

From: [Dave Lange](#)
To: [City Council](#); [John Norris](#)
Subject: Comments for the 145th upzone discussion
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Attachments: [Council 9-12.docx](#)

Please add to public comment for the 9/12 Council meeting.

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Shoreline

Introduction

I feel confident making a statement that we are planning to love our Transit Stations to death. While Seattle is a core city and has been forced to make drastic increases to its density without regard for traffic or business, Shoreline doesn't have the road infrastructure, builder's vibe, and transit or the city budget to promote nearly uncontrolled growth. I would like to see the upzones for 185th and 145th reduced to a third of a mile around Town Center (185th and Aurora) and a corner of Ridgecrest at 145th and 15th also using a third of a mile radius. We already have business districts at Shoreline Place and North City areas identified for more density.

Earlier last month I talked about the importance of business and offices to TOD and then showed what the EIS statements for the upzones at 185th and 145th were forecasting for increased delays at intersection caused by Shoreline's interpretation of Transit Oriented Design. According to last year's precedence to opening the Comp Plan we should be able to change the wording in the introduction from Station Area to Business District and change some zoning terms from SA- to BD-. What follows are issues I have identified to support my position.

1) Setbacks

Major streets get wider setbacks, but the spoken idea is for density to open toward the back on arterials. Except the setbacks are on the front and places west of 5th Ave don't have a road behind. Such a road would have to handle the garbage truck, the ladder truck from the fire department (including hydrants), school bus and the cars using business parking and delivery trucks (at least some semis) for the businesses in the density. Take a look at the east side of 5th, there is 6th Ave, but it is a minor street and only gets a 60 foot right of way. 2 lanes are 24 feet and the sidewalk, bikeway, target trees, separator strip, mailbox, utility pole and fire hydrant get fifteen feet on each side. That accounts for 54 feet and there is no room for street parking and no middle lane for left turns and deliveries. In summary, I believe there are no side streets with parking and major streets limited to either center lanes or minimal street parking for both upzones. The city started the upzone discussion with "an end to oil" in our future, I think we can agree the discussion has shifted to self driving cars which puts Shoreline with its residential streets at a disadvantage.

Two lane roads in density with no street parking are a safety issue, a traffic issue and a neighborhood issue. Ideally the design would be arterials for buses, pedestrians and bikers while the "back" roads are for local cars and business vehicles. There isn't a city in the US and certainly property ownership in Shoreline that are ready for it. If the goal is keeping arterials for future bus routes and cars starting here and going there, driveways for density and side streets create congestion, pedestrian crossings and traffic signals. I have calculated we could have as many as 5,000 residents living on a single street. Assuming everybody can commute without a car, we end up with about 10,000 car trips a day for a single residential street. In our primarily residential zoning for the station areas, our 25,000 new residents will create more than 50,000 new car trips including the use of transit for commuting. Slightly more than the 20,000

predicted car trips from the functioning community estimate used by the EIS. If I remember correctly gas stations are not an approved use in the station area.

2) The city doesn't follow through on grandiose plans

When have the city generated preliminary concept pictures or descriptions turned into reality? Aurora Corridor, North City Business District and Shoreline Place have all had similar expectations for MUR architecture. Strangely the approved zoning has failed to provide a single example of it and are driving existing businesses away. MUR doesn't exist in Shoreline after 15 years of trying and residential townhouses or large houses and purely residential apartments are the new construction. What was the CRA website saying about millennials sunning themselves next to a pond? The envisioning sessions with residents produced the MUR concepts. Do we have any expectation of functioning MUR communities centered in the 185th and 145th station areas when the zoning allows residential options in every zoning choice and attracting business for MUR isn't considered a government activity?

We shouldn't hide under the concept of decades to build this, we need a skill set in our staff to get a MUR building built somewhere in Shoreline before we take over vast areas of R6. One example would be the North City Post Office being replaced with a MUR building and the neighborhood Safeway becoming the first floor tenant with adequate business parking below. Use the existing Safeway land, minus the fuel station for more MUR structures. But I'm thinking like the city, ask the business owners what their streets need. We need to recognize the importance of business and employment to avoid all the extra pavement, double left and right turns the planning staff says we are going to need. We don't need MUR zoning we need to develop communities. We need to get business space into the core of our station area density generating tax revenue in the early phases not the later generations when we are already suffering mitigation expenses and there are no sites left.

