

From: [Dave Lange](#)
To: [City Council](#)
Subject: I approve of light rail in Shoreline
Date: Monday, February 23, 2015 11:06:44 AM

To be recorded in the public comment on the 185th subarea.

Please use a smart phased approach. The special zone on the block with the station and across the street from it should be the highest density for mixed use. Don't allow a developer to substitute a an allowed minimum for a general zone on these spaces. An early R48 invading this space, will block OTD for many years. It would be better to leave these lots empty with parking lots and food trucks until a developer commits to the largest structure for the zone. At Aurora Square, the City had a developed business zone with major contiguous lots on a major arterial with transit and let a developer only put in 5 story buildings and probable external parking?

When adding new construction along a probable arterial; set the structure further back from the street so the street can be widened later in time, this also minimizes the feeling of canyons and maximizes the sense of community.

Develop a parking remediation plan for the city, not just the sub areas. Include the design goals, how it will be monitored, identify the trigger points for possible problems and what steps will be taken to fix the situations.

Consolidate the noise regulations geographically and functionally, contractors shouldn't skirt the law by idling their equipment in a residential zone. Noise is a problem too late at night and too early in the morning.

Part of the 185th Street sub area are much closer to residential than potential business. Look at some of the earlier documents in your packet:

Development interest is likely to be more focused on the Aurora Avenue N and 15th Avenue NE/North City corridors because they are established locations that already offer a mix of housing types and retail choices. Interest in station sites is likely to increase as available development sites in North City become more limited.

As discussed previously, Shoreline has been primarily built-out as a single family residential community to date. The city's housing stock mostly consists of older homes built in the middle to late 1900s, although some new residential development has been occurring in the form of denser multi-story mixed-use residential with active ground floor units. New multifamily development has been constructed recently along Aurora Avenue N and the 15th Avenue

NE corridors. There is considerable potential for larger, obsolescent properties along Aurora Avenue N, and to a lesser extent 15th Avenue NE, to accommodate future residential growth.

Other new development would require site assembly. The parcels adjacent to NE 185th Street, from the new NE 185th Street Station to 10th Avenue N, provide a reasonable opportunity for site assemblies of three to five parcels that could accommodate multifamily projects of approximately 30 to 40 units, depending upon the size of the assembly and the density that is allowed. Site assemblies of one or two parcels could support cottage houses, townhouses, or

small rental projects (e.g. fourplexes). Larger land assemblies are likely to be more challenging because of the lower likelihood of successfully getting a large number of property owners to all agree upon terms and conditions of sale.

At least 22 buses are expected to serve the future light rail station during the PM peak hour, or roughly one bus every three minutes. There are a number of intersections around 185th that are already busy. This station will serve a fairly large area of commuters and types of transit, beyond the residents living at the station. Delaying final selection to include required changes from a traffic study for the 185th street subarea and the 145th street corridor study will mean future councils will have less re-work.

Dave Lange
Shoreline and resident.