

**From:** [Guy Coss](#)  
**To:** [Miranda Redinger](#)  
**Cc:** [Guy Coss](#); [City Council](#); [Plancom](#)  
**Subject:** Re: Phased in Rezoning  
**Date:** Monday, February 09, 2015 12:36:05 PM

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Miranda and City Leaders,

Thank you. I will review. However, what I read was that the "new" boundaries had no reason other than "general" public comments and the lines were not redrawn based on a new study, traffic study of the areas cut out, etc. Is that correct? The decision, if made, to cut out the area of 5th ave Ne, the one street that leads directly to the new station and in fact runs parallel to the tracks themselves, is being made based on "general" comments? There was no new study, etc. and/or consideration of the pedestrian and vehicle traffic that will surely be using 5th Ave NE as a major avenue of access to the new station? The decision to exclude the 5th Ave NE properties from THE PHASE 1 rezone is not in keeping with the results of the study that property within 1/4 mile of the station be hi density. Was that factor consider in excluding the 5th Ave NE properties?

You can take this email as both a question and a concern. I don't much care what other areas you excise from the phase 1 rezone with the exception of 5th avenue. This is because of the personal impact on me and my property as well as the fact that 5th ave is, and was identified as, a major access road for the new station. The properties along 5the Ave, especially those that also border I-5 will already have a disproportionate impact due to the construction of the train line and then the train itself... Not only should we as property owners not be arbitrarily disadvantaged, the recommendations of the experts we payed for on the issue agree that the 1/4 mile properties should be rezoned.

If these properties are also excluded from the phase 1 rezone based in "general" inputs rather than sound regional planning then we will have to take action. To that end, a public information request will be forthcoming concerning the proposed new boundaries. I will get it out today.

Respectfully,  
Guy Otilio Coss  
Attorney at Law  
18017 5th Ave NE  
Shoreline, WA 98155

On Feb 9, 2015, at 11:52 AM, Miranda Redinger <[mredinger@shorelinewa.gov](mailto:mredinger@shorelinewa.gov)> wrote:

Mr. Coss,

This email is in response to your question about “the reasons/rationales/drivers/factors, etc for redrawing the newly proposed Phase 1 boundary lines that excluded the Rezoning of several areas / properties within the recommended 1/4 mile of the station?”

This discussion and resultant map change took place entirely at the January 15 Planning Commission public hearing. The link to the meeting materials is below, and includes public comment submitted prior to and at the meeting, meeting minutes, and an audio of the entire meeting if you would like to hear public comments and Commission discussion verbatim.

<http://www.shorelinewa.gov/Home/Components/Calendar/Event/7510/182?toggle=allpast>

The Commissioners' decision to change the phasing boundaries was primarily in response to a preponderance of public comments asking them to generally reduce the area to be rezoned and to phase this change over more time.

I hope this helps clarify the Commission's reasoning for amending the maps. If you have other questions, I'm happy to discuss them with you. Thank you for your input, and I assume we'll see you tonight.

Sincerely,

Miranda Redinger

**From:** Guy Coss [<mailto:cossilaw@gmail.com>]

**Sent:** Friday, February 06, 2015 5:26 PM

**To:** City Council; Plancom; Miranda Redinger; [guycoss208@gmail.com](mailto:guycoss208@gmail.com)

**Subject:** Fwd: Phased in Rezoning

To be clear: I support the FULL Rezoning to high density mixed use as recommended by the study. People, especially young people and hard working middle class folk, NEED good, affordable housing that is transit friendly! The Seattle area is already so far behind in transit and any reasonably affordable housing is so far away from jobs that you are saddled with a life crushing commutes. The delays in actually solving these transit problems to appease folk who don't want change is part of the reason the area is so far behind in the first place!

My position is that NONE OF THE PROPERTIES within the 1/4 mile around transit should be left as single family zoning. Not only is it the wrong thing for government to do vis a vis transit and housing, but it actually harms those of us

who own such excluded property (ie, within the 1/4 mile but not rezoned). This is because we will have all of the negative impacts of noise, traffic, etc of an urban area (which the area around the stations SHOULD BE!) but would leave us with no option to develop our properties to fit that urban area. The fact that we are within the 1/4 mile and the results of the study support not excluding these properties.

The future is coming. Don't exclude those of us who want to be part of it and part of the solutions.

(also, please see the entire email string below.)

Respectfully  
Guy Otilio Coss

18017 5th Ave NE

Shoreline, WA 98155

**From:** Guy Coss <[cossilaw@gmail.com](mailto:cossilaw@gmail.com)>  
**Date:** February 6, 2015 at 5:06:38 PM PST  
**To:** "[plancom@shorelinewa.gov](mailto:plancom@shorelinewa.gov)" <[plancom@shorelinewa.gov](mailto:plancom@shorelinewa.gov)>, Miranda Redinger <[mredinger@shorelinewa.gov](mailto:mredinger@shorelinewa.gov)>, Guy Coss <[cossilaw@gmail.com](mailto:cossilaw@gmail.com)>  
**Cc:** Guy Coss <[guycoss208@gmail.com](mailto:guycoss208@gmail.com)>  
**Subject:** **Fwd: Phased in Rezoning**

Also... The web page appears to be down again. We originally requested information about the redrawn phase 1 borderline redraw on January 28th and would hope that we will get an answer prior to the Feb 9 meeting.

