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From: S Mac <sara363@rocketmail.com>
Sent: Thursday, June 6, 2019 5:03 PM
To: Plancom
Subject: [EXTERNAL] Shoreline Place Departure Developer Agreement Comments

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Dear Planning Commissioners,

Thank you for inviting public comment on the developer agreement for Shoreline Place. This is an exciting project that will begin the transformation of this underdeveloped parcel. I hope the Planning Commission and City Council will take time to ensure all components of the complex plan are meeting the best interest of the City of Shoreline before finalizing the Developer Agreement.

The following comments are specific to Proposed Development Agreement Attachment E Modifications to Land Use Regulations, specific to parking:

Departure Request 5 - Parking Space Dimensions: The location of the proposed compact parking spaces (7.5' x 15') should be clearly restricted in the Developer Agreement to residential-only sections of structured parking garages.

The Developer Agreement narrative and the Departure Request table describe varying conditions for the proposed smaller compact parking space size (7.5' x 15'). While the Departure Table describes a rationale for limiting the proposed smaller compact parking spaces to the residential parking areas only, it is not explicitly stated in either document that that will occur. The two documents also describe different proportions of compact vs standard parking stall sizes.

If approved, the 7.5' wide spaces should only be permitted within the residential portion of structured parking garages, and none should be located in the surface parking areas. As stated in the departure request, It is logical to minimize the size of low-turnover garage spaces. And it is not logical to place any of the proposed 7.5' x 15' parking spaces in high turnover surface parking spaces that primarily support retail. Maintaining ease of use for the many local shoppers who will continue to patronize Shoreline Place by car is in the best interest of both the Developer and the City.

Further, it is not clear if the proposed 7.5 x 15' compact parking space size would be applied to any parking spaces provided in excess of the required minimum parking space count. Again, it is my opinion that these sub-compact spaces be used only in the residential parking structures in order to maintain the usability of the higher-turnover retail spaces.

Departure Request 4 - Step Out Space at Parking Next to Landscaped Area: Clarify that paved step-out space provided within curbed planting areas will not be included in planting area calculations.

The request to modify the parking design to provide a 12" wide paved strip behind the curb adds pavement into the planting area and reduces soil volume necessary for optimum plant growth in interior parking lot plantings. My comment is that it should be clarified that any pavement provided for step-out space within curbed planting areas should be excluded from required planting area calculations. While this may be somewhat obvious, it is not expressly defined in the Developer Agreement.

The following comment is regarding the overall siting of the Community Open Space:

Community Open Space: Consider adjacent site uses in the current design and keep in mind future impacts to Community Open Space.

The Community Open Space component of the Open Space Plan is the largest in size and appears to include a grassy, 'park like' character that many residents associate with parks in Shoreline. My concern is about the siting of the Community Open space within the project site, particularly relative to solar exposure impacts and current loading and service access, both of which have impacts on the pedestrian experience. The Community Open Space is adjacent to a major vehicular through street (A Street), and truck loading dock and service area for the existing buildings to the south. While there is significant grade change in this part of the site, it is not clear how the design of the Community Open Space will buffer or mitigate those adjacent uses to provide the best pedestrian experience of the open space itself.

The solar studies included in the Design Presentation demonstrate good solar exposure of the proposed Community Open Space throughout the year. But that solar access is dependent on the existing, low height buildings located to the south of the project. Understanding there are multiple property owners means the future redevelopment of those properties with taller structures is unknown and outside the scope of this project. But the potential is there to completely shade the new Community Open Space most of the year should an existing building to the south be replaced with a taller building. The City should consider the future impacts as the siting is finalized, and work to prevent future impacts to this important open space as future redevelopment projects are proposed.

Thank you for your work in negotiating the best possible outcome for the City of Shoreline, and for your consideration of these comments.

Sincerely,
Sara Raab McInerney