

From: [Dave Lange](#)
To: [City Council](#); [John Norris](#)
Subject: Dave Lange comment on the upzone
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Shoreline is primarily R6, our great zoning standards allow more residential density at every level. The secret to fewer cars are businesses and other destinations within walking or biking distance of your residence. The slightly larger than a quarter mile radius is bunk, if you are carrying 25 pounds of dog food, etc home from the store. The average person won't make that trip. Don't plan for the athlete, plan for who is going to live there. Light Rail and buses are a commuting solution to jobs elsewhere. The average family takes 4-6 trips a day for errands and work. The city Environmental Impact Study for the 145th upzone has traffic backing up 20 minutes during peak traffic between 15th and 5th. Metro is planning to run 48 buses an hour through the intersection in front of the station. The TOD solution for Shoreline is to put the density around the existing business centers. Where you can walk to the Shoreline Farmers Market or the Jazz Walk. Almost everyone from 145th is driving to QFC on 15th, Safeway in North City or over to 155th and Aurora, guess where the buses will eventually go. If you live in this area what would make you take the bus instead of driving?

The final problem with turning R6 into density is you have 5-7 story buildings on both sides of a 2 lane residential street, the setbacks are for sidewalks, trees and poles. You could have 5,000 new neighbors on a single street with no street parking and no center turn lane. Its dense, its just not livable. Where are the semi trucks and ladder fire trucks going to dwell? When we dream of density you can't supply the shops with UAVs from Amazon and small emergency vehicles.

Dave Lange

Shoreline