

**From:** [Sarah Jaynes](#)  
**To:** [City Council](#)  
**Cc:** [Shari Winstead](#); [Chris Eggen](#); [Keith McGlashan](#); [Will Hall](#); [Doris McConnell](#); [Jesse Salomon](#); [Chris Roberts](#); [Miranda Redinger](#); [Steve Szafran](#)  
**Subject:** Comments for 2/23/15 public hearing on 185th Station Area  
**Date:** Thursday, February 12, 2015 10:16:44 AM  
**Attachments:** [station feedback 2.docx](#)

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*Please include these comments and my comments from the 2/9/15 council meeting and 1/15/15 planning commission public hearing with the public comment and legal record for the 2/23/15 council public hearing addressing the 185<sup>th</sup> station area zoning. I would like to be a party of legal standing in this matter.*

I thought the Shoreline City Council should be made aware that the Planning Commission does not make their decisions in an untouched bubble but are influenced and directed by the Council. I think we all know that if the Council had told the Commission to focus on compact development within a half mile of the 185<sup>th</sup> station area that the suggested zoning and phased zoning maps would look very different. Instead they were told focus on a “signature boulevard” so guess what the planning commission did? Using logic that because the planning commission suggested something a certain way it needs to stay that way is very flawed. You need to look at why they made that decision. Rejecting Councilmember Robert’s phased zoning map on such flawed reasoning is just plain wrong.

Additionally, the logic that we need to zone all of 185<sup>th</sup> street to MAYBE get some money to improve it is another error. Since you refuse to wait for Sound Transit’s EIS you don’t even know what Sound Transit has planned or commenced negotiations with them. Before you change a neighborhood forever and affect thousands of people’s lives maybe you should figure that out. Waiting a couple months in a project that is supposed to last a 100 years is insignificant. What if the Seattle City Council had the option to wait a couple months and pay a little more so access could be created in Big Bertha for repairs to be done underground? I bet they would be kicking themselves now. Plus, a MAYBE that funding may possibly be found for road improvements is not a good enough reason to not listen to the citizens you are supposed to represent and to make changes that could do irreversible harm.

Apparently there are some history buff(s) on the Shoreline City Council so here is a little history. Tyranny of the minority is something the United States forefathers wanted to avoid. So yes, Councilmember Hall, one person did write in three times that he wanted his property to remain in the rezoning area and supported your preferred alternative. Considering there were approximately 57 oral and written comments and 56 felt differently that means he represented 1.75% of the comments. Is 1.75% really a number that is going to get you re-elected? I don’t think so, but good job getting ONE supporter. Kudos. Very impressive. Incidentally this ONE person lives within 0.25 miles from the station. No one living a mile

from the station or a half mile or anywhere else shared his sentiments.

I noticed that in the question tracking matrixes that were used to document Councilmember's questions/amendments that when some Councilmembers asked the staff for specific examples none could be readily provided and staff had to do more research. When the staff eventually did provide a couple of examples one of them involved changing light industrial zoning to mixed-use residential zoning. If the staff, council and planning commission aren't using case studies to learn from previous experiences what research and data is being used? Anyone can draw with crayons on a map but there needs to be something substantive behind it when you are going to impact this many lives. A public commenter cited Albuquerque's use of form based zoning and how it was a disaster. Maybe that is an example that should make the staff's inadequate list. Personally, I feel this is a huge red flag that not enough due diligence has been done. This zoning is unprecedented and no one working on this project has ever done anything so huge, if they had they should have known a case study to cite immediately. I think it is also very telling that since a case study is so hard to find that something like this probably hasn't been done or done very often. Don't you think there is a good reason for that?

Most, if not all, of the experts recommend keeping transit orientated development within walking distance of the station. Who is qualified in this City to override the expert opinion and change zoning up to a mile away from the station? It is so arrogant for you to think nothing could go wrong. It would be prudent to create a more moderate plan in accordance with expert opinion and phase it in slowly so trial and error can be used to create a wonderful place to live and work. Considering issues this city has had with developing one or two buildings (i.e. parking) I think it is pretty safe to say future issues will be forthcoming when they are trying to get a city developed within a city.

