

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: 185 rezone
Date: Friday, August 05, 2016 9:55:31 PM

From: Dave Lange[SMTP:UMBRELLAHOUSE@GMAIL.COM]
Sent: Friday, August 05, 2016 9:55:23 PM
To: Plancom; Rachael Markle
Subject: 185 rezone
Auto forwarded by a Rule

I can really start seeing problems with these meetings when I sit in the back. This isn't a trump card issue.

Fact: 185th has existing setbacks.

News: The existing 12 foot setback is for a beauty strip, bike lane, separator and 8 foot sidewalk.

Fact: There is no existing setback for adding lanes to 185th

News: Shoreline has a habit of counting things multiple times, this one fails.

Fact: I have introduced the term dumb density.

News: I have been accused of only telling 90% of a solution.

Fact: If you want 24+ foot setbacks implement dumb density.

News: We can't screw this up without a major expense to the city.

Fact: Without existing business/office/transit we need much larger setbacks.

News: On arterials and secondaries (not in the current setbacks)

Fact: We have a race of residential and business/offices in the rezones

News: Its much easier to build residential which is why we get townhouses when Seattle is booming.

Fact: We all want Shoreline to become more than a bedroom community

News: We aren't doing a very good job implementing it.

Fact: Density around Shoreline Place (Central Market) will use much fewer car trips than Density at Shoreline Center (the rail station).

News: Transit Oriented Development is frequently known as Taxpayer Oriented Development.

Fact: Transit Oriented Development can reduce car trips.

News: Only if you have businesses/Offices and buses near the station.

I could go on, but I MAY have exceeded a couple of attention spans.

Thanks for listening,
Dave Lange

PS Orphaned sites in the MUR 70 can be shifted to MUR45 standards after they have been surrounded. These orphan sites are a good reason to not pass a PAO, the concept drawings show density at the corners and lower density in the middle. If we only get townhouses at the corners we aren't winning. If we had a big site the city can pass control to a single developer and hold them responsible, On smaller sites, ie within thresholds, the city needs to have the controls and desire to manage the outcome. If we allow builders to build MUR70 on a single lot without enough room for required parking, we aren't winning. If MUR70 doesn't have some floor area minimums we get townhouses in the middle of the business districts. If we don't get a business district in the right places in the upzone, we'll be building roads and burning carbon.