

From: [Dave Lange](#)
To: [City Council](#); [John Norris](#)
Subject: Dave Lange comment for 9/19
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Public Comment #5

This is a parable about upzoning. We have a franchise starting in our region called Udderly Transit. Its an updated version of the milk delivery business some of us grew up with. In order to make the GPS based trucks as efficient as possible to use the service your refrigerator has to be placed on your front porch. The fact that it is no longer in the magic triangle of kitchen design and that you'll have to unlock and lock your front door numerous times a day as you get an orange, yogurt, salad fixings and chilled wine for dinner is lost to the new fangled idea of density.

Let us map out the pieces. The new trips from your kitchen to the front porch, unlocking and locking the front door are the non-commuter trips density will take and what should have been a bus trip from where you live to where you commute. The link from the truck to your front porch is the light rail service. The refrigerator outside of the kitchen illustrates the increased length of car travel for each related trip. We don't know what is in your refrigerator any more than the city knows where density needs to go for errands, but research states most of those will be car trips. We can be certain our business districts have more of the errand destinations than an R6 neighborhood. Do a survey of the existing residents around either station on how they get to the grocery store (frequently in the half mile). It is a mistake to put density around the stations which is corrected by putting density in business districts where you go for the rest of the 60-75% trips you make every day. We all care about carbon usage.

Putting the density around 15% of the trips and driving back to the business districts for your other trips doesn't make any sense. We need to keep low density around the non-business neighborhoods and add residential density and business/office services on the edges of the current business districts with quick bus service to the various transit stations. MUR is great, it would be good to get an example of it in Shoreline. Don't start th hoped for examples in an unknown timeframe in the residential upzones, put it into the business districts until we get the right kind of builder and investor to work in Shoreline. We have spent time at both the Planning Commission and the Council on Change Notification, instead of thinking it will be neighbors harassing the process, maybe its the business that wants to use a main floor but has some special requirements for the residential builder.

Another way to think about the upzones in Shoreline. We like concentric circles, the 1/4 mile pedestrians will walk, the 1/2 mile Shoreline says pedestrians will walk and eventually out to the 1/2 hour by bus of people that will want to use the station (outside of Shoreline's borders). By maximizing the numbers of walkers to the station (including increasing the radius of reasonable distances) we generate so much traffic when they are not commuting we cause unreasonable congestion for our neighbors and the buses they are using. Sound Transit wants to maximize the use of light rail even if they picked a poor rail corridor. It has accepted the 522/145th bus corridor element into its bundle for ST3 and Metro is making good use of the station in their long range plans. If buses work from other communities and minimize the cars coming to the station, why are we hanging onto Shoreline goal one of maximizing walkers by zoning density around the stations which will result in the outcome of too many cars around the station driving to business districts outside of the 15% transit trips?

Increasing the time buses sit at the 15th and 5th Avenue traffic lights up to 15 minutes (see the EIS, even the tables on 20 year estimates) effectively minimizes the bus radius (for thousands of riders) while Shoreline is increasing the potential pedestrian radius for commuting (for hundreds of pedestrians). Short of social graces by Attila the Hun, are there any systems that put trashing your neighbor is in the good category (even if the GIS layer has pretty colors and roads aren't part of the zoning practice)? This isn't NIMBY 3-4% of Shoreline, this is the regional system of roads and transit. Another case of Shoreline counting multiple times a resource they care about.

This should sound like 145th street, 5th Ave and the station at 145th, it also applies to 185th street, Meridian and the station at 185th. Capturing the CT Swift and Metro RapidRides will mean more buses on 185th than the initial numbers for 145th. Just because the long range plans have the additional runs to the 145th station we have to prove to Metro that 5th Ave can handle the extra runs. Putting dumb density around the station to compete with 48 buses is an argument against the desired future.

Lets all keep an open mind, I'm planning to prove the city is looking at 5 lanes on 185th from the 185th station to Aurora and 5th Avenue from 145th to 155th and as many as 8 lanes on 145th from 15th to 1st later this week.

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