

From: [Debbie Tarry](#)
To: [Heidi Costello](#); [Carolyn Wurdeman](#)
Cc: [John Norris](#); [Rachael Markle](#); [Miranda Redinger](#)
Subject: FW: 185th St Station Area Comments
Date: Thursday, August 07, 2014 2:58:01 PM

Can you please put in green folder for Monday?

Debbie Tarry
City Manager
City of Shoreline
17500 Midvale Ave N.
Shoreline, WA 98133

-----Original Message-----

From: Chris Roberts
Sent: Thursday, August 07, 2014 2:53 PM
To: Debbie Tarry
Cc: Carolyn Wurdeman; John Norris
Subject: 185th St Station Area Comments

Debbie,

Please forward these comments to the Council for consideration on Monday,

Thank you,

Chris

Mayor, Council,

In general I am supportive of the staff recommendations in developing the preferred alternative for the 185th Light Rail Station. I believe it is important for Shoreline to be a leader in providing a diverse set of housing options and a leader in providing housing options which are affordable for Shoreline residents and future residents of Shoreline and the Puget Sound region. I think the preferred alternative developed by the community and the planning commission goes a long way to achieving those objectives.

I realize if the Council were to ultimately adopt the preferred alternative, the current residents of the station area will have the choice of how and when the neighborhood is redeveloped and reimagined. I am certain that some residents will choose to live and benefit from being able to walk or bike to light rail and use Link to commute to downtown Seattle, the University of Washington, or (one day) Paine Field or Ballard, being their a trip by taking light rail to SeaTac , or to the shopping malls at Northgate and Lynnwood. At the same time, the area around the station will transform, into a place where I think people will live, shop, eat and play. The neighborhood where I grew up was a field of fruit trees 30 years before I was born and over the last 30 years the city where I was born has transformed and retransformed.

By allowing for the potential for transformation at the 185th station will allow the residents and future residents of the area to determine their fates.

I do have a few thoughts that we should consider before moving forward (at least with adoption of a final zoning map).

1) I would like to see the Council carefully consider the topography of the area before final adoption. I believe the staff provided me with a topographic map and will share it with the Council before final adoption. The geography and geology of the area will play an important role in the rate of speed and how the station area will develop. Changes in elevation have an affect on the heights and perceived

heights of buildings, and potentially the added costs of needed water and other infrastructure improvements. The geology of the area may impact the stability of the soil and the costs associated with erecting a building at a certain height (or underground parking) in a particular area. I know that especially along Meridian, the area used to be filled with small bogs, now paved over with construction, but which could still impact the ability to improve a site.

2) I am very supportive of the planning commission to reject option D. While parks do provide amenities and visual and sound barriers, 10th Ave NE north of NE 190th is one long dead end. There is only one ingress/egress into the area and I am not sure how much additional traffic the road could take. We rejected adding this area as a Council and the planning commission rejected this option as well.

3) I have mixed thoughts about option I, J, and K. I agree with the comments by the Economic Development Manager, but I also realize that there the cemetery provides a natural visual and sound barrier toward the North. In addition, much of the neighborhood adjacent to the east and north Shoreline Center and Shoreline Park currently have several natural ties, including, but not limited to the road network off of 1st and 5th Ave NE. What works in one part of the neighborhood may work in the rest of the area. However, I am less convinced that expanding the map in options J and K, and without public input makes sense. In any event, I hope there are appropriate across the street zoning to maximize the use of property in the study area.

4) I know the planning commission is considering development code regulations for the City but especially for the study area. I hope that the planning commission consider requiring ground floor retail uses at any parking garage built in the station area and the installation of solar facilities on the station and consider requiring solar elsewhere in MUR zones. For Monday's discussion, I hope that the Council recognizes that the planning commission is considering greater building heights in zones identified as MUP, while those same heights would not be permitted in other areas adjacent to the station. I am uncertain of why this distinction of heights emerged. As a option for consideration, would a new zone, MUP XXX, be preferable to MUP 85 in the areas identified as MUP 85 in the most growth map and those identified in Option E by the planning commission.

5) Finally, as a question, will the draft or final EIS consider modifications and additional connections to the street grid to improve walkability?

Thanks,

Chris

Chris Roberts
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