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Subject: City of Shoreline Agenda Comments
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Page 1

1. Renee Laigo
2. Shoreline
3. (o) Ballinger
4. gabeandrenee@comcast.net
5. 03/16/2015
6. Rezoning near 185th future lightrail station
7. To the Shoreline City Council,
Regarding proposed rezoning near the 185th Street lightrail station.

I own my second Shoreline home which is located exactly ½ mile from the future station, my first Shoreline home was within ¾ of a mile of the station after having grown up in LFP near Perkin's Way. I know the station area well and commute daily through this area. I have been a part of the 185th St. Station Citizen's Committee since its inception and have educated myself, grieved, and braced myself regarding necessary changes to the station area. I share this with you in hopes you take to heart these comments with the same heart I bring in making them.

10th AVENUE NE: My primary concern is with line of sight along the portion of 10th Avenue NE, north of 185th St. There is a hill on the east side of the street, so if MUR -70 buildings of 6-7 stories high are built on the West side this would feel quite dark and cavernous and significantly de-value the properties on the hill. Currently there is sort of a territorial view from 10th that gives a feeling of open space. I feel this could be maintained if there were large setbacks from the street and also designate properties bordering this street as MUR-35 or MUR-45. I anticipate 10th Avenue to require more foot-traffic/bike space given the bike route at the 195th pedestrian bridge, school and park that will get significantly more use with increased housing density. It would be nice to keep this stretch bright and open to the sky. In addition I believe car traffic will be significantly increased as ANYONE who lives in LFP, Bothell or Kenmore is going to snake up Perkins way to go to the lightrail station at 185th and avoid the extra time/traffic at 145th St.

Tenth Avenue NE will be a main thoroughfare, furthering the need for openness, unlike 8th Avenue NE which will remain primarily local traffic.

TRAFFIC : I am skeptical that 185th St. can accommodate all the commuter traffic with the significant amount of increased bus traffic there will be as north->south bus routes that currently go onto the freeway at 175th or to Aurora Station are likely to terminate at 185th lightrail station. We also expect a significant amount of bus traffic from Point Wells. I would hope that with MUR 45 along 185th that there would be rules for alleyways behind properties that border this street so that there are not so many cars exiting and entering driveways. Also, if a bicycle lane is planned as part of a wider sidewalk along 185th, cyclist visibility to drivers would be reduced for car traffic entering and exiting to 185th and seems quite a risky bike route, yet needed to connect the Interurban Trail to the station. If there are going to be small business enterprises in this zone, there needs to be some sort of off-street parking as well, as it is doubtful pedestrian traffic alone can sustain the businesses we hope to support there. Making 5th Avenue more pedestrian friendly both north and south of the station is also a must. In Seattle, curved sidewalk corners at intersections near the recent stations seemed to enhance safety to drivers and pedestrians with a more open aesthetic and fluid turns for traffic.

MUR-70: Puget Sound Regional Council studies stated our station area had limited growth potential. Given concerns regarding traffic and quality of life, it is unclear why extensive rezoning to MUR 70 in the greater station area is necessary. I would estimate that there would still be half of the adults living in the station area using cars to take kids to school, or gymnastics, run errands, or commute to jobs not convenient to the lightrail line. Combined with the above mentioned traffic increases this does not seem viable at MUR-70. Would not MUR-48 apartment buildings increase population density sufficiently to attract developers and grant money for capital projects? Recognizing that we need to have some MUR-70 to attract development for senior housing, (for instance along 8th Avenue North of the station) I am not convinced that 6-7 story buildings are typically built with apartments large enough for families which is what I believe we want to attract. The lack of parking for visitors would be horrific. If the city finds this level of population density desirable in the greater station area, I strongly request the area East of 8th Avenue NE between NE 190th and NE 185th be downgraded to MUR-48 to keep a community and family feel, rather than an inner city feel. This area could be exchanged for MUR-70 development South of Serpentine Place since 175th St. is busier, wider and more open for this building height and is within easier walking distance to North City amenities as well as the station.

PHASED ZONING: I am unclear in the logic behind the 3 phases. Why one would wait to zone MUR 70 near Shoreline Park when that is the perfect low traffic spot? Also why wait to increase zoning along 180th and 175th. It is much easier to walk to North City for amenities than from the station area zoned green. The only amenity easily walk-able from the "bowl" of the station area is the station itself. If we want to establish walking communities, increasing zoning in phase 2 and 3 areas are the places that seem most walk-able to current amenities and should be up-zoned in phase 1.

TREES: Trees are what sets Shoreline apart as a nice place to live. Visitors from Seattle who visit my home for the first time always comment on how great the trees (Douglas Fir) are in the neighborhood. If this station area is developed along the lines of similar communities, I greatly fear we will lose all mature trees in the area that are not designated in parks. This would be a loss not only of aesthetics, but a loss of sense of connection to our environment and loss of real habitat for birds. I have noted successful apartment development with mature trees in the apt. complexes south of 145th along 15th Ave. I would hope developers would have incentives to keep

mature coniferous trees as they are not replaceable with small deciduous maples and since birds are territorial you cannot just have more birds nesting in existing trees, so populations will decline. This may cost them more in design but reap benefits with courtyards or open spaces allowing us to keep our identity as a Northwest community and enjoyment of the natural environment around us, which is supportive of good mental health and life satisfaction, contributing to healthy communities.

Respectfully,

Renee Laigo, MPT
Shoreline, WA 98155

8. Neutral

Thank you,
City of Shoreline

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