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To: [agenda comments](#)
Subject: City of Shoreline: Agenda Comments
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Survey Details: Answers Only

Page 1

1. David Lange
2. Shoreline
3. (O) Ridgecrest
4. umbrella@house@gmail.com
5. 09/26/2016
6. 8A Rezone
7. Comments on the downloadable packet:
We have discussed nonmotorized routes under the rail and approaching Paramount School Park on 8th, but the green way goes up 5th Ave with the expected bus traffic and congested driveways, alleys and garage access, cross streets and a future of crosswalks and traffic signals for the walkable community.

We have discussed walkable community, but a number of the permitted uses have little to do with non-car access. The multi use zones also list a number of permitted uses that will require single use buildings that belong in Commercial or high density residential. If we keep the existing permitted single uses please include a minimum density of each for a given area.

With the lack of street parking in the future of the upzones, we need to adjust the parking reduction around transit. It is clear from the studies that light rail and BRT are commuting solutions and there will be very few local buses around the upzones. The key to reducing car usage is walkable business and office space. Change the requirement for parking reductions to include multiple transit routes and minimum business square footage in the quarter mile. People will walk further for commuting than they will for shopping and the closer to a half mile and beyond the more driving becomes the choice.

The zoning west of the freeway should be phased with construction of the pedestrian bridge at 148th, street lighting for a 1/4 mile radius on the western side should be included in the pedestrian

bridge specifications, along with bikeways to connecting paths.

Single family MUR 45 detached allows a use case of separate townhouses, shown to the Planning Commission, but ignored by the Council who approached the subject as preservation of existing single family. Footnote 8 under Amendment 4-7 discusses a maximum height for R48 at 50 Feet and a maximum of 60. Given the preferences for MUR zoning these should be 45 feet for single lots and 70 feet (given adequate square footage of a single floor).

Amendment 14(h) should not allow surface parking around MUR 45 and MUR 70, walkable communities demand shorter proximities, continuing parking lots like those around 15th and 145th or North City are detractors from the goal. Surface parking lots also reduce minimum densities. Requiring parking garages would be a way to allow density and side parking.

Amendment 14(i) side traffic from a side street, alley or driveway doesn't improve flow on 5th Avenue for single lots. We have buses going the full length of 5th from 145th to 155th and a number of unsignalled side streets and curb cuts. 5th is going to be like Lake City Way around 125th, the most congested part of the corridor. Too many pedestrians with too much density entering the arterial. Rear access and multiple lots are 2 ways to reduce the curb cuts.

Amendment #9 MUR 45/R48 should be shifted to Amendment #11. If MUR 45 includes detached single family it belongs in Amendment #9, if we disallow single family in MUR 45 it should move to Amendment 11.

Is MUR 45 a bigger brother of MUR 35 or a junior MUR 70? It makes single family detached non-conforming like MUR 70 and it only accepts small businesses like MUR 35. The city uses a distinction of arterial and non-arterial. We are going to have problems attracting business relative to residential. Force the arterial to have a business component with multi lot MUR 70 with a minimum of MUR 45 with single family detached non-conforming. On the non-arterial allow single lot MUR 70 and cap its height at 70 feet with a minimum of R48, the mid zoning changes to R48 with small business allowed and a minimum of MUR 35 with an R6 allowance.

8. (o) Neutral

Thank you,
City of Shoreline

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