Community and Stakeholder Engagement

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145th Street Station Subarea Plan

Public involvement has been important and integral to the development of the 145th Street Station Subarea Plan (SSP/subarea plan). The Shoreline community and stakeholders have been engaged throughout the planning process, especially the 145th Street Station Citizen Committee (145SCC), which is a self-facilitated group, not appointed by the City. The 145SCC is primarily composed of residents of the Parkwood and Ridgecrest neighborhoods, but the organization is open to anyone in the community.

Development around the new light rail station has the potential to provide Shoreline residents greater access to the region's transit system and create a vibrant, equitable transit-oriented community. To that end, the City has fostered an interactive process to engage stakeholders and the community in shaping potential alternatives for the station subarea. The process also has worked to build public support for a long term approach to growth and change in the subarea.

Overview of the Public and Stakeholder Involvement Plan

At the outset of the planning process, the City developed a Public and Stakeholder Involvement Plan to provide a framework for engaging the Shoreline community and key stakeholders in developing the subarea plan. A primary objective of the plan has been to engage the community in meaningful ways throughout the duration of an open and transparent planning process.

The Public and Stakeholder Involvement Plan contains key messages, a discussion of the proposed planning and involvement process and timeline, a summary of participants in the process, a description of methods for involvement, and suggestions for monitoring success of the plan on an ongoing basis. The plan also integrates the ongoing related activities of other groups and entities focused on station subarea visioning and regional transit-oriented development.

For more information about public and stakeholder involvement and the station subarea planning process, and to view the results of other workshops and activities, visit: *www.shorelinewa.gov/lightrail*. The Public and Stakeholder Involvement Plan can be viewed or downloaded at this website.

Korean Community Meeting, July 2013

Goals for Community Engagement

The following overarching goals guided the community and stakeholder engagement process for the 145th Street Station Subarea Plan (SSP/ subarea plan).

- Provide hands-on, interactive methods for community involvement that enable citizens and other stakeholders to help shape the station subarea plan.
- Provide opportunities and venues for input and comment throughout the duration of the planning process.
- Involve and engage the full diversity of community interests, including those in the immediate station subarea, as well as the broader community, and current residents as well as those who may live here in the future.
- Build community awareness about the coming of light rail service, the potential for change in land use around the station areas, and how this change may occur incrementally over time.
- Reach out to regional interests and other communities to learn about their efforts related to promoting and building transit-oriented communities.

Key Messages

Key messages conveyed to participants throughout the planning process and via a variety of communications and collateral materials have included the following.

- Change is coming to the light rail station subareas, and this is the community's chance to get involved and to help shape that change.
- Change in the station subareas will happen slowly and incrementally. While the light rail station and related improvements are scheduled to be completed by 2023, redevelopment in the station subareas will happen gradually, over decades.
- The community will be engaged in helping to define a vision and plan for change in the station subareas that explores different timeframes, including the near term, the next twenty years, and beyond twenty years.
- Developing a strong vision and plan for the station subareas will achieve benefits at global, regional, community, and neighborhood levels.

Participants in the Process

The City has involved the overall community as well as key property owners, neighborhood and community groups, regional interests, and others in station subarea planning. City staff members have led public and stakeholder involvement activities for the station subarea planning process with coordination and facilitation support from consultants. A brief summary of participants in the station subarea planning process follows.

OVERALL COMMUNITY

The entire Shoreline community has been invited to participate in station subarea planning efforts via targeted mailings, *Currents* articles, web pages, email distribution lists, and other City notification systems.

Overall community demographics were considered in the process, including the following information from the Shoreline Comprehensive Plan and other sources.

- Shoreline's 2015 population was estimated to be 55,439.
- While Shoreline's population prior to the current decade remained fairly stable, the community has seen a small amount of growth in recent years. Between 2010 and 2015, the population grew by 2,432 (slightly less than one percent per year).
- The community's demographics have been changing, including three noticeable trends:
  - Greater diversity in the community, with increasing Asian-American, Hispanic/Latino, African-American, and foreign-born residents.
  - Aging of the general population—the median age of residents increased from 39 in 2000 to 42 in 2010 (dropping slightly to 41.5 in 2014); Shoreline has the second largest percent of people 65 and older among King County cities, at 15.8 percent.
  - Families (two or more people related by birth, marriage, or adoption) declined from 65 percent to 61 percent of all households in Shoreline between 2000 and 2010. Non-family households increased from 35 percent to 39 percent of households. The number of people living in group quarters, such as nursing homes, adult family homes, and Fircrest increased by 9 percent between 2000 and 2010 based on the 2010 Census.
- Foreign born residents of Shoreline increased from 17 percent of the population in 2000 to 19 percent in 2010 (American Community Survey and US Census data).
- The largest minority population is Asian-American, composed of several subgroups, which collectively make up 15 percent of the population.

