

# Town Center Subarea Plan Public Comments and Responses



CITY OF  
**MOUNTLAKE  
TERRACE**



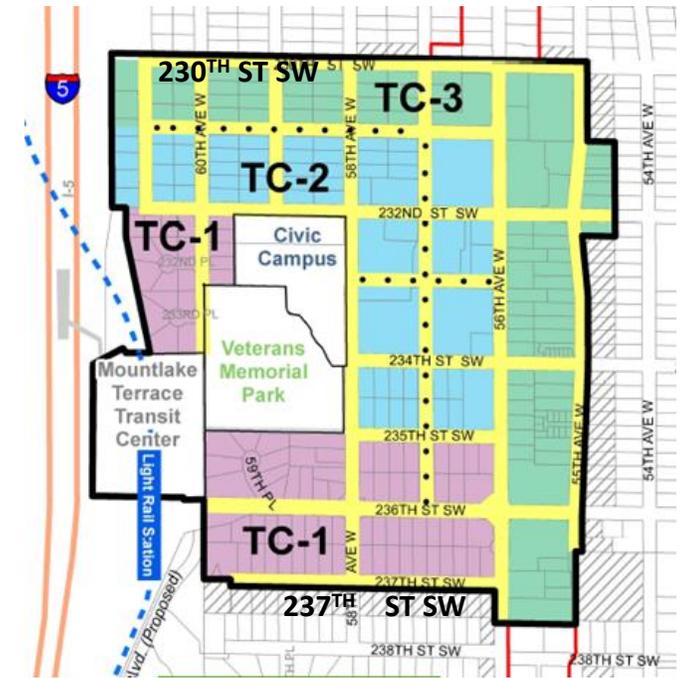
**Public Open House –December 4, 2018**

# Open House Comments

## 1. Resident on 234<sup>th</sup> Street:

Ideally, the light rail station should be centered in the middle of the Town Center Area. Consider moving the boundary southward so that the northern boundary is 232<sup>nd</sup> and the southern boundary is 240<sup>th</sup>.

**Staff Response:** 230<sup>th</sup> Street SW is a minor arterial that carries traffic from one side of the City to the other and represents a more well-defined “northern edge”. Where possible, higher volume streets that exist on the outside of designated mixed-use neighborhoods serve as good physical buffers that separate the more intensive land uses from less intensive uses. Although the location of the transit station is not at the exact centroid of the Town Center area, it is still within a five to ten-minute walk of the majority of existing and planned land uses.



# Open House Comments

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## **Resident on 234<sup>th</sup> street** (continued)

2. “The focus on pedestrian spaces is great. Consider pedestrian only streets and room for a Farmers Market.”

**Staff Response:** So noted. Certain streets can be temporarily closed off to vehicles and opened for pedestrians to celebrate holidays, community events and spaces for a farmer’s market and other special events. The plan allows for some flexibility for the required “future connections” to be pedestrian corridors or “woonerfs” (narrow shared streets)

# Open House Comments

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## Resident on 55<sup>th</sup> Avenue

3. Consider shifting the eastern boundary between 231<sup>st</sup> and 232<sup>nd</sup> to the western right of way of 55<sup>th</sup> Avenue. That way, the street and not the rear property lines of residences on 55<sup>th</sup> Avenue will separate the 4-6 story buildings in the Town Center from the 3 story buildings in the transitions zone.

**Staff Response:** Agree and noted.



# Open House Comments

## Resident of 59th

4. Propose new bike/pedestrian pathway with security lighting from the transit center/station to 60<sup>th</sup> Avenue neighborhoods.

**Staff Response:** An access enhancement agreement has been executed between Sound Transit and the City; a pathway through Veterans Park is expected to be constructed before 2024.

5. Suggest free circulator bus to provide access from Mountlake Terrace neighborhoods to the transit station.

**Staff Response:** So noted

6. 57<sup>th</sup> avenue listed on a map is an error (not shown here).