Again, if you are unable to answer my question directly, please so advise as well as we will need to send our public records request as soon as possible so that decisions aren't made prior to a full understanding of the criteria used to exclude properties from Rezoning.

Respectfully

Guy Otilio Coss

Attorney at Law

18017 5th Ave NE

Shoreline. WA 98155

I just had to let it go ...

Begin forwarded message:

**From:** Guy Coss <[guycoss208@gmail.com](mailto:guycoss208@gmail.com)>  
**Date:** February 6, 2015 at 4:57:12 PM PST  
**To:** Miranda Redinger <[mredinger@shorelinewa.gov](mailto:mredinger@shorelinewa.gov)>  
**Subject: Re: Phased in Rezoning**

Thank you for forwarding the email. However, there was a question:

What were the reasons/rationales/drivers/factors, etc for redrawing the newly proposed Phase 1 boundary lines that excluded the Rezoning of several areas / properties with in the recommended 1/4 mile of the station?

Thank you for your prompt response. We will need this information to know how to proceed as depending on your answer we may need to make a sizable public records request to determine how the Shoreline Planning Division came to recommend the exclusion of my property, and those similarly situated, from the immediate re-zoning. The delay will expose those of us within this 1/4 mile to all of the negative impacts of the project with none of the benefits. In fact, our property will probably be harmed by this action.

In any event, there is a question: Were the new, recommended phase 1 boundaries based on some factors, and if so, what were/ are they or

was the redraw excluding my property made arbitrarily?

Respectfully,  
Guy Otilio Coss  
Attorney at Law  
18017 5th Ave NE  
Shoreline, WA 98155

I just had to let it go ...

On Feb 6, 2015, at 3:20 PM, Miranda Redinger  
<[mredinger@shorelinewa.gov](mailto:mredinger@shorelinewa.gov)> wrote:

Guy,

This email seemed to be more comment than question, so I forwarded it to Council for their consideration immediately after receiving it. I just left you a voicemail confirming that Council will discuss the 185th Street Station Subarea Plan on Monday, February 9 (zoning and phasing will be the major topic of discussion), and that the website is working. Please let me know if you have other questions, and thank you for your comments.

Miranda

-----Original Message-----

From: Guy Coss  
[<mailto:guycoss208@gmail.com>]

Sent: Wednesday, January 28, 2015 10:31 PM

To: Miranda Redinger; Guy Coss

Subject: Phased in Rezoning

I am fine to have the Rezoning phase in if for whatever reason it is

needed, but I don't agree that Phase 1 should exclude ANY of the land

that is within the 1/4 mile radius of the station as was originally

outlined. Ie, the MUR-85 areas. The recommendation of all the

studies we (taxpayers) paid for was that the 1/4 mile area are the key

areas to change from residential to high density. Now it seems some

of those parcels are being arbitrarily excluded despite the expert's

recommendations .

If you do things the way you have outlined in this "new" idea/plan

then those of us who are outside of the new, arbitrary line BUT YET

still within the 1/4 mile of the station will not be able to develop

to the mixed use residential that others will be able to do, BUT YET

we still will have the effects of the development in terms of the

neighborhood becoming more urban (traffic, noise, etc...). ... Ie, all

of the build up in the now "favored" Phase 1 MUR-85 properties..

I am on 5th Avenue and under this new plan would not get re-zoned

until 2012 or so? Yet, all of the construction and traffic and build

ups would already be going on around me. In addition, we border I-5

And so will also be impact as the train line/tracks get laid.

I had not been involved up to this point, but I will be getting

involved if the section that is cut out by the new and seemingly

arbitrarily placed phase 1 boundary line that excludes all of 5th Ave

NE remains. Unlike other properties within the 1/4 mile radius, the

properties on the south end of 5th avenue border the freeway and so

will be disrupted by noise and work on the actual train line as well

as the surrounding redevelopment... except we will be the only 1/4

mile properties stuck in limbo while everyone else is able to

redevelop to high density. We will be doubly hit.

In addition to this group bearing a greater impact with no ability to

develop if desired, the "triangle" group of properties on the west

side of 5th ave/bordering I-5 are in a direct walking line to the new

station. I can maybe understand the properties in the east side of

5th not being included due to their being hard to access because they are down in that gulley area. But not the ones on the major and direct route along 5th ave. Additionally, the 5th Ave to 180th route is a major route to the North City area.

A decision to exclude these properties will have a large, negative, disparate impact on those excluded properties and land values as compared with the "newly favored" properties. For all these reasons and because the designated MUR-85 properties that lie between I5 and the south end of 5th Ave Ne and between 185th Ave and 180th Ave are highly transit friendly as the line of sight to the station will be direct and so these properties should be included in phase 1.

Please let me know the rationale for the Phase 1 boundary line being drawn to exclude all of the properties on the south side of 5th Ave so that I can discuss the issue with my partners so we know how we should proceed and respond prior to the City Council taking action on the issue.



Guy Otilio Coss

Attorney at Law

206-261-8533

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