

"During the 1940s and 1950s, Moses replaced tenement slums with huge public housing towers, which became less and less attractive to the public."

As the Planning Commission develops modifications to the Shoreline Dev Code it should look at a table in the Final EIS for 185th (Page 3-125, Table 3.3-4) that mentions 45% External Auto Trips with 11% External Transit Trips, 35% internal trips and 10% External Walk/Bike trips for the 4<sup>th</sup> Alternative for the rezone area. Quoting a communication with a Traffic Engineer familiar with the number used in the Traffic Study. *The traffic analysis included all new and existing population and jobs in the study area.* I believe this means it should account for any new traffic coming out or going into the rezone area when appropriately zoned, built and filled for approximately 20 thousand trips at PM Peak. The table also lists the final alternative population and employment totals in a dispersed land model (Alternative 4 population in a no action land alternative) which shows 66% External car trips, 25% internal, 4% transit and 4% external walk/bike. The goal of growth in Shoreline should not be labelling something TOD, but getting all of the multimodal transport (walk, bike, bus) to total more than 15% of the daily peak trips.

It is time for a little story about good ol' Shoreline. Featuring Shoreline Place versus Shoreline Center. The first near Central Market at 155th and the other near the freeway at 185th. On those 2 sites compare matching densities from Single Family to R48 and study the expected car trips from each site. Picture living in each site for each density for a week. Remember that BRT and Transit represent less than 12% of the total trips. I can take the mask off the magical TOD attribute and see that business is the real core and too high a mix of residential to business is not good for Shoreline streets.

Given the business level of a CRA (Shoreline Place) and a Tax Payer provided pool (Shoreline Center) I propose the value of density is nearly zero in TOD and the car trips between standalone housing, alternative 4 at the 185 upzone or dispersed density (alternative 4 population levels on the do-nothing alternative) will all be the same given the same level of business. For Shoreline Place with the BRT bus line on Aurora and the Chinese Buffet for meals and Central Market or Safeway for groceries and coffee, along with the rest of the CRA in a quarter mile you would get the Alternative 4 estimate for traffic and an example of smart density. Now take an affordable housing unit in a new MUR 70 unit at Seattle Center, 10 years after the station opens. It's a half mile trip to the Safeway and drugstore at 175<sup>th</sup> or a mile back to Aurora. You have the light rail access for commuting and a medical stop at UW Stadium. You will approximate 89% non-transit trips mixed between what you can walk to, where some may bike and where car trips will be used for everything/everywhere else which is an example of dumb density. Keeping 185<sup>th</sup> as a 3 lane road and using setbacks for sidewalks and beauty strips won't be enough. The TOD label is not a magical dust to make the public follow policy, it is all about the businesses and services in the Shoreline upzones.

The concept of gathering people together enables new choices, such as reducing residential energy use and more likely that local businesses will form with more options in your walkshed and less need to drive on arterials across town but that takes sufficient numbers of residents and the market names people want. There is nothing hidden in density that will reduce the average tenant to 45% external car trips. Every one of the EIS multimodal transport mitigations will be implemented because the city is missing why cars are going to spill out of the parking garages and why roads are going to become congested. On a seesaw you put a lot of residential housing on one end and something else on the other end to support the new density. It is not misunderstanding the millennials or the transplants from Ballard, it's the mindset that Shoreline is a bedroom community and our stations are not where you should attempt to implement TOD now. We are starting a real race to get businesses to occupy the rezones before we have to expand the roads which is realistically separate from the start of the light rail. I'm hoping to help you see the error before we start using imminent domain to greatly widen the roads.

The EIS spends most of its multimodal discussion generating enough theoretical density to promote transit and the multimodal study tells us that is less than 15% of the trips. The EIS comes up with 20,000 peak hour total trips, so we have to do something with the 18,000 peak trips by car, walk or bike. If all we get are a couple of convenience stores in sight of the rail station, Meridian and 185th are in trouble. Two qualifiers that should be mentioned, there is a very small portion of the Northwest that use bikes or walk as their primary mode of transportation, the traffic study combines these into about 15%. They are a proud few and we need to simplify the desire for others to join them. Those making city policy are not the average person found on the street or living in single family housing. Not only is Shoreline single family heavy we are also single driver heavy. You can zone to change the detached house, you have to entice the cars and make multimodal and business so convenient they'll trip over them.

