

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: Hopefully not too late comments on the 145th Street Station Subarea Plan
Date: Thursday, August 18, 2016 8:55:07 AM

From: Steve Szafran
Sent: Thursday, August 18, 2016 8:55:04 AM
To: Plancom
Subject: FW: Hopefully not too late comments on the 145th Street Station Subarea Plan
Auto forwarded by a Rule

From: J. Aaron McCullough [mailto:j.aaron.mccullough@gmail.com]
Sent: Thursday, August 18, 2016 2:53 AM
To: Steve Szafran; Miranda Redinger
Subject: Hopefully not too late comments on the 145th Street Station Subarea Plan

Dear Shoreline Planning Department Staff:

My name is Aaron McCullough. I live with Jill Rogers, who owns the home at 15824 5th AVE NE just south of the Crest theater. I am contacting you because I hope to attend the meeting on Thursday, but I am unsure my schedule will allow. I support a more aggressive development plan in this subarea. Specifically, we are hoping for an increase in development units per acre at our location. Personally, I support running even MUR-45 all the way up 5th, but at very least we are hoping that the MUR-35 will continue north on the east side of 5th AVE NE to 160th as it appeared to have done in earlier iterations of the planning map Compact Hybrid model. We want to build on here, to build an attached or freestanding apartment on this property. We don't want to knock down the existing structures, but we want an apartment that can be entered at grade or with a short ramp. We want an accessible apartment to rent to people of more modest means and in need of accessibility features. We want to do this to derive the income from it now, and to future proof our ability to stay in this neighborhood. We envision eventually living in that apartment ourselves. I am sure we are not alone in Shoreline in a house we love, that might not love us as we age.

Jill bought the house little over five years ago, and I moved in less than a year later. I have come to love this neighborhood, and the region. It is my hope that Shoreline is my home forever. I am a former civil rights attorney from Texas who specialized in the Americans with Disabilities Act and related law. I now work for Sound Transit as their Accessibility Coordinator (I do not speak for Sound Transit, by the way, but with my partner for our household). In learning my job at Sound Transit I have been forced to consider the difficult job of planning, and to work with planners of all sorts. I now actually read the kind of content that suggests y'all are forward thinking, and realistic about coming density and the limits of I-5. I am generally impressed with what the young city of Shoreline has been able to do to turn a collection of disconnected neighborhoods into a city. Congratulations by the way on at least two recent planning awards and several more in the relatively short time I have lived here.

So, I support thoughtful and aggressive planning and upzoning here where I now live. I wish Shoreline to become a truly modern city, to connect our neighborhoods to each other and the rest of the county, to improve the bikeability and walkability of our neighborhoods, and to do something, really anything to improve pedestrian, car and transit travel along 145th. Really, almost anything you could do that reliable headache would be an improvement. Additionally, I urge you reach for cheap and easy low hanging fruit of loosening requirements for ADUs in an expansive area near but even outside the upzones. Small additions, and freestanding structures can be achieved in many places in my neighborhood with slight changes to that ordinance. I'd love to see the city provide consideration for using porous concrete, and living green roofs etc. when calculating available buildable area within a lot to encourage more ADU development. Additionally, Shoreline could encourage the creation of more diverse and accessible housing options by promoting basic accessibility or [visitability](#) in ADUs and any single or smaller multifamily dwelling not scoped under the fair housing act.

The award for the impressive work on the 185th area subarea planning was well deserved. You fearlessly faced down the people who fear the change that is coming, or refuse to acknowledge it. Increases in density is inevitable, and light rail is potentially a huge boon to this community, and those other communities we will be so easily connected to. That plan doesn't pass so much of the buck to the next generations. Of course I am partial to light rail, but I was before I worked at Sound Transit. Light rail is more accessible, and more comfortable, and more reliable than our roads and highways system can ever be be penned in by geography and politics. Link has improved every neighborhood it has touched so far, and can when it lands down my street at 145th. I fear that the not inconsiderable backlash you received for that 185th subarea plan will color your decisions here, and that you will be hesitant to be that bold again. Please reject the NIMBYism of some of the opponents to aggressive and realistic planning, and reject the fear that I hear from some of my neighbors who don't want to see a place they love so much changed so much in ways that reconnect them to a city that many of them tried to move away from. Shoreline needs to grow up. Ridgecrest needs sidewalks and more and better cub cuts, bike paths, good intermodal transit connections, and something done about 145th besides sticking our collective heads in the sand and pretending it is 1960.

Thank you and good luck to us all

,
J. Aaron McCullough

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