WHAT ARE THE BENEFITS?

PLANET

- Reducing carbon footprints and greenhouse emissions
- Mitigating climate change

REGION

- Preserving recreational and environmental functions of natural resource areas
- Reducing traffic congestion

COMMUNITY

- Promoting access and connectivity
- Increasing livability, employment, and housing options

NEIGHBORHOOD

- Enhancing complete streets and walkability
- Encouraging vitality and placemaking
- Providing goods and services

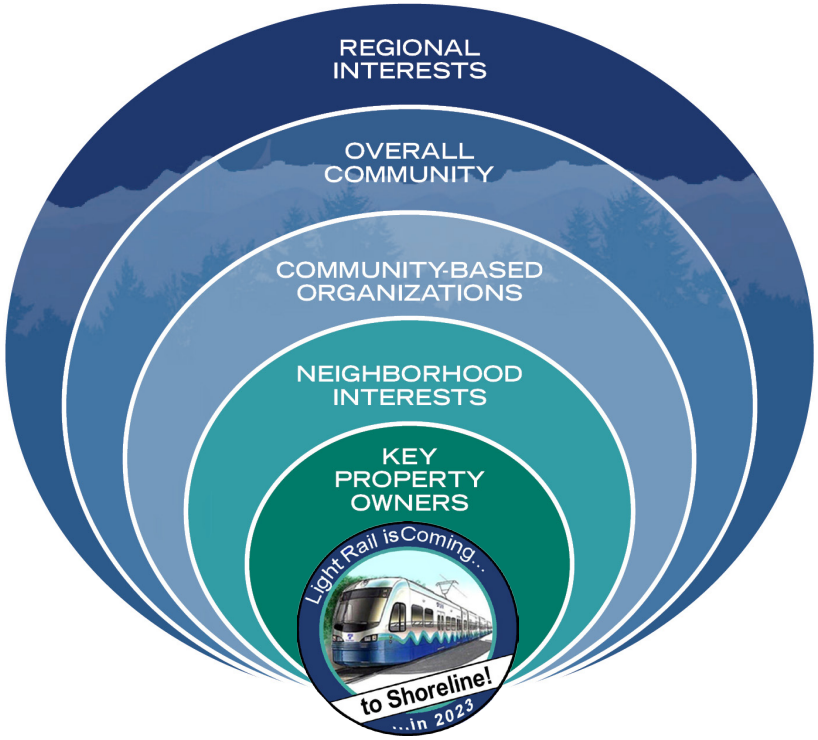
Community Design Workshop #1, June 2014

- The African-American population increased by 45 percent between 2000 and 2010, the highest increase of any population, followed by a 15 percent increase by people of two or more races.
- Hispanic people may be of any race, and this demographic increased by 41 percent between 2000 and 2010.
- "Baby boomers," those born between 1946 and 1964, comprise approximately 30 percent of the population. Shoreline has the second largest percentage of people 65 and older among King County cities. The aging population of the community is an important consideration when coupled with the fact that many older adults heavily rely on transit for transportation.
- Among older adults, the fastest growing segment is people 85 and older, up 1/3 from 2000.
- An estimated 73 percent of dwelling units in Shoreline are single family homes; 27 percent are multi-family units.
- The median value of owner-occupied housing in Shoreline was $205,300 in 1999 and in April 2016 median sale price for Shoreline was $447,700, an increase from the 2007 high of 19 percent. The rapid increase in home values and rental costs puts increasing pressure on households in Shoreline, and widens the affordability gap for prospective buyers.

NEIGHBORHOOD INTERESTS

Neighborhood interests include neighborhood organizations and local groups with an interest in the station subarea planning process. There are three levels of neighborhood interests:

1. NEIGHBORHOODS THAT ARE PART OF THE DESIGNATED SUBAREAS OF EACH LIGHT RAIL STATION—these neighborhoods will experience the most change in the coming decades as land uses around the light rail station transform.
2. NEIGHBORHOODS ADJACENT TO OR NEARBY THE SUBAREAS—residents of these neighborhoods will benefit from improved transit accessibility, but will be less impacted by the other aspects of redevelopment.