**Staff Response:** Agreed and so noted, 57<sup>th</sup> above the civic campus will be changed to 59<sup>th</sup>.



# Open House Comments

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## Resident

7. Concerns about 236<sup>th</sup> street traffic increase when Transit Station opens.

**Staff Response:** 236th Street SW average daily trips = 9965. The street improvements include bike lanes, travel lanes and intersection channelization at Gateway Blvd., 58<sup>th</sup> and 56<sup>th</sup> Avenues. Estimated ADT for year 2035 is 11,802. Level of Service is estimated at C in 2035, as identified within the City's Transportation Element.

8. Where will parking be accommodated in the Town Center?

**Staff Response:** The majority of parking in multi-storied buildings will be structured below grade or tuck-under and conform to performance standards related to parking ratios. Parking is discouraged from the front building façade setbacks. On-street parking will also be available in all three zone districts.

**Main Street**



# Open House Comments

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## **Resident on North side of 230<sup>th</sup> street.**

9. Concerned that taller 4-6 story buildings will be across the street. Suggests that one half of the block (lot tier that fronts on 230<sup>th</sup> ) be set back from the street edge.

**Staff Response:** The lots on the south side of 230<sup>th</sup> street are designated as “Landscape Block Frontages”. Building facades with stooped entries are encouraged and will have extensive landscaping. Policy 3.2.B addresses the urban design approach to soften the building facades at street level with well-landscaped setbacks, weather protections and façade transparency.

# Open House Comment

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## **10. Resident on 57<sup>th</sup> Street.**

Overall, they like the plan and questioned the timing and if any redevelopment proposals have been submitted in their neighborhood around 57<sup>th</sup> and 232<sup>nd</sup>.

**Staff Response:** Timing of new development activity in the neighborhood is a function of property aggregations and economic considerations. As new proposals are submitted for review, properties will be adequately noticed and public comments encouraged.

# Task Force Comments

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## November 27<sup>th</sup> Task Force Meeting #10

### General Membership Comments

1. More commuter parking will be needed for the light rail station.

**Staff Response:** Staff is working with Sound Transit who is pursuing to lease/purchase property near the transit station to accommodate additional parking during station construction and thereafter.

2. Add and strengthen the policies to promote public art and community events.

**Staff Response:** So noted, the vision statement and urban design policies will be amended to more thoroughly address public art.

3. The vision statement should include the words “Mountlake Terrace” and diversity as a desirable trait.

**Staff Response:** So noted, and revised.

# Task Force Comments

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## November 27<sup>th</sup> –Meeting #10

4. Polices should have types of gathering places available to general public and local residents.

**Staff Response:** So noted, Goal 2.0 and urban design policies will be revised to address public gathering places.

5. The plan should expand on bicycle access.

**Staff Response:** A citywide Transportation Plan is currently being prepared that will address bicycle and pedestrian access and improvements. Staff will be working with the Planning Commission to complete the plan in late 2019.

# Task Force Comments

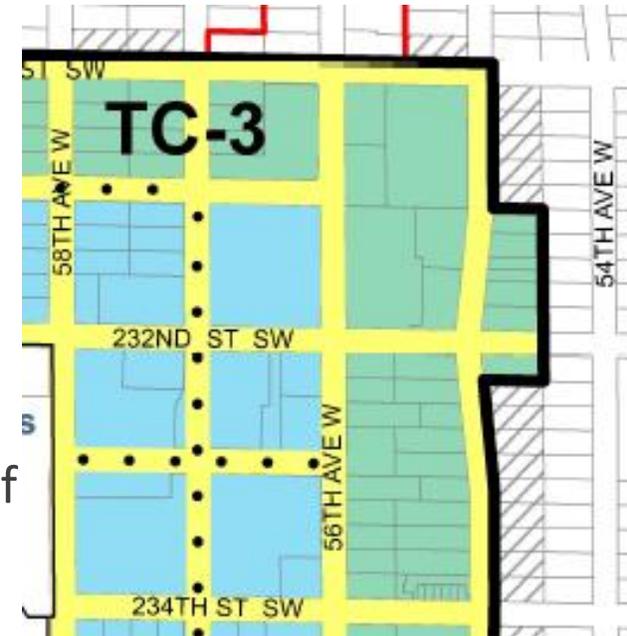
Received through December 5<sup>th</sup>

6. The “bulb out” on 55<sup>th</sup> does not provide neighbors with a transition in height. Suggestion to grandfather existing business and limit future expansion.

