

From: [Dave Lange](#)
To: [City Council](#)
Subject: Comment for the 3/16 meeting
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The true believers paint a wonderful picture from 50,000 feet. They start with getting the pesky single family home owners out of the first half mile (so much for those angry NIMBYs) and end with jobs and stores to shop in, no need for a car and affordable housing that will save the earth with lower pollution. Mothers, apple pie and blue sky, really patriotic. That has happened and will happen somewhere. Will it happen here in the foreseeable future for Shoreline? Its story time, lets look at the details involved in their painting.

Picture a progress chart: an input (R6) -> a box saying (owners don't lose here) -> the outcome (walkable, livable high density?) note the question mark.

Sorry if I have this wrong, but from what I have seen the city only wants 4-6 story apartment blocks. The connected single family and MUR 35 just doesn't have the density and height to be useful for the city goals. So much for mixed housing options from all that early public input, especially that pedestrian cul de sac of 10-12 single and attached SFR. The BAE report sums it up nicely that the small retail will be for the commuters using the station, not TOD. We have seen other reports on the earning power on the types of jobs likely to be in these zones and the expected rents, especially after the cost of aggregating individual lots, not to mention the timing issues. Lets hope we get an actual restaurant, maybe a couple of blocks of them, but that requires parking for the customers or access to the light rail. At least one restaurant was turned away from the 165th street area due to the new traffic impact tax. Northgate continues to have a medical presence with sufficient transit to move around so that need is covered along with UW Medicine across the street from the Husky Stadium station. Groceries are more than half mile away at either 185 or 145 and drugstores are even further. Circulator busses can help, but long term its like depending on a floating bridge or ferry as a commuting route (Costly, slow and in this case will it actually be permanent?).

Lets look at the timeline, will the city actually wait for developers that will actually build MUR 45-70 in the immediate area around the station so the core community can be created? I'm thinking developers open their bets with 3 R48 and 1 MUR 45 in the first 5 years after the station opens and basically fill the critical lots. Not enough store fronts for OTD, but a PHO store, a nailshop, a green plus, a general convenience store and the all important coffee shop (but only after the transit impact tax is suspended). How many people have actually tried to live for a month from a 7-11 (politically incorrect term 'stop and rob'). Maybe some of the residents in the OTD will start bicycle taxis for their neighbors and the ever popular Amazon drones could still be coming. With enough density, corporate commuter vans and school busses will use the loading zones. Car shares should be available, if there is parking.

About 2040, the developers will have enough lots and about half of the SFR will have given up or been priced out. Land acquisition costs are down and the process is simpler and there will be a better understanding of Shoreline job potential and possible changes in personal transportation. Now they invest in MUR 70, away from all the congestion around the station. Since these units are buried in the neighborhood or actually on the rim of the upzone, the ground floor retail will sit empty or become insurance agents, daycare, petcare or other small service.

How have we done?

Preserved the green ways and reduced pollution, not really 145th station is the target of every commuter car from Kenmore, from north of 120th and south of 170th, over to Greenwood.

Would it be fair to say that until at least year 2030 about 80% of the apartments around the station will still have a car? The 145th station TOD has really good access for someone driving to Kent or Everett everyday. Lots of neighbors to even create carpools and van pools, if there is parking.

Flooded the neighborhood with parking issues, check

Lined up a couple of grants to hire contractors to produce studies, check

Got the city of Seattle to surrender their portion of 145th, almost

Developed planned obsolescence for the SFR, check

Shifted owners versus renters from 70+% owners to 80% renters, check what are the implications for the dynamics of a city council?

Did we end up with a wedding cake of OTD, no

Spend some time actually doing a market study, not just land use planning. Scale the existing alternatives down to something the city can manage and coordinate. OTD is a good goal, make it happen. Leave the corridors for a more distant effort when the city can actually talk with its citizens about where to put employment, stores, mixed residential types and ownership, congestion, parks and transit.

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