801-2512 (Steve Szafran).

### **Public Comment**

**Janet Way, Shoreline Preservation Society**, asked that the Commissioners take the Hippocratic oath, "First, do no harm." She questioned how the people who live within ½ mile of the 145<sup>th</sup> Street Station Subarea would benefit from the plan. She also asked the Commission to consider the following:

- The culvert under 145<sup>th</sup> Street for Little's Creek should be a very high priority. Her understanding is that State Law and agreements with the Tribes require that the culvert be replaced. It is supposed to be a salmon bearing stream, yet fish cannot currently get up it.
- The culvert for Thornton Creek should be improved by putting in baffles so the fish can navigate more easily.
- A number of issues identified in the wetland study for Littles Creek would also apply to the 145<sup>th</sup> Street Corridor. The buffer and liquefaction zone need to be considered as mitigation.
- Other environmental issues to consider include noise and vibrations.
- As she mentioned in a letter a few months ago, there is an opportunity to provide a bicycle path through Paramount Park, but it was not included in the plan. There are also opportunities to improve drainage in this location.
- Everything possible should be done to discourage bicycles on 145<sup>th</sup> Street. It will cost a lot of money to acquire the extra ROW, and the bikes can be accommodated more safely on other streets.
- There has been some discussion at the Council level of having a bicycle/pedestrian bridge at 147<sup>th</sup> Street. If another bridge is going to be built anyway, why not put it on 147<sup>th</sup> to avoid conflicts at the intersection of I-5 and 145<sup>th</sup> Street?
- The estimated increase in traffic of just 1.5% seems too low. The City needs to better analyze future traffic volumes with the thousands of additional residents anticipated as a result of the rezone.

- The transition to 5<sup>th</sup> Avenue NE is crucial. It will be a nightmare while it is being built, and it could also be a nightmare after it is finished.
- Safety should be the watchword. The 145<sup>th</sup> Street Corridor is not safe now, and if it is not planned properly, it will not be safe in the future. People have been hit and killed on the street, and it is important to change that.

**Jane Strand, Shoreline**, said she owns a home on 145<sup>th</sup> Street, just one block east on the Seattle side from Meridian Avenue. This area is probably the worst stretch of roadway on the corridor. She said many of her questions were addressed by the staff's presentation. She was pleased to hear that the City is not proposing a bike lane run directly down 145<sup>th</sup> Street. It is already dangerous, and bicycle lanes would make the situation even worse. She asked if there is already an existing community group or advocate that provides a central gathering place for property owners on 145<sup>th</sup> Street to voice their concerns. She said a structure on her property is located very close to the street, and she is concerned about any proposal that would require 30 feet of additional ROW. Regarding the proposal to place existing power lines and poles underground, she pointed out that the City of Seattle leaves it up to property owners to maintain the areas around the poles and many of them are overgrown and block pedestrian traffic. Removing the poles and wires from the ROW in front of her property would make a tremendous difference for pedestrian traffic, but there would still not be enough ROW for bicycle lanes. She expressed support for the bus queue jumps instead of adding another lane just for busses.

Ms. Strand said she would like to know more about the parcel acquisition process and how it will impact properties. The overlays that were presented at the September Open House caused significant concern. For most people in her neighborhood, their homes and property are their largest assets. Relocating property owners will be difficult given the current housing market, and offering fair market value would not provide sufficient funds for property owners to relocate.

**Kristi Cameron, Shoreline**, agreed with the comments made by Ms. Strand. She is also a homeowner on the Seattle side of 145<sup>th</sup> Street. The 145<sup>th</sup> Street Corridor Study is very important to her and those who live in her neighborhood. She understands that the goal is to make the corridor better for everyone, but they should keep in mind that the proposed changes could have a significant impact on the residential property owners in the area.

**Tom Poitras, Shoreline**, asked if the Green Network Concept would include sidewalks on both sides of the street. If so, he asked if there would be enough space between the sidewalk and the curb to grow trees properly. He lives on 5<sup>th</sup> Avenue, which has become almost unwalkable because of the roots of the trees in the planter strips have destroyed the sidewalks. The tree in front of his home was also impacting his property, including encroaching on his water hookup. The tree was removed and he is happy they did not put in another one.

