

**From:** [Noah Roehl](#)  
**To:** [City Council](#)  
**Subject:** Shoreline Re-zone  
**Date:** Monday, February 23, 2015 3:15:05 PM

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To Whom it may concern.

I have been watching the publications about the proposed re-zones in anticipation of the Light Rail.

Generally speaking, I think the City is doing the right thing for the region as a whole. I find it obnoxious that the people in Shoreline can be so nearsighted and have a "not in our backyard" attitude. If not here in Shoreline, where? Push it to Mountlake Terrace? Lynnwood, you would only be pushing the burden onto other communities it is only fair that each community take a portion of the anticipated growth in the entire region. In doing so, proper planning, with ample time, allows for the use of best practices and scaled development. Additionally, it can drive tax revenue which can help provide better park systems, transportation systems and utilities infrastructure improvements.

I have a background in planning and real estate, I generally believe that the Planning Department and City Council have the best interest of the entire community in mind with a eye towards regional growth as well. There are many advantages and disadvantages to it but generally speaking, I think its a good approach. I would prefer the option with the station off 145th ST, but since this is such a major car arterial, I could understand why 185th might make more sense.

My only critique might be that the zoning be phased in. For instance, instead of just allowing the area closest to I5 to go to MU85, require that to get to MU85, a developer must have a minimum of total land SF under controls the utilities infrastructure in place (or at least a way to pay for the improvements). I guess what I would like to avoid is a large scale 85 ft apartment building to go up on a 4-6 parcel assemblage with single family homes next door. The scale would look really stupid and would depress the value of the home values. However, if it was phased in, for instance, if you had 4 parcels assembled maybe only 35 ft could be attained, but if you could assemble 8 parcels then you could go to 70ft and 10 parcels would give you 85ft height. Additionally, require some set backs on the second floor in the MU85 and MU65 that would allow for human street scape scaling...makes it feel less like somebody on the street is in downtown and more like they are in a nice urban neighborhood.

It might also be worth considering dropping all the zoning heights down maybe 10-20 ft? So in zones MU85, maybe a designation of MU65 is more appropriate...and in MU65 maybe MU40 is actually a better height, etc, etc. This might help get the changes through and could be re-visited or exemptions could be made if developers were able to compile enough assemblage that the height would be less drastic relative to the surroundings.

Generally speaking I like what you are doing and appreciate that the City is 7-10 years out in front of this. People that think it will turn into blight and haphazard chaos are not thinking beyond their own nose.

Thanks for your diligent work on this! I am happy to participate more as necessary, but have

very young child and have been unable to make the planning meetings thus far.

Regards,

Noah

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