**Staff Response:** Also a concern of residents at the open house. Staff suggest the removal of the “bulb out” as stated in Open House Comment #3.

7. Concern of zone district TC-1 being adjacent to the transition zone south of 237<sup>th</sup>.

**Staff Response:** Previously discussed by Task Force with the general consensus that due to the proximity of the transit station more land area should be available for professional office and residential buildings. To ensure compatibility, specific design standards for buildings abutting transition zones will be incorporated into new zoning code updates.



# Task Force Comments (cont.)

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8. Include plan text that clearly states that the purpose of the Town Center Plan is to create an urban downtown district.

**Staff Response:** So noted, text can be added to the Introduction section.

9. Why hasn't Brier been included in the economic report related to neighboring city data?

**Staff Response:** Brier was not included in the economic/demographic data since it is not considered a full-service city with a range of land uses such as Shoreline, Edmonds and Lynnwood.

10. Please include existing and anticipated population, number of businesses, trips, increase in tax base and crime rates and how construction will affect residents.

**Staff Response:** The updated Economic Element of the Comprehensive Plan will contain current and projected economic and demographic data. The supplemental environmental review will address the Plan's transportation, construction, and related impacts and associated mitigation measures.

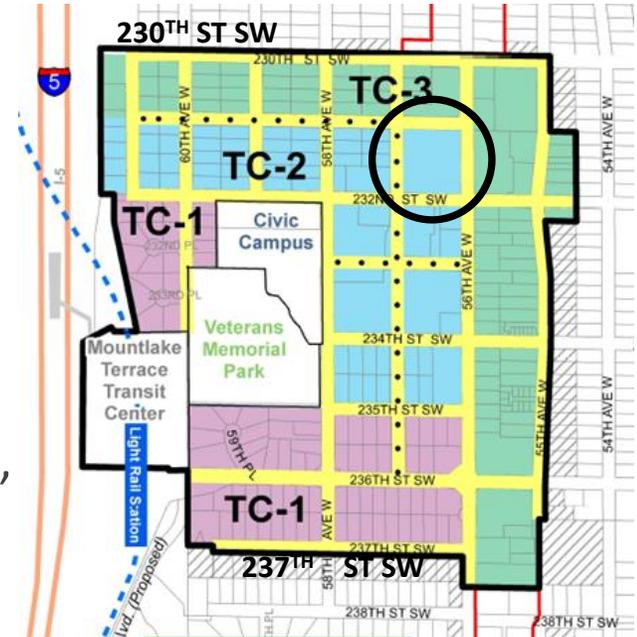
# Task Force Comments (cont.)

11. Please address the need for a grocer.

**Staff Response:** The Plan acknowledges the public desire for a grocer and the zoning text in TC 1, TC 2 and TC 3 will allow retail and commercial uses as permitted uses. The decision to site a grocer in the Town Center is a private sector decision based on economic, demographic and locational criteria considerations. The desire for a future grocer could be included in the City's planned marketing strategy.

12. Questions on the local economy, planned action EIS and the "Main Street" transportation plan.

**Staff Response:** The CAI report used its data sources to address the comparison of economic and demographic information of selected neighboring cities. A supplemental environmental review will be required for the updated Town Center Plan. The "main street" plan has previous and programmed infrastructure investments that are consistent with the updated Town Center Plan.



