

We support the Compact Community Alternative and oppose the Connecting Corridors. We believe that Connecting Corridors will do harm to Shoreline based on what are considered current good transit oriented development (TOD) practices and outcomes. We will discuss the following points with analysis:

1. The size of the Station Subarea should be very close to the standard ½ mile radius recommended for Transit Oriented Development (TOD). This subarea planning should not be used as an excuse to rezone other nearby neighborhoods that do not fit the criterion for transit oriented areas.

Analysis: The City should not use “Light Rail is coming” to justify rezoning non-transit-oriented locations. Virtually all experts state that TOD should be < or = ½ mile from the station, which is considered the maximum walkable distance. This is not just theory, there is empirical evidence to substantiate this. The connecting corridors extend substantially greater than ½ mile from the station, and technically should not be considered TOD. There is nothing to indicate that Shoreline is an exceptional case. Shoreline should use well established and professional TOD best practices.

2. The development in the subarea TOD should be pedestrian oriented.

Analysis: One of the primary goals of TOD is to create an environment where people can feel they need fewer or no automobiles to live there. Shoreline officials and staff have said this many times. In fact the City has tried to achieve this by reducing parking requirements for developments as a means to encourage people to think that way.

3. The net effect of the station and TOD on the area should be to increase the population with little or no increase in automobile use.

Analysis: Rezoning the connecting corridors beyond ½ mile from the station will increase the population some, but it will also increase car use and traffic in the station subarea. Except for a few hardy souls, most residents on the connecting corridors beyond ½ mile will drive or be driven to and from the station in an automobile. A few may ride bikes. Most people won't want to wait for a bus, especially in bad weather, and then transfer to light rail for such a short distance.

4. Businesses on the corridors > ½ mile from the station will need high automobile traffic volume to attract customers and to conduct their businesses.

Analysis: Virtually all the residential housing on the corridors more than ½ mile from the station will be low density MUR-35 or single family homes. Therefore, there is not likely to be enough pedestrian traffic to keep most businesses afloat. Thus to be viable, they will need many customers who will arrive in cars, just like the Crest Theater and the Café Aroma do today. These cars will need places to park, they will increase traffic volume on local streets, and make congestion around the station even worse than it otherwise would be. This is a major negative of the Connecting Corridor option. These corridors will not have the bustling pedestrian street charm and ambiance of TOD right near the station, instead they will have the characteristics of an auto-centric strip mall in the suburbs, which the TOD advocates abhor.

5. The probability of underfunded marginal businesses that may be eye-sores is much higher on corridors > ½ mile from the station. The profit prospects are lower there than closer to the station.

Analysis: It will likely be difficult for businesses to thrive if there is limited pedestrian traffic and limited parking, or if increased traffic congestion in the area due to light rail discourages customers. Marginal and potentially rundown businesses on corridors is not the way to “showcase” either 5<sup>th</sup> Ave. or 155<sup>th</sup> St. regardless of what they connect to. This will hurt the values of nearby properties. It could stifle higher quality growth. Also, cheap home conversions could cause serious blight, when those businesses fail, and while they’re waiting for a new tenant.

6. The Compact Community Alternative will not have the above problems of the Connecting Corridor Alternative because it is mostly within ½ mile of the station. In addition, it has added benefits.

Analysis: The Compact Community Option will be much easier for the City to keep under control because it is a smaller area and the emphasis can be put on increasing high density right near the station. With all of the changes the City is now putting on its plate that is an important issue. The density should gradually expand from the station out in phases. This would preserve neighborhoods within the subarea further from the station, until they are needed for future growth.