3. OTHER NEIGHBORHOODS THROUGHOUT THE CITY—these neighborhoods typically would not experience land use change related to light rail implementation, but there may be some transportation changes that would help residents get to and from the stations, such as improved bicycling routes, enhanced local bus service, park and ride, etc.

Neighborhoods that are part of the 145th Street Station Subarea include:

- Ridgecrest
- Parkwood

The subarea contains a very small portion of the Briarcrest neighborhood, on the east side of 15th Avenue.

Other neighborhoods near the subarea include:

- Meridian Park
- Highland Terrace
- Westminster Triangle
- North City

Neighborhoods throughout the rest of Shoreline include:

- Echo Lake
- Ballinger
- The Highlands
- Richmond Highlands
- Hillwood
- Richmond Beach
- Innis Arden

While these neighborhoods will not be directly affected by the proposed land uses and redevelopment recommendations in the subarea plan, residents from these areas likely will use light rail transit and may access the station and station subarea on a periodic or regular basis.

COMMUNITY-BASED ORGANIZATIONS

In addition to neighborhood interests, several community-based organizations exist in Shoreline, such as:

- Local organizations: Solar Shoreline, Diggin' Shoreline, and the Shoreline Farmers Market
- Surrounding Cities' Neighborhoods: North Seattle, South Edmonds, Town of Woodway, South Mountlake Terrace, West Lake Forest Park
- Shoreline Chamber of Commerce
- Others that may form as time goes on

REGIONAL INTERESTS AND STAKEHOLDERS

Other agencies and organizations across the Puget Sound Region are committing resources to planning transit-oriented communities and promoting balanced land use and transportation solutions, or may have other interests in the station subarea planning process. These include:

- Puget Sound Regional Council/Growing Transit Communities Partnership
- Leadership and staff from neighboring cities, such as Seattle, Lake Forest Park, Lynnwood, Snohomish County cities, and others
- Senior Services
- SeaShore Transportation Forum (Regional Coalition)
- Cascade Bicycle Club
- Futurewise (Local Chapter)
- Sierra Club (Local Chapter)
- 350.org (Local Chapter)
- Forterra
- Native American Tribes (Tulalip, Muckleshoot)

The subarea planning process has engaged a broad spectrum of interests and stakeholders—including the general community of Shoreline, as well as neighborhood groups, community-based organizations, regional interests, and key property owners.

145th Subarea Mapping

KEY PROPERTY OWNERS

In addition to the regional interests and stakeholders listed above, the City of Shoreline has worked closely with key property owners during the station area planning process:

- Sound Transit—Constructing the light rail system and station improvements, including parking
- Shoreline School District
- Shoreline Parks, Recreation, and Cultural Services—Public property owner in the 145th Station subarea
- All City departments
- Seattle City Light
- Public utility and service providers serving the station subarea (including Ronald Wastewater, North City Water District, and Seattle Public Utilities)
- Private property owners in the station subarea

Involvement Methods and Activities

In order to facilitate integral public and stakeholder engagement for the 145th Street Station Subarea Plan, the City of Shoreline has provided opportunities throughout the subarea planning and environmental review process, summarized below.

- CITY WEBSITE POSTINGS/PROJECT WEBPAGES. The City has posted information on its website and created project webpages for the subarea plan, DEIS, and FEIS, accessible via: *www.shorelinewa.gov/lightrail*. The information on the webpages has been frequently updated during the planning process. Posted information has provided background information on the subarea plan and environmental impact statements, described the schedule, and provided links to relevant documents as they were released for public review. Contact information for City staff also has been provided to allow the public to submit comments or ask questions about the subarea plan and environmental impact statements.
- COMMUNITY WORKSHOPS/PUBLIC MEETINGS. The City has hosted multiple community workshops and public meetings during the planning and environmental stages of work. Visioning workshops were held in the summer and fall of 2013 to gather public comments and ideas on the vision for the station subarea. In June of 2014, the City hosted a series of Design Workshops with the 145SCC and the community. In October 2014, the City hosted a second series of Design Workshops to introduce zoning scenario maps and computer modeling of how concepts discussed during the first workshop series could look. Summary reports for these workshops are available for viewing or downloading at: *http://www.shorelinewa.gov/home/showdocument?id=17748* and *http://www.shorelinewa.gov/home/showdocument?id=25421*

  The workshops were effective in engaging diverse interests as well as the overall community. Separate meetings were held with the 145SCC group, as well as other community-based interests.