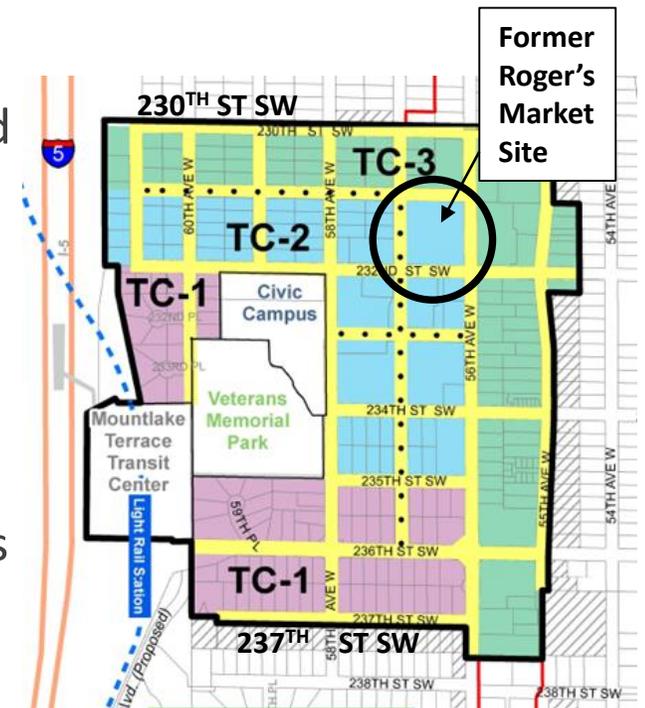
# Task Force Comments (cont.)

13. What's the future of the Rogers Market site?

**Staff Response:** Sound Transit will be leasing the site for up to 1.5 years in order to construct an interim temporary parking lot. The City has not received a formal application from the property owner for a private development.

14. Several questions related to parking fees, structures and ratios.

**Staff Response:** A parking management plan is typically required for larger mixed-use projects. The updated zoning text will address shared parking between different uses and peak/off-peak hours. On-street parking is usually free albeit some jurisdictions regulate hours of use. Parking structure design is based on the type of use, number of stalls, access to local streets, servicing and loading requirements. The designs are reviewed by the City during plan review to ensure consistency with parking regulations including established parking ratios. Parking ratios for different use types and demographics will be considered as part of the updated development standards.



# Task Force Comments (cont.)

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15. Plan editing comments related to Introduction, Planning Process, Background and Vision chapters.

**Staff Response:** Overall good editing suggestions. Staff will review and consider revisions to clarify intent, details and substantive modifications in the “preliminary” Town Center Plan that will be prepared prior to the Planning Commission public hearing.

16. Add one more step in the Planning Process that addresses periodic review and updates.

**Staff Response:** Agreed and so noted. Typically, a five year periodic review period is used to reaffirm goals, objectives, policies and actions of subarea plans.

17. Consider targeting prime areas where lot aggregation should occur first, such as the areas near the transit center.

**Staff Response:** So noted. The determination of where lot aggregation will first occur will likely be market driven.

# Task force Comments

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18. A parking management plan is a highly important development consideration in the Town Center.

**Staff Response:** So noted, addressed in # 14 staff response.

19. Suggest that the Town Center District map legend include types of uses for the three zone districts.

**Staff Response:** To simplify the legend text, the intent, principal uses, and design characteristics of each district are presented in Table LU-1 of Policy 1.3.

20. The Proposed Block Frontage Designations (figure 5.9) needs a stronger design process.

**Staff Response:** Policy 3.2 presents a list of design approaches for each type of block frontage. The process to ensure they are incorporated into development plans will be addressed in an improved design review process and incorporated into the updated zoning regulations.

# Task Force Comments

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21. What are the density requirements of the 2050 Regional Growth Strategy?

**Staff Response:** Vision 2040 is the current Regional Growth Strategy that is currently being updated for 2050. Although there are no “density requirements”, the strategy focuses on accommodating the majority of regional population and employment growth in “centers”, be they metropolitan centers, regional centers or town centers. The densities are determined by each local government through their respective development regulations.

22. Perspectives on affordability, limiting sprawl through increased density and the existing and future conditions of the City’s transportation system and unique environment.

**Staff Response:** So noted. The plan intends to focus higher density development into the Town Center where transportation options are provided within proximity to civic, cultural, open space and retail uses. By channeling higher densities into the Town Center, encroachment into surrounding single-family neighborhoods can be avoided thus preserving their character and investments.