3) Dev Code Modifications

We need to change the focus from quick and easy short term with what makes a city long term. There will be orphan situations with zoning changes. Once a lot is completely surrounded and doesn't fit, it should be rezoned for best use.

MUR 70 square foot minimums, lot size, parking Change the code to require 20,000 minimum floor areas with appropriate lot sizes for setbacks and require 1 spot for business parking below ground for every 200 square feet of first floor business space in addition to residential parking. Don't allow ground level parking lots outside of the structure in MUR70 and require multiple levels of below ground parking. We want walkable communities, we should be done with large parking lots around grocery stores and apartments. Seriously consider if self storage rentals and hotels are appropriate use cases around transit and walkable community. MUR70 units are the core of a future business district for the city and shouldn't start with a residential only choice.

MUR 45 square foot minimums, lot size, parking This is the workhorse of our early transition from residential into walkable community. This is where the bait and switch from grandiose to quick and easy will cause the biggest increase in car trips with increases in road width and intersection cycle times. The early concept pictures preferred by some of the people show MUR 4 and 5 stories with ground floor businesses and below ground parking. The zoning allows 3 story townhouses. Care to guess what we will get and what that means? This zone needs a minimum lot size and at least 9,000 square feet of floor space to allow for below ground parking for residents and business.

MUR 35 This is where townhouses belong as well as a special category for limited mobility and Small House, these are the starting homes and empty nesters where a lack of elevators in 3 story townhouses make them inaccessible.

R6 This is where we need a special zone for Park Expansion Area if we are serious about the need for more park space the area around the Paramount Park critical areas should get a designation that teardowns are discouraged and the current house will be the last house on the lot. Allow modifications, but replacing 20th century houses with 21st century mansions isn't in the interest of future city budgets.

Parking reductions should require functioning Commuting light rail or BRT, local bus service and a minimum square feet of retail space in the quarter mile. The early units will have excess parking under their structures, it's a cost of being a pioneer and it's a requirement to not spill out into the upzone areas that don't have street parking. Why do we get 2 parking slots in a townhouse and 0.7 residential slots in a MUR? Realize the Peak PM Hour numbers in the EIS are determined for commuting times, as are the BRT and light rail corridors. The EIS didn't mention the shopping and errand trips our residents require, these trips show up as the 35-70% of trips that are inzone (with businesses and offices) or out of zone (for the residential communities). The 15-30% of pedestrians and bikers will also be minimized in a bedroom community.

Business Parking, I recently heard we only have 1 spot for 400 square feet of retail. Translating to less than 70 spots for a 25,000 square foot grocery store. I bet that Safeway in North City will be hesitant to move to a new MUR space if it can only have 62 cars at a time.

4) **Working relationship with Metro and Sound Transit, the city and its residents**

Almost a year ago we worked with Sound Transit to hold an Open House for their 145th station design. The current design of the time wasn't even displayed on the posters, it was buried in a notebook that came out about half way through the evening. The Council was recently made aware of more drastic changes and there was a hurried effort to get the new information to the Planning Commission and to notify the owners who were losing their homes. We had public input to the 145th corridor study and the 145th upzone area, but the 145th station area has been a backroom agency negotiation with interesting rumors and snippets being haphazardly released. The Council needs to know the long range Metro plans have 5 bus routes coming into

the 145th station, which doesn't sound like much until you realize its 8 buses every 10 minutes for 10 minute headways translating to 48 buses per hour. It has 2 routes using 145th east of the freeway (North Shore/522 and 15th to the Udistrict), 2 bus routes North of the station on 5th and 155th (SCC and North City) and a bus going west of the freeway on 145th that heads to Ballard. It could take 30 years for these routes to get funded and staffed.

Summary

We are heading to the end of a multi year contentious period in our city's young history. The staff reports and assumptions by the Council are hiding critical facts about the current plans. We have a society that doesn't respect history and long range plans we expect short term results and gains. Your role in city development isn't just density, but replacing the sense of community. With the current Development Code, size of the upzones and not seeing the importance of business will force 145th to 6 lanes and 2 BRT lanes, 5th Ave to 5 lanes and 185th to 5 lanes. You don't have the advantage of a green field large development. You do have a bedroom community and it is easier to change the structural zoning than upgrading the unincorporated infrastructure and attracting the necessary businesses.