The design workshops provided the opportunity for hands-on development of alternatives using design-in-public techniques, and participants provided input on a variety of topics. This approach involved members of the station subarea planning team meeting with individuals and groups to present ideas and illustrate possible solutions through SketchUp modeling and visualization graphics.

The "Green Network" concept plan that includes a recommended system of trails, pedestrian, and bicycle facilities through the subarea, along with green stormwater infrastructure, parks and open space improvements, and other amenities, was a direct outcome of the workshop sessions based on community interests.

Community meetings were noticed on the project website, and through email distribution lists, Alert Shoreline, press releases, and mailings. Invitations to individual stakeholder meetings were delivered via email distribution lists for various organizations.

- DEIS SCOPING COMMENT PERIOD. The station subarea planning process complied with the Washington State Environmental Policy Act (SEPA) for development of a planned action environmental impact statement (EIS). Specific public engagement methods were provided to support the planned action EIS, including SEPA scoping to present potential alternatives and environmental elements to be studied.

  Public and agency comments were solicited in a scoping period from October 1-31, 2014. During this period, the general public, as well as public agencies and stakeholders, were invited to submit written comments on the scope of the EIS and offer written suggestions. In addition, the City documented comments received at the October 2014 public meeting related to scoping and answered questions about the subarea plan and EIS at that meeting.

- DEIS COMMENT PERIOD AND PUBLIC MEETING. The DEIS was released for public review on January 17, 2015 with a public and agency comment period extending through February 19, 2015.

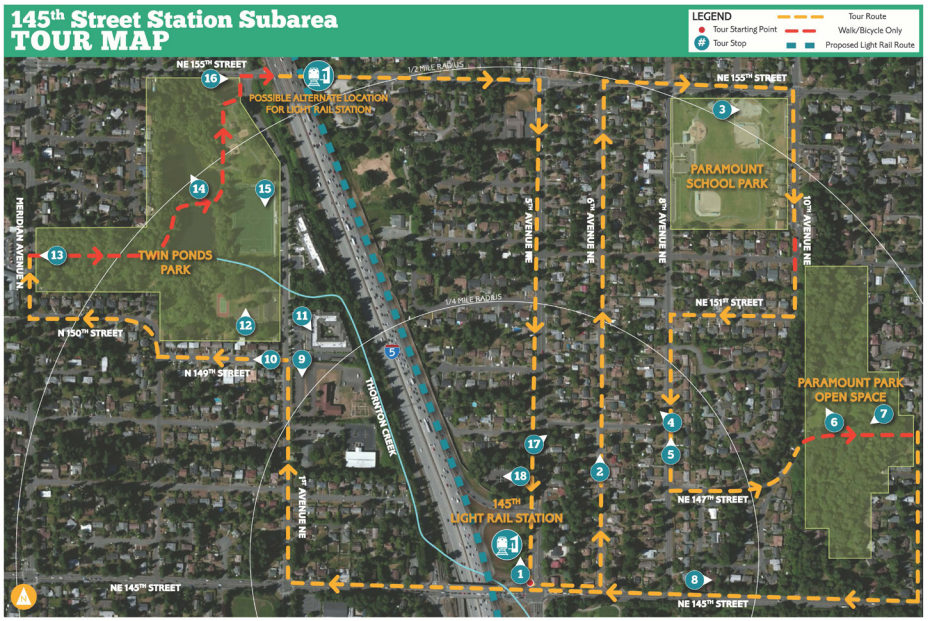
Community Design Workshop #1, June 2014

The DEIS analyzed three potential zoning scenarios with regard to potential impacts and mitigation measures for land use patterns, plans, and policies; population, housing, and employment; multimodal transportation; streams, wetlands, and surface water management; parks, recreation, open space, natural areas, and priority habitat areas; schools, police, fire, and other public services; and utilities and energy use.