Ms. Redinger referred to Ms. Way's question about the bicycle pathways and noted that most of the bicycle lanes would be located off the corridor. The question about whether the bridge is located closer to 145<sup>th</sup> Street or 147<sup>th</sup> Street has yet to be answered. The point is to keep the bike lanes off the corridor as much as possible, with the exception of logistic feats such as crossing the interstate. She clarified that in order to estimate the timeframe for buildout (every parcel in the area being developed to its highest capacity), an annual growth rate of 1.5% to 2.5% was applied. She noted that Seattle was the fastest



growing city in the country in 2015, and it grew at a rate of 2.8%. Shoreline's growth rate has been a fraction of a percent for the past decade. Chair Pro Tem Craft emphasized that the growth rate refers to annual population growth and not traffic growth.

Ms. Redinger reviewed that a Citizen Advisory Task Force met monthly throughout 2015, and staff attended a number of neighborhood association meetings, as well as meetings of other organizations to share information about the Corridor Study and the 145<sup>th</sup> Street Station Subarea Plan. In addition, the Interagency Technical Team (ITT) continues to meet on a regular basis, and numerous neighborhood associations provide representation. Direct questions can also be submitted to staff as indicated earlier.

Ms. Redinger said it will take a lot of time and money to do the more detailed design work that will be required for the improvements to be implemented. One of the outgrowths of subarea planning is implementation, and they need to have a better understanding via the Master Street Plan, Transportation Master Plan, and Capital Improvement Plan. There are only a few mechanisms for building sidewalks: create local improvement districts, have redevelopment pay for it, or make it a priority for the City. The City has about 400 miles of roads that were built without sidewalks because the standards did not exist when the neighborhoods were created following World War II. Prior to subarea planning, the City's priority was to build sidewalks on streets that were close to schools. Now that they are talking about regional investments for the transit corridor via redevelopment, City capital projects, and grant funding. With the subarea plan, the sidewalk network will be a priority for funding and construction.

Mr. Seemann voiced appreciation for the public comments. He emphasized that moving forward with the Preferred Concept will not be the end of the discussion of the 145<sup>th</sup> Street Corridor. It is really a beginning of the next phase of discussion. While he is not sure how the ITT and Citizen's Advisory Task Force will be involved going forward, he believes it is important to maintain these good relationships.

Mr. Seemann referred to Ms. Strand's concerns about property impacts and said the City has heard clearly from the community the importance of making improvements along the corridor. However, they have just as clearly heard concerns from property owners, which they take very seriously. He has personally met with a number of property owners, and there have been good discussions at the open houses. At this time, they do not know exactly what the design will look like, and it will be at least four years before discussions about final design and property acquisition occur. While he does not know what exact impacts will be, he invited anyone who is concerned to contact him now for more specific information.

**Ward Nelson, Shoreline**, said he also lives in a home on 145<sup>th</sup> Street. He pointed out that the east and west sides of I-5 are very different. The Lake City side is congested all the way to 522, and there really are no major problems with congestion on the west side of the freeway. There needs to be further study to clearly identify these differences.

### **Continued Commission and Staff Discussion**

Commissioner Moss-Thomas said her understanding of the proposal is that a center turn lane would be added between Aurora Avenue N and I-5. Mr. Seemann clarified that the proposal would add turn lanes

at three key intersections (Ashworth, Meridian and 1<sup>st</sup>). He pointed out that adding a continuous turn lane would require an additional 12-feet of ROW. In the interest of limiting impacts, improvements would only be made in the vicinity of the intersections. Commissioner Montero suggested that the wording on the PowerPoint slide could be changed to make this clearer.

Commissioner Moss-Thomas said she supports the concept of queue-jumping lanes and asked if they would also be available to people who want to make right-hand turns. Mr. Seemann said they are typically bus and turn (BAT) lanes that accommodate both busses and vehicles that are turning right. However, this is a transit operational issue that still needs to be addressed and will depend on the right-turn volumes. He explained that the queue jumps are intended to give advantage to the busses, and it might not work to allow too many single-occupancy vehicles to use the lanes at the same time.

