

From: [Dave Lange](#)
To: [City Council](#); [Plancom](#)
Subject: Comments on the 145th Draft EIS
Date: Thursday, February 12, 2015 4:50:28 PM
Attachments: [One Plan from Dave Lange.docx](#)

Please include the attached document in the EIS public comments.

Dave Lange
resident and owner

The current residents are a mix of renters and owners, short- and long-term residents, many enjoying the lower prices, a lack of association requirements and large spaces for gardens, pet runs, urban farming, wildlife areas and space for cars and businesses. Many have left Seattle neighborhoods to take advantage of the single lots in Shoreline. Sound Transit has been introducing their future of light rail, and a number of neighbors have planned to take advantage of this opportunity, coming to this area but without embracing an Optimized for Transit Area.

The Shoreline City website says the City is working with Sound Transit to evaluate the redevelopment potential of large parcels in the light rail station areas and previously in the Shoreline City Council Summary Minutes of the Business Meeting on Sept 15, 2014. Page 4 it says [The mayor summarized] also has a legal mandate to support transit and a responsibility to the community. I would like to comment on this in regards of the 145th Street Station sub plan.

While the Cover Letter of the Otak, Inc., 2015. 145th Street Station Subarea Planned Action Draft Environmental Impact Statement, January, Shoreline, WA. Prepared for the City of Shoreline, Washington, "implements Shoreline's 2012 Comprehensive Plan goals and policies...."

The following quotes show the City isn't balancing its Land Use plans with its Housing plans from the current Comprehensive Plan (Adopted Dec 10, 2012). Housing Element 3, it quotes from the GMA "Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types and **encourage preservation of existing housing stock**". Note this doesn't favor the elimination of single family homes or adding multiunit towers.

Under Housing Goals (Page 39) the first goal is to "Provide sufficient development capacity to accommodate the 20 year growth forecast and promote other goals, such as creating demand for transit and local businesses **through increased residential density along arterials**; and improved infrastructure, like sidewalks and storm water treatment through redevelopment." This indicates that density should increase as you approach an arterial and should scale back as you get further into a neighborhood.

Under Housing Goals (Page 40) the fifth goal is to: "Integrate new development with consideration to **design and scale that complements existing neighborhoods, and provides effective transitions between different uses and intensities.**" [This goal is also mentioned in the Planning Commission Agenda Aug 7 2014 p4].

Under Housing Policies (Page 40) the second policy is to "provide incentives **to encourage residential development in commercial zones**, especially those within proximity to transit, to support local businesses." Instead of locating a station at 165th NE Street and 5th Ave NE or 145th NE Street and 15th Ave NE both with a mixture of businesses and multifamily units, the

city is changing the zoning to multiuse for a number of existing residential neighborhoods which is backwards from its current policies. It has pushed for MUR-85+ on the large tracts around the 185th Street Station and is now proposing this zoning for aggregated individual lots around the 145th Street Station.

Under Housing Policies (page 40) the third policy is to “**encourage infill development on vacant or underutilized sites.**” The introduction on page 39, also mentions “create market demand for housing styles other than a single-family home on a large lot.” We should use market demand to buy single-family homes on larger lots for a better use or unused commercial property near Central Market and Sears, but we shouldn’t regulate and otherwise create negative investments for existing residential home owners in established neighborhoods. The planning commission is to be complimented for its decision on the 185th Street Station to recognize single family as a permitted use and removing the restriction of no more than 10% increase in building size as a good step.

If the quotes don’t apply to our neighborhoods around the future transit area and the TOA subareas are considered a community renewal, the owners should have been given a choice for a buyout. Either the phrases from the comprehensive plan are for all of the neighborhoods in Shoreline or you had the governmental mandate of eminent domain to change the role of these neighborhoods before creating these special subareas.

Many of the comments I have heard about this process are the expected randomness of the development. Changing the zoning on vast tracts of land and hoping for change will not benefit the current owners, neighbors, or the city. If you want to avoid a resident’s rebellion you should re-think the alternatives and find ways to preserve home values while avoiding blight. Given the private ownership in the subareas, it will be hard to create blocks of density that don’t look like grizzlies among the rabbits. Temporarily restricting potential excessive height and growth will create a blend of use and appearance while increasing density. Phasing growth on North/South streets along with the Aurora Square and 145th NE Corridor initiatives will successfully bring forward sewer and water replacement projects that could block future growth on a more random basis.

None of this growth will occur if owners are trapped in their homes unable to leave because of underwater mortgages and developer offers that are priced only on land value and home removal. Future appraisals will impact sales and loans when real estate comps are drawn from these developer purchases.

Trying to balance the idea of blending with the neighborhood and pushing density toward arterials (which makes transit more effective) there is an intermediate step that will help keep the current schedule on track and is more likely to keep the peace. There is also the concept

that walking to the station should not be just a privilege for multifamily residents. Around the station, any open ground level parking lots will be used by renters that should be there, but also by commuters (assuming Sound Transit doesn't provide enough parking); however, placing parking within buildings will tend to keep commuters out.

Create a MUR 65 area within the station block and across the street from it (on East and North sides), heading north finish the blocks facing the 5th Ave NE arterial with MUR 45 and use MUR 35 zoning for the blocks between 6th Ave NE, 8th Ave NE and 10th Ave NE and related side streets.

Unless trumped by the outcome of the 145th NE Street Corridor study declare MUR 65 on both sides of the freeway on 145th NE Street from 15th to Aurora and use MUR 45 along the 155th NE Street arterial from 15th Ave NE to 1st Ave N. For the west side of I-5 use a similar pattern with MUR 65 around any pedestrian bridge ends and MUR 45 for the blocks facing 1st Ave N and Meridian and MUR 35 for the infill areas. This avoids putting a 12 story landmark (MUR 85+) in the middle of a residential area in 10 years and then 5 years later regretting that it wasn't located somewhere else.

Add more MUR 85+ on the 15th Ave NE arterial which has a lot of multifamily already. Create a showcase for Shoreline's Green Network of streets away from the MUR 85+. Use the intersection of 15th Ave NE and 145th NE Street, North City and the Aurora Square project to grow more density along arterials.

Shoreline needs to link its commercial zones with its density zones so someone could actually live Transit Oriented. Jumping to create density with every new transit initiative is a losing battle. Set expectations to increase the density and heights in this area and extending up to 165th NE Street after jobs, transit and infrastructure have been created for the next phase of growth. This keeps MUR 85+ in existing multifamily areas (or large tracks of repurposed land in Aurora Square) near commercial for the immediate future.