- ADDENDUM TO DEIS. Many comments were submitted on the DEIS, including comments about wetlands, streams, soils, trees, habitat, and surface and ground water in the subarea. To better respond to these comments, the City decided to undertake additional analysis of the natural systems in two locations that are known to contain large critical areas- Paramount Open Space and Twin Ponds Park. On February 18, 2016, two technical memos were published and discussed with the Planning Commission: a Wetlands and Streams Assessment, and Geotechnical Considerations for High Groundwater or Peat Conditions. These memos constituted an addendum to the DEIS, which was posted for public comment on February 19, 2016. Although not required, a public comment period was offered through March 21, 2016.

- FEIS. The FEIS was published in July 2016 and provided analysis not studied in the DEIS related to phasing and a fourth action alternative, Alternative 4—Compact Community Hybrid, which was a hybrid between two previous alternatives analyzed in the DEIS. This new alternative also retained R-6 single family zoning around parks in the subarea. The FEIS also integrated the content from the DEIS Addendum and the 145th Multimodal Corridor Study, and it included responses to comments on the DEIS and DEIS Addendum. As is typical with the SEPA process, there was not a formal comment period for the FEIS. However, several public meetings were held during the FEIS and subarea plan adoption process, as described below.
- POST DEIS AND FEIS PLANNING COMMISSION AND CITY COUNCIL MEETINGS. Additional Planning Commission and City Council meetings have been held for the FEIS, subarea plan, and Planned Action Ordinance review and adoption. Subsequent to preparation of the FEIS, the City prepared the subarea plan document, the Planned Action Ordinance, and code regulations to support implementation of the plan. The following timeline outlines the review schedule of the FEIS and subarea plan package for the 145th Street Station Subarea:
  - *May 5 and 19*—Planning Commission meetings: Discuss potential Development Code regulations
  - *June 2*—Planning Commission meeting: Discuss potential Development Code regulations
  - *July 7*—Planning Commission meeting: Discuss Final EIS
  - *July 21*—Planning Commission meeting: Discuss Subarea Plan and potential zoning scenarios
  - *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 the City Council
  - *August 22*—Continued Planning Commission Public Hearing: Finalize recommendation to the City Council
  - *September 12*—City Council meeting: Study Session on Subarea Plan package
  - *September 26*—City Council meeting: Council potentially adopts Ordinance Numbers 750, 751, and 752

  Planning Commission and City Council meeting materials, including packets, minutes or summaries, and other information is available on the following web pages by meeting date.
  - *Planning Commission: http://www.shorelinewa.gov/government/departments/planning-community-development/planning-commission/meeting-agendas-and-minutes/-toggle-allpast*
  - *City Council: http://www.shorelinewa.gov/government/shoreline-city-council/live-and-video-council-meetings*
- SPECIAL BRIEFINGS, PRESENTATIONS, AND DISPLAYS. City staff and members of the project team gave special briefings and presentations and provided information at meetings of various groups and special events in the community during the planning process. This included having project information on hand at venues such as the Farmers Market, Celebrate Shoreline, and other events. Display materials identified the subarea planning boundaries, alternatives under analysis, project timelines, and other information. Displays (both online and real-time) also promoted "walkshops". Activities included inviting participants at various workshops and events to submit ideas via a photo journal (ideas written on white boards, held up by the submitters, and photographed).
- WALKSHOPS/WALKING TOUR MAPS. Tour maps were developed for the subarea and posted online as well as in hard-copy form on signs out in the neighborhood. City staff also hosted tours during the summers 2013, 2014, and 2015. Participants could walk, bicycle,



drive, or take a virtual tour of the routes in the map and were prompted to consider potential ideas for redevelopment and improvements needed along the way. The maps illustrate existing conditions, with photos of existing streets and sites in the station subareas.

- VISUALIZATION GRAPHICS. The project team developed visualization graphics using sketch models and perspective illustrations to show the public what various station subarea planning alternatives might look like if implemented. Viewers were able to look at the multiple perspectives from the sketch models and get a sense of *possibilities* for how the station subarea might change over time.
- FLYERS, INFORMATION SHEETS ("101S"), RESPONSES TO FREQUENTLY ASKED QUESTIONS AND OTHER OUTREACH MATERIALS. A variety of public information sheets and outreach materials have been developed during the station subarea planning process to broaden awareness and educate the public about key aspects related to creating transit-oriented communities.

The City developed a Frequently Asked Questions (FAQs) sheet (available at: *www.shorelinewa.gov/lightrail*). Specific information sheets about housing (including affordable housing and property taxes) were made available at various meetings and workshops. The City also prepared press releases and articles for *Currents* (the City's newsletter) and developed and distributed postcards, flyers, and other materials to announce public meetings and workshops and guide people to online information. Comment forms, digital media presentations, and various hand-outs were made available at public meetings.