This can be mitigated with MUR45 taking more of a business focus, but the dev code changes are leaving it as a primarily single lot residential minimum. Whether we build a stronger bedroom community or real growth depends on what happens with MUR45. MUR45 standards make or break a new business center for Shoreline at 185th. Shoreline hasn't proven it wants to improve density by replacing old apartments, so we need to get the right buildings in the right places regardless of how long it takes. MUR45 will be the majority of the possible business area, until the MUR70+ are created. You should zone MUR35 with smaller characteristics to lower the potential revenue from MUR35 residential activity and focus development on MUR45 with business. We aren't getting a lot of activity for actual MUR in Shoreline. The MUR45 area in the upzone is showing up as more residential designs with no business support. Shoreline's future traffic concerns depend on MUR45 businesses getting started before we accelerate our residential construction. Come up with a minimum lot size over 10,000 square feet so dense residential isn't competing with restaurants or small shops that probably won't afford ground floor rentals in new construction. We shouldn't focus on maximizing the turnover rate of the upzone and definitely not maximizing the quick buck income for builders, but longer revenue for those that care about Shoreline's future. I have heard comments at the start of your meetings where the consensus is this upzone build out won't take that long. I'm saying it should if it is done correctly for the benefit of the city. This is like a seesaw with the new number of residential units on one side and the business and services on the other side. As we grow we need to keep the thing balanced or things are going to go splat in front of the Council.

I have a concern about the 145<sup>th</sup> rezone. There are 2 sides of the 145<sup>th</sup> upzone. Sound Transit and the Shoreline Council have driven a virtual wall parallel to I5 between the 2 halves for everything but cars and a couple of pedestrians (Any estimates how many people actually use the pedestrian ramp to the separate walkway at the interchange). If we get additional bus service in the corridor it doesn't provide convenient access to shops on 5<sup>th</sup> Avenue with the pedestrian underpass. The two halves of the upzone will have to create separate businesses and services for local access. The business potential and place making around 160<sup>th</sup>/5<sup>th</sup> NE with the Crest Theater is much better than the eastern 145<sup>th</sup> upzone with its geographic limitations. A bus would provide easy commuter access to the station and north to the library and there could be a future grocery store in its old location separate from 15<sup>th</sup> and 145<sup>th</sup>. The same store has reduced chances it could work in the station area within a mile of another store at 145<sup>th</sup> and 15<sup>th</sup>. We have critical areas, parks and overhead wire easements that come up to the East side of 8<sup>th</sup> NE in some designs, which restrict the density we can reasonably expect. 8<sup>th</sup> Ave should be a greenway from 148<sup>th</sup> to 155<sup>th</sup> for unmotorized access to the park. Additional greenway should be added on 152<sup>nd</sup> from 8<sup>th</sup> to 10<sup>th</sup> which is a current path for bus riders from the east side of the park.

In the future assuming the offerings seesaw gets off balance (a Circle K on one side and a Whole Foods on the other, cars from the other side adds to the 145<sup>th</sup> corridor volume for a trip there and back. If the upzone grows too slowly the roads are still in trouble, since most of the upzone will take a pair of external car trips to QFC at 15<sup>th</sup> with either 145<sup>th</sup> or 15<sup>th</sup>. Shoreline is going to have a maximum to its future growth of residents, business and transit in any time period. Splitting that growth between 3 new business centers simultaneously increases the chances for a number of roads to exceed the road on a diet threshold.

Shoreline's favorite road solution is the 3 lane road-on-a-diet which has the benefit of higher traffic volumes until it exceeds 19 to 22,000 car trips. The city could take a bold step and eliminate parking requirements in the upzones, but the city better have an active parking enforcement program and the income to pay the ticketgivers. At a minimum the setbacks from the arterials need to be updated for sidewalks, bikeways, and up to 5 lanes in the roadbed.

Shoreline has an opportunity to shine its premium reputation and attract the multimodal resident it wants to zone for. It takes the walking convenient businesses to be present, promoting buses, making their use cheaper and easier than a car share and we could escape with a 3 lane and bus bulb/prioritized traffic light design with the right kind of growth and zoning. There should be a fallback plan to move TOD back around the business centers that exist today and use buses to link the pearls on the necklace to the stations (that choice is actually in the long forgotten economic studies) with the road widths to support additional cars.

Thank you for reading, see you Thursday  
Dave Lange  
Shoreline