Commissioner Moss-Thomas asked if roadway between I-5 and Aurora Avenue N would still have four lanes, or would a center turn lane be added. Mr. Seemann said no queue jumps are identified in the Preferred Concept for this portion of the roadway. There would not be a special place for busses, and the busses would share the two outside lanes with general purpose traffic. He explained that they worked a lot with the transit agencies and made the determination that the place where transit was really important was east of the freeway (from Highway 522 to the light rail station). However, they are not ignoring the importance of transit connections from the light rail station to Aurora Avenue North for the local community. While they want to have a strong transit-focus on this piece, the only place where there will be five lanes is at the three key intersections, as discussed earlier.

Commissioner Montero asked if the mid-block cross section between Linden and Greenwood Avenues would extend all the way to Aurora Avenue N. Mr. Seemann said the intent is that the cross section would stretch over the entire western portion of the corridor.

Chair Pro Tem Craft noted that, as proposed, the section of roadway between 3<sup>rd</sup> Avenue NW and Aurora Avenue N would be reduced from four to two lanes in each direction, with a center turn lane and potential opportunities for bicycle and/or expanded pedestrian access. He asked if the intent is to funnel two lanes heading westbound into one lane across Aurora Avenue N, or would vehicles cross Aurora Avenue N and then merge. Mr. Seemann noted that there are actually three locations on 145<sup>th</sup> where transition will need to be more specifically addressed as part of the final design, and he suggested the final report should make this clearer.

Commissioner Montero asked for more clarification regarding the Off-Corridor Bike Network proposal. Mr. Seemann reminded the Commission that the big picture concept of the proposal is that they are looking to provide off-corridor opportunities for bicycles. However, more work is needed to address specific issues and provide greater detail. He summarized that the community is in general support of the concept, and final design of the corridor will also include final design of the bicycle network. The intent is to create a multi-modal system that works for all modes.

Commissioner Chang asked staff to give a general idea of where the proposed plan will not fit within the existing ROW. Mr. Seemann advised that a 30-foot aerial map was provided at the last open house to illustrate the anticipated impacts along the entire corridor. He reviewed that, generally, improvements between 3<sup>rd</sup> Avenue NW and Aurora Avenue N can be accommodated within the existing ROW. With

the exception of three intersections (Ashworth, Meridian, 1<sup>st</sup>), the improvements between Aurora Avenue North and I-5 can also be accommodated within the existing ROW. At the I-5 interchange, modifications will be made to the existing bridge and a pedestrian bridge will be added, but there will be no significant property impacts. The most substantial property impacts will occur from the interchange to the east. The street would be widened for queue jumps at all of the key intersections, and in some cases the distance between queue jumps is so short that the lane will run continuous.

Commissioner Moss-Thomas said she understands the proposed changes at Linden Avenue, which dead ends at the Interurban Trail. The area east of Linden Avenue to Aurora Avenue N is heavily congested and already has more width. She recognized that properties on the Shoreline side have already lost a significant part of their front yards, but most of the property on the south side is owned by a private business and the post office. She can see an opportunity to address the dynamics between Linden Avenue and Aurora Avenue N in a way that fits more with the typical cross section of a wider intersection.

Commissioner Moss-Thomas referred to the I-5 Interchange Segment and asked if the new non-motorized bridge at either 145<sup>th</sup> Street or 147<sup>th</sup> Street would be an independent structure, and Mr. Seemann answered affirmatively. Commissioner Moss-Thomas advised that the Light Rail Subcommittee has been advocating for a non-motorized path that would run parallel to the light rail line, itself. She asked who owns the property between I-5 and 5<sup>th</sup> Avenue, and Mr. Seemann answered that this is a limited access area that is within WSDOT's jurisdiction. Commissioner Moss-Thomas asked where the light rail line, itself, would be located. Ms. Redinger answered that the 145<sup>th</sup> Street Station would be elevated, and the tracks would fly over the 145<sup>th</sup> Street overpass. The track would be about in the middle of the area identified as the "future light rail station." As the track approaches the 185<sup>th</sup> Street Station, it will be at grade with I-5. She agreed to forward the Commissioners a link to a model that was created by ST to illustrate the location of the line.

