

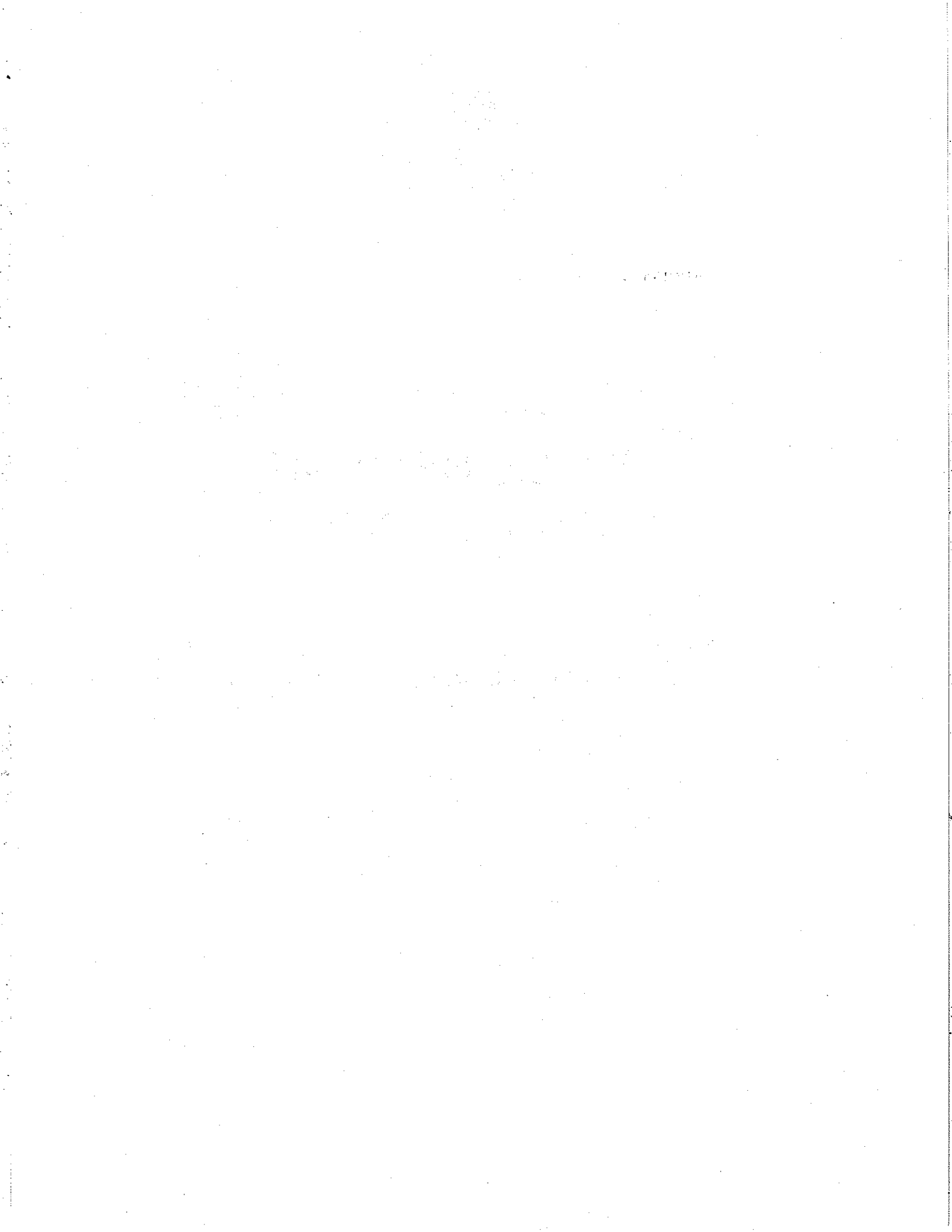


# PLANNING COMMISSION PUBLIC HEARING

February 19, 2015

## Desk Packet:

- Public Comment received since Staff Report went out on February 2/13



## Lisa Basher

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**From:** Plancom [plancom@shorelinewa.gov]  
**Sent:** Thursday, February 19, 2015 4:18 PM  
**To:** Donna M. Moss; Rachael Markle; Steve Szafran; Easton Craft; David Maul; William Montero; Keith Scully; Paul Cohen; Lisa Basher; Jack Malek; Laura Mork; Miranda Redinger  
**Subject:** FW: 145th Street Station Subarea Planning

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**From:** [REDACTED]  
**Sent:** Thursday, February 19, 2015 4:18:18 PM  
**To:** Plancom  
**Subject:** 145th Street Station Subarea Planning  
**Auto forwarded by a Rule**

We encourage the Planning Commission to slow down their process on the redevelopment of the 145th Street area, and better consider how the proposed changes will affect current residents, not hypothetical possible future residents of the area. We urge the Planning Commission to come up with concrete proposals to directly address the concerns expressed by the current residents.

The entire City process around the 145th Street Light Rail Station has been too rushed and has not taken into account residents' concerns. When the "Compact Community" map consists of massive swaths of 85' height buildings, it's clear that current residents are not a concern of the planners.