INVOLVEMENT ACTIVITIES BY PARTNER ORGANIZATIONS

In addition to the City's efforts, several other entities are engaging the public and stakeholders as part of their efforts.

- SOUND TRANSIT has its own process for public involvement, but is coordinating with City staff and City Council. Sound Transit's Board released its Final Environmental Impact Statement for the Lynnwood Link Extension project in April 2015. For more information, visit: *http://www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension*
- THE 145TH STATION CITIZENS COMMITTEE (145SCC) is a neighbor-led effort to inform residents about the light rail station subarea planning process and how to be involved, and to advocate for neighborhood interests. Organized by residents of the Parkwood and Ridgecrest neighborhoods, 145SCC aims for an inclusive participation process of all populations in these neighborhoods, with special attention paid to those populations who are historically underserved, to facilitate a resident-driven effort. Anyone is welcome to attend their monthly meetings. For more information email *145SCC@gmail.com*

- SENIOR SERVICES, a regional organization involved in advocacy for community development that supports seniors' needs and seeks to engage underrepresented groups. Senior Services hosted two visioning events: the July 11, 2014 public meeting involving Shoreline's Korean community and the August 7, 2014 event that focused on engaging folks of modest means.

  For a video of the Korean community meeting, visit: *http://www.youtube.com/watch?v=IWBw3psGB1s#t=11*

  For a video of the meeting with folks of modest means, visit: *http://www.youtube.com/watch?v=mYpNSNaIyIA*

- FUTUREWISE, a statewide public interest group working to promote healthy communities and cities, supported visioning activities in summer 2013.

  Senior Services and Futurewise received grant funding from the Equity Network through the Growing Transit Communities Partnership administered by Puget Sound Regional Council.

Summary of Community and Stakeholder Input Received at Visioning and Design Workshop Sessions

Public input received at community design workshops and throughout the Scoping, DEIS, and DEIS Addendum process helped guide the development of alternatives analyzed in the FEIS and included in this subarea plan.

The City hosted five visioning events between July and September 2013, some in partnership with Senior Services, Futurewise, and Neighborhood Associations. Attendees provided feedback on their vision for neighborhoods surrounding future light rail stations with regard to housing, jobs and businesses, recreation and community services, transportation and mobility, and station design. For more information and to view comments received, visit: *http://www.shorelinewa.gov/government/departments/planning-community-development/planning-projects/light-rail-station-area-planning/visioning-workshop-comments.*

In June of 2014, the City hosted a series of Design Workshops with the 145th Street Station Citizen Committee and the community. Key themes that emerged from the June workshops were described in a Summary Report and are listed below:

- Housing choices and opportunity
- Environmental protection and enhancement
- Mixed-Use corridor (5th Avenue and/or 155th Street)
- 145th Street and enhancing east/west transit connections
- Pedestrian and bicycle connections and bridging Interstate-5
- Safety and security
- Parking

In February of 2014, the City hosted a second series of Design Workshops to introduce zoning scenario maps and computer modeling of how concepts discussed during the first workshop series could look. The potential zoning scenarios introduced at the series of workshops are described below.

- NO ACTION (ALTERNATIVE 1) - This scenario is required to be analyzed in the EIS. Note that "No Action" does not mean "no change." Even if the City retained current zoning, property owners would still be able to maximize existing development capacity, including 35 foot heights in single-family zones, adding Accessory Dwelling Units, etc.
- CONNECTING CORRIDORS (ALTERNATIVE 2) - This scenario showcases both 5th Avenue and 155th Street as connecting corridors between station subareas; commercial districts at 165th Street, 15th Avenue, and Aurora Avenue N; and the Community Renewal Area at Aurora Square. Because potential development in this scenario is more spread out, lower density zoning (more area at 35 foot height limit and maximum base height of 65 feet closest to future station) was analyzed compared to the Compact Community scenario.

- COMPACT COMMUNITY (ALTERNATIVE 3) - This scenario does not emphasize corridors and focuses potential growth solely on the area within roughly a ½ mile radius of the future light rail station. Because potential development in this scenario is concentrated, higher density zoning (maximum base height of 85 feet closest to future station) was analyzed in several locations compared to the Connecting Corridors scenario.

