

From: [Plancom](#)
To: [Rachael Markle](#); [Steve Szafran](#); [Easton Craft](#); [David Maul](#); [William Montero](#); [Paul Cohen](#); [Lisa Basher](#); [Jack Malek](#); [Laura Mork](#); [Miranda Redinger](#); [Julie Ainsworth-Taylor](#); [Susan Chang](#); [Donna M. Moss](#)
Subject: FW: Dev Code changes for station areas
Date: Tuesday, July 05, 2016 1:34:49 PM

From: Dave Lange[SMTP:UMBRELLAHOUSE@GMAIL.COM]
Sent: Tuesday, July 05, 2016 1:34:44 PM
To: Plancom; Rachael Markle
Subject: Dev Code changes for station areas
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MUR parking standards should include business parking spaces for the maximum potential nonresidential use. Business in the station areas won't just serve the nearest quarter mile, but also cars from the other side of the rezone or city, and also the general area. Don't forget employee parking also needs to be provided.

Change the available transit parking reduction. It should not be a checkmark, but a judgement of adequacy. Being on a single transit line is not enough to expect fewer cars. A light rail for commuting and a couple of bus routes will provide coverage for errands. I recently heard someone say "what mother is going to drag 3 young kids a half mile to a bus stop to get to the rail station". Metro appears to be switching from frequent stops to maximize ridership toward quick trips with fewer stops to keep riders. Whether the management of the building commits to offering transit passes through the Metro discount program should also be a criteria.

Setbacks on arterials and future arterials should be wide enough to expand the road to 4-5 lanes in the future in addition to the standard sidewalks and bikeways. Streetcars and BRT are likely additions to a standard 5 lane configuration. Work ahead of the 185th Corridor Study to define major cross streets and traffic signals, expect some of these to be widened for queue jumps for buses. Capture as many routes as possible to provide bus service in the corridor (even if its only 3 stops from Aurora to the station). Consider moving street trees off the buffer strip back to the ownership/right of way line yielding fewer roots and older trees.

Dave Lange
Shoreline