Commissioner Moss-Thomas asked about the blue line on the Off-Corridor Bike Network Map, and Ms. Redinger said this illustrates a potential bicycle trail if it is possible to use the land under the track.

Commissioner Chang asked how the 1.5% growth rate per year relates to the traffic modeling for capacity. As an example, Ms. Redinger explained that a range of build-out scenarios were considered as part of the 185<sup>th</sup> Street Station Subarea Plan process: 80 years to full build out at a 2.5% growth rate and 100 years to full build out at a 1.5% growth rate. The traffic impacts of this growth were then modeled to address timing. She emphasized the importance of understanding that the zoning defines the impacts and the impacts define the mitigation. For example, the zoning identifies the level of build out anticipated in 20 years, which makes it possible to then identify the improvements that need to be in place within that timeframe. She summarized that the growth rate is less important in terms of justifying the impacts and the mitigation than the timeline for when improvements need to be made.

Commissioner Chang said she understands that funding for the corridor improvements will come from a variety of sources, but she questioned who would own the street and be responsible for its maintenance. Ms. Redinger answered that when the discussion initially started, the City Council wanted to consider potential annexation of the corridor, as well as the water structure underneath. However, circumstances have changed since that time, and she is not clear about the state of the initial recommendation. Issues

about permitting authority, funding, etc. are still in flux. However, it is important to note that all of the entities are represented on the working group, and the current proposal represents buy in from a number of agencies who will have a huge part in making the process moving forward.

Commissioner Mork asked Ms. Redinger to explain the relationship between the 145<sup>th</sup> Street Corridor Study and the 145<sup>th</sup> Street Station Subarea Plan and identify future expectations of the Planning Commission. Ms. Redinger reviewed that in early 2015, it was decided that the 145<sup>th</sup> Street Station Subarea Plan would be put on hold while the 145<sup>th</sup> Street Corridor Study moved forward. She explained that the Commission is not being asked to make a recommendation on the corridor study at this time, as it will be reviewed and accepted by the City Council. However, the Commission will be asked to consider how the study impacts the zoning scenarios currently identified in the draft 145<sup>th</sup> Street Station Subarea Plan at their March 17<sup>th</sup> meeting. She encouraged Commissioners to send their specific comments and concerns related to the study to staff to forward to the City Council.

Commissioner Mork asked if the Off-Corridor Bike Network would fall under the Commission's purview, and Ms. Redinger answered the Commission is welcome to comment on the network within the boundaries of the subarea. The Commission's role is to develop recommendations to the City Council relative to Comprehensive Plan policies and Development Code regulations.

Commissioner Montero commented that a great example of a queue jump is in Seattle at 2<sup>nd</sup> Avenue S and Jackson Street heading south.

Commissioner Chang asked if the traffic information includes people who come from outside the City. Ms. Redinger said ST identified the impacts associated with the station as part of its environmental review, which included impacts along 145<sup>th</sup> Street once the station has been developed. The City's consultant utilized this information and work done as part of the subarea planning process, and then did additional modeling for the corridor study.

### **DIRECTOR'S REPORT**

Director Markle did not have any items to report.

### **UNFINISHED BUSINESS**

There was no unfinished business.

### **NEW BUSINESS**

There was no new business.

### **REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS**

Commissioner Montero reported that the Point Wells Subcommittee has met recently with Tom McCormick, representative from Save Richmond Beach, as well as Kendra Dedinski, City Traffic

Engineer and Steve Szafran, City Planner. They plan to meet again with Mr. McCormick, and will then report to the Commission at their next meeting.

**AGENDA FOR NEXT MEETING**

Mr. Szafran advised that the March 17<sup>th</sup> agenda will include a discussion of the zoning scenarios analyzed in the DEIS for the 145<sup>th</sup> Street Station Subarea Plan, and a discussion and recommendation to the City Council on the remaining items on the Comprehensive Plan Amendment Docket.

**ADJOURNMENT**

The meeting was adjourned at 9:03 p.m.

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Easton Craft  
Chair Pro Tem, Planning Commission

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Lisa Basher  
Clerk, Planning Commission