Key themes that emerged from the February workshops where these potential zoning scenarios were introduced were also described in a Summary Report. Many of the themes were similar to discussions held the previous June.

With regard to housing choice, there were also concerns about change in the subarea. Many participants commented that they understood the purpose of increasing housing choices and opportunities in the subarea around the future light rail station. At the same time, many were concerned about how the change in density might affect the neighborhood. There was not a clear preference between the Connecting Corridors and Compact Communities scenarios—there were mixed perspectives. Participants encouraged the City to consider concentrating density in proximity to the station and making sure that the scale and height of redevelopment was compatible with surrounding single family neighborhoods. Similar to comments at the earlier workshop sessions, some participants were interested in proceeding with a livable density that would include an affordable mix of multi-family buildings, as well as townhomes, cottage style homes, and single family homes that are attractive to young families.

With regard to building heights, workshop participants had varying viewpoints about what the maximum height for new redevelopment should be in the subarea. Some wanted the height to predominantly remain below three stories (even though the height limit in the existing R-6 single family allows for heights of 35 feet). This perspective is represented in the Mixed-Use Residential-35 foot height zone (MUR-35') included in the action alternatives. Other participants suggested buildings no taller than five stories, and this is reflected in the Mixed-Use Residential-45 foot height zone (MUR-45') included in the action alternatives. Others recommended buildings of seven stories or taller focused around the light rail station; this is also reflected in potential zoning scenarios. Overall, height was a sensitive issue in community meetings with residents who live in the station subarea. Some participants expressed caution that the transition of change and redevelopment should be something that maintains the integrity of the residential-feel of the neighborhoods in the subarea—similar to that seen in Fremont or Columbia City.

Community Design Workshop #1, June 2014

Participants discussed the potential for connections to commercial uses along the key corridors. Workshop groups also discussed the importance of having more local restaurants, grocery stores, cafes, and other "Mom and Pop" businesses that are easily supported by commuters, pedestrians, and bicyclists. In general, participants were supportive of creating signature streets with landscaped medians, street trees, furnishings, curb extensions, and other features that enhance identity, improve walkability, and provide traffic calming.

Participants viewed community design illustrations showing greater density and building height at key intersections, such as the 145th Street and 5th Avenue intersection and the 165th and 5th Avenue Intersection. Again, similar to in earlier workshops, participants preferred

Virtual bulletin board comments

architectural building setbacks that provide transition to adjacent neighborhoods through a "wedding cake effect" (step backed floors) at the intersections and along key corridors.

Participants continued to remain passionate about the natural resources (including the Thornton Creek corridor and tributaries), parks, trees, and open space areas in and around the subarea. Key parks in the subarea include Twin Ponds Park, Paramount Park and Open Space, and Hamlin Park. Participants wanted to see these areas protected and enhanced as redevelopment occurs. Many suggestions for improving environmental quality of the parks and natural resources included protecting and preserving trees, planting new trees including street trees (with 145th Street improvements), creating more green space, addressing storm water issues, and improving water quality.

The Draft Environmental Impact Statement (DEIS) was published in January 2015 and analyzed each of the three potential zoning scenarios with regard to impacts and mitigations for land use patterns, plans, and policies; population, housing, and employment; multimodal transportation; streams, wetlands, and surface water management; parks, recreation, open space, natural areas, and priority habitat areas; schools, police, fire, and other public services; and utilities and energy use.

As part of the public process to discuss this analysis and any other potential zoning scenarios that should be considered through this FEIS, many community members supported studying a scenario that did not include upzoning around neighborhood parks and open spaces. This led to the development of Alternative 4- Compact Community- Hybrid. This scenario includes a maximum base height limit of 70 feet (MUR-70') based on development regulations that were adopted as part of the 185th Street Station Subarea Plan.

This scenario shows a bike and pedestrian network based mostly on the Off-Corridor Network developed through the 145th Street Corridor Study, but also incorporates elements of the Green Network that was included in zoning scenarios analyzed in the DEIS. Detailed design of pedestrian and bike facilities will happen as part of later processes.

On May 2, 2016 when the Council decided to study Alternative 4 in this FEIS in addition to Alternatives 1, 2, and 3, they also chose to study the potential to phase zoning for all action alternatives. Ultimately, the Planning Commission recommended and the City Council adopted an amended version of Alternative 4 for the subarea plan. The adopted zoning is presented in Chapter 5.