



## MEMORANDUM

TO: Mayor Roberts and City Councilmembers

FROM: Jessica Simulcik Smith, City Clerk

DATE: September 27, 2016

RE: Documents received at 9/26/16 Council Meeting

CC: Debbie Tarry, City Manager  
John Norris, Assistant City Manager

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Attached hereto are documents received from the public at your September 26, 2016 City Council Regular Meeting.

- 1) Letter regarding 145<sup>th</sup> Light Rail Station Area submitted by Nicholas Bratton, Forterra.
- 2) Comment letter regarding 145<sup>th</sup> Street Light Rail Station Area submitted by Michael Jensen.



CREATING GREAT COMMUNITIES  
and CONSERVING GREAT LANDS

September 26, 2016

Dear Mayor Roberts and Members of the Shoreline City Council,

Thank you for your hard work and careful consideration of a broad range of input in the course of approaching adoption of a subarea plan for the 145<sup>th</sup> Street Light Rail Station area. I also commend the work that city staff has done on the plan. Their outreach to the community, their research and analysis, their responses to council questions all has resulted in a thorough and thoughtful plan.

One theme that figures prominently in both the plan and many of the amendments that will be discussed tonight is the provision of infrastructure to support growth around the light rail stations. Whether it's a bridge for non-motorized traffic to expand access to the station, street trees, open space acquisition, or crosswalks, public improvements are going to come with a price tag. Redevelopment may still be a few years away but it's not too early to start thinking about how Shoreline will pay for the infrastructure that will serve as the backbone of this community.

Pursuant to our comments at the 9/12/2016 hearing Forterra supports the potential Amendment D as it increases density close to the station while also providing for a transition between high density zoning and Paramount open space. We also support the addition of a bridge for non-motorized traffic that will improve connectivity between the station and neighborhoods west of I-5.

Forterra believes that a sustainable future means having options. People want options for where to live, how to get around, where to shop, what kinds of amenities are nearby. The subarea plan for the station area helps provide these options and creates opportunities for growth in a thoughtful and intentional way.

Thank you,

A handwritten signature in black ink that reads "Nicholas Bratton".

Nicholas Bratton  
Policy Director

Hello, my name is Michael Jensen; I'm a Shoreline resident and live in the neighborhoods being rezoned tonight. I have two comments for the council:

First, **please don't be cavalier in passing major amendments tonight.** A lot of public comment and commission deliberation went into reaching a preferred alternative, and some of tonight's major proposed amendments—such as Amendment D—were studied and rejected earlier in the process.

Second, residents don't care only about build-out; **we care how & when redevelopment plays out over the next couple decades.** The commission included phased zoning as an option for your consideration, and I encourage you to use it, as you did in the 185<sup>th</sup> subarea. The ordinance you passed there stated: "a phased zoning approach provides for a more predictable pattern of development insuring a cohesive, connected community" (Ordinance 706, attached). While our subarea is nominally smaller because half the affected land is within Seattle's jurisdiction, that doesn't erase the value of a predictable development pattern on Shoreline's side of the boundary.

Oddly, your 287 page information packet omitted the Planning Commission's phasing plan. The commission's map was comprehensive and followed boundaries of the Planned Action Ordinance area, as is also true with the phasing adopted for the 185<sup>th</sup> St Subarea. Attachment G-2 in the packet, however, leaves some rezoned parcels outside both phases, which is confusing. It also schedules immediate upzones to property adjacent to our parks, but leaves out the commercial node of 15<sup>th</sup> Ave & 145<sup>th</sup> St until 2033. I'd suggest the PAO boundaries make more sense for phase 1, as in the Planning Commission's version.

Thank you for your consideration of our community's needs.

Sincerely,

Michael Jensen

**ORDINANCE NO. 706**

**AN ORDINANCE OF THE CITY OF SHORELINE AMENDING THE UNIFIED DEVELOPMENT CODE, SHORELINE MUNICIPAL CODE TITLE 20, AND THE OFFICIAL ZONING MAP TO IMPLEMENT THE 185<sup>th</sup> STREET STATION SUBAREA PLAN.**

WHEREAS, the City of Shoreline is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the State of Washington, and planning pursuant to the Growth Management Act (GMA), Chapter 36.70A RCW; and

WHEREAS, the City has adopted a Comprehensive Plan and a Unified Development Code, Shoreline Municipal Code (SMC), Title 20, to implement the Comprehensive Plan; and

WHEREAS, pursuant to RCW 36.70A.040, the City is required to adopt development regulations to implement the Comprehensive Plan; and

WHEREAS, the City prepared the 185<sup>th</sup> Street Station Subarea Plan after an extensive public participation and review process for the Subarea Plan and its implementing development regulations including open houses, community meetings, study sessions, and public meetings before the Planning Commission and City Council; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, on November 26, 2014, the City issued the 185<sup>th</sup> Street Station Subarea Planned Action Final Environmental Impact Statement (FEIS) which identifies the impacts and mitigation measures associated with the adoption of the Subarea Plan and its implementing regulations; and

WHEREAS, the Planning Commission, after required public notice, held a public hearing on January 15, 2015, on the 185<sup>th</sup> Street Station Subarea Plan's implementing regulations, including changes to the City's Official Zoning Map, reviewed the public record, and made a recommendation to the City Council which included a three (3) phase approach to zoning; and

WHEREAS, the intent of the phased zoning approach for the City's Official Zoning Map is to encourage redevelopment of the 185<sup>th</sup> Street Station Subarea consistent with the vision established in the City's Comprehensive Plan for this Subarea; and

**WHEREAS, a phased zoning approach provides for a more predictable pattern of development insuring a cohesive, connected community that is support of transit while providing an opportunity to monitor development prior to allowing redevelopment of the entire area in a manner that could be inconsistent with the vision for the Subarea; and**

WHEREAS, a phased zoning approach also clearly identifies that the type of full-build out development envisioned by the 185<sup>th</sup> Street Station Subarea Plan is not warranted at this time