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Subject: FW: Comments on the Draft EIS for the 145th subarea plan
Date: Wednesday, March 16, 2016 6:21:07 PM

From: Dave Lange[SMTP:UMBRELLAHOUSE@GMAIL.COM]
Sent: Wednesday, March 16, 2016 6:21:02 PM
To: Plancom
Cc: John Norris
Subject: Comments on the Draft EIS for the 145th subarea plan
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The city is defending their traffic results in the Draft EIS for the 145th subarea upzone plan. The way I think about it is as a student that has an older sibling that has already had a year with my next teacher. My slouch of a sister made a D in her class at 54%. I'm starting my year with a deficit of expectations from that teacher. Personal biases are strong and even if I make the highest grade in the class the grudge holding teacher could saddle me with a C (65%). My buddy has no siblings and is also a hard worker. With no previous record to be judged against he'll fly through with a higher grade.

If we throw out the traffic study in the Draft EIS (and whatever history it started with, but likely ST in Seattle) and do the research, we find considerably different numbers in our self analysis of the future based on a suburban neighborhood without any businesses to meaningfully reduce the car trips. If our middle class future residents have a choice of walking or driving for non-commuting trips, there won't be anything to walk to for years to come. Trader Joe's is open and 155th and Aurora is expected to open again, but when will the next market have enough draw to occupy a new corner in Shoreline? A coffee shop in North City is going through its third reopening, lets hope they make it, this time.

The east side has a new building with minimal parking, I can bet the city has parking enforcement and probably strict income restrictions so that the residents can't afford cars. Is the all important city budget improved by low income residents? How much will that increase business flow.? The problem with TOD in Shoreline is we are using it to implement it in the worst possible places, hoping we don't burn too much carbon before we become citified. Realistically Seattle will get to pick the future transit corridors. If Shoreline doesn't want to get jerked around by every new plan, we need to build our centers for density with business and use transit to get them to the various options that present themselves. When all of the centers are arguably full, including Town Center, we will have a better idea how to create meaningful communities in the middle of residential areas.

The Council spent a good chunk of their last meeting talking about TIF based on the ITE Manual. Research is showing those numbers to be high in walkable communities. The proceeds from TIF should be split equally 3 ways for roads, for sidewalks and bikeways and for increasing bus routes and frequencies. Shoreline should be using a geographic multiplier with lower TIFs to drive development of business and residential toward the existing business centers and higher TIFs to discourage development that just requires larger roads and more traffic signals.

Thanks for listening,
Dave Lange, Shoreline