Luckily you did get the opinion of an entity that does have firsthand experience and knowledge in regards to light rail and zoning around light rail. It's called Sound transit. What did Sound Transit recommend? Zoning that was approximately 10 times smaller than your preferred alternative that was concentrated around the station and was no more than 0.50 miles from the station. Pretty sure Sound Transit could immediately provide specific examples and case studies if asked. Who in the City of Shoreline has more experience with these issues than Sound Transit? Who in the City of Shoreline is so much more knowledgeable than Sound Transit that justification can be made that their recommendation should be overridden and disregarded?

In regards to allowing single family residences be an allowed use the planning commission decided to allow it because much testimony and written materials were provided regarding the

high water tables and other water issues that were pretty much inevitable in the 185 station area. Since a needed hydrology study has not occurred and the planning commission had nothing to refute that some lots would not be capable of higher density development it made sense to allow the SFR to stay. Do you know something they don't? Have you completed a secret hydrology study? I would recommend you stick to their recommendation (weird how you only respect their recommendations when it suits you). Additionally, I would recommend that once a lot is determined to not be developable that it be rezoned to SFR so the poor citizen living there doesn't have to pay monstrous taxes. I would also recommend you listen to the planning commission meetings, especially public comment periods, and do some due diligence before you make such a huge decision on 2/23/15.

I resent the generalizing done of large demographics of the population. I am a Millennial. I am an older Millennial in her thirties. When I was younger I did live in Seattle and did enjoy an urban lifestyle. When my husband and I started a family though we had different lifestyle needs and chose to move to the suburbs for the amenities Shoreline could provide. In fact, all the millennials I know have bought single family detached homes when they started their families. We aren't descendants of the Rockefellers either but middle class America. I hope that when you generalize what Millennials like that you control for Millennials without families and those with. Suburbs were created and became popular for a reason. The reason why people chose them HISTORICALLY are still the same reasons people are choosing them today. Don't millennials deserve the same good schools, yards and safe and peaceful neighborhoods as previous generations have/had?

Another thing that bothers me is that the council "discussions" at the meetings really have no substance. The people on the panel are usually only people you've hired to do what you want. Surrounding yourself with only "yes" people will lead to disaster. Many of the public commenters seem to have a wealth of experience and knowledge. It would benefit you and the community to entertain a contrary point of view and I am sure some of those people would be happy to help. You would probably learn a lot.

It really feels that you are taking advantage of this wonderful community. Shoreline was very welcoming of light rail and moderate development around the station, including affordable housing. You can see many examples of this in the visioning workshops and public comments. You took this community's trust and sold them on one product then switched it for the preferred alternative in the final stretch and with minimal notice. This looks and feels like bait and switch and you should be ashamed of yourself for abusing the good will of the people of Shoreline.

I know the tone of this letter is angry and I am angry. I am angry that I am spending my time and energy to try and convince you to do your job. All your constituency wants you to do is

represent us and do the right thing. You need to put aside any personal gain and your greed in regards to this project and listen to us and the experts that agree with us.

In summary I support concentrated development around the station. I think a lot more 45' and 35' height should be used to better integrate with the surrounding neighborhood. Some higher buildings may be appropriate, especially if the Shoreline center is developed. I support TRANSIT ORIENTATED development so I do not support rezoning more than a half mile away for the station. If you insist on rezoning farther than a half mile from the station I suggest using 35' residential only zoning.

If a smaller area of development is successful more area can always be rezoned in the future if needed but once a building is built it cannot be undone so I want caution and prudence to be a large part of how things proceed. Please remember no one on the staff, planning commission or city council has first and probably even second hand knowledge of what you are trying to do, it is unprecedented. Things are going to go wrong. That is just a fact. Please remember you represent the citizens of Shoreline and not developers who will exploit all the loopholes and mistakes you make.

Sincerely,

Sarah Jaynes

Very Concerned Citizen and Registered Voter of the City of Shoreline