I would ask the planners, how would you feel about 85 foot tall buildings blocking out the sun at your house? These massive upzones are rushed and a bad idea. Residents of Ridgecrest are for Light Rail and pro-development, but trying to force a zoning plan for what you hope the area might look like in 30 years is poor policy and bad for the people most impacted, the folks living in the area.

If there is to be any upzoning in the 145th area, it should be phased in, and it should not happen before the City has an appropriate plan for traffic and utilities in the area. Traffic is already a safety issue in the 145th Street Station Subarea; changing zoning to encourage additional development without a solution to even our current traffic and pedestrian issues is dangerous and short-sighted.

Suggesting that traffic will go down this street or that does not address the specifics of how the city will manage traffic. There is no concrete proposal on how to improve safety or increase capacity on the roads within the subarea. In addition, 155th street is a residential street, not a connecting corridor. It is being treated in these plans as though it should be a massive thoroughfare, when in reality, 155th is a residential street lined by: single family houses, two parks, a school, and churches. Traffic should be moved off of 155th, to 145th and 175th, the actual Connecting Corridors in the area.

I encourage the planners to spend some time at Paramount School Park, and note how pedestrians have trouble crossing the road to get to the park because drivers are going too fast and don't want to stop for them. Or try to cross 10th Ave on a weekday morning at 155th, and see how often pedestrians are close to getting hit there because the drivers aren't paying attention to them as they shortcut between the Connecting Corridors of 145th and 175th via 10th Ave.

Current residents are most concerned about traffic, pedestrian safety, environment/green spaces and building height. Before rezoning occurs, the Planning Commission needs to address citizen concerns with plans that directly address how the city plans to deal with these issues using concrete examples of specifically what action

will be taken. Proposals including potential schematics for road expansions, smarter traffic lights, or improved utility lines should be provided for the City, Planning Committee, City Council, and citizens before ambitious large-scale rezoning occurs. Without some concept of how to directly and literally resolve or mitigate with these areas of concern, there cannot be a reasonable decision made on rezoning. Please slow down your process to allow for informed and thoughtful decision making.

Jason and Quiana Hennigan



**Shoreline Preservation Society**

C/O Janet Way  
940 NE 147<sup>th</sup> St  
Shoreline, WA 98155

February 19, 2015

Shoreline Planning Commission and City Council  
C/O Steve Szafran  
17500 Midvale Ave N  
Shoreline, WA 98133

**Subject: Comments on 145<sup>th</sup> Light Rail Station Area DEIS and Subarea proposal.**

Dear Council and Planning Commission Members:

Thank you for the opportunity to comment on the 145<sup>th</sup> Light Rail Station Area DEIS and Subarea proposal.

Please include our preliminary comments into the record for this matter and also into the 185<sup>th</sup> Rezone record. We also request that all documents, comments and articles related to this 145<sup>th</sup> Station Area proposal and the 185<sup>th</sup> as well be included in the record, by reference. We expect to submit further comments as the process moves forward.

We request "party of record status" with legal standing.

We would like to be on the record as stating that the process of having two light rail comment periods for EIS and Subareas is a flawed process. Furthermore, the community stress level from confusion and anxiety because of the lack of proper notice to thousands is also unacceptable.

The issues surrounding this proposal are simple and complex at the same time.

We believe that there are many problems with these proposals and that the impacts have not been properly studied. We recommend that the Planning Commission **remand** the proposals back to staff and that the EIS should be combined in an SEIS together with the 185<sup>th</sup> to properly study the total impacts to our community and environment. In order for these light rail stations to be a success perhaps should not hinge on the amount of High Density development they inspire, but instead just having them function smoothly in our existing neighborhoods. And having the community support them is possibly more important than ramming through an unpopular rezoning scheme to make transit advocates happy?



We would like to point you to a study produced by CTOD (Center for Transit-Oriented Development) entitled "Downtowns, Greenfields and Places In Between Promoting Development Near Transit May 2013".

[http://www.ctod.org/pdfs/20130528\\_DntnsGreenfieldsEtc.FINAL.pdf#page=54](http://www.ctod.org/pdfs/20130528_DntnsGreenfieldsEtc.FINAL.pdf#page=54)

The study points to the problems of building TOD's in existing single family neighborhoods. The results for 3 suburban cities were somewhat disappointing. They state:

**Challenges**

*Low-density residential neighborhoods are typically not well-positioned to accommodate growth. In addition to small parcel sizes, suburban subdivisions often lack pedestrian and bicycle infrastructure and have few jobs or amenities within walking or bicycling distance.*

*Perhaps the largest challenge for TOD, however, is the historic precedence of single-family homes, and the desire of current residents to maintain existing densities in their neighborhood. Many people move to low-density residential neighborhoods specifically to avoid the small living spaces, noise, and congestion commonly associated with higher-density communities. Increasing densities or allowing a mix of uses in these neighborhoods may not be a realistic goal.*

And one of the major factors contributing to success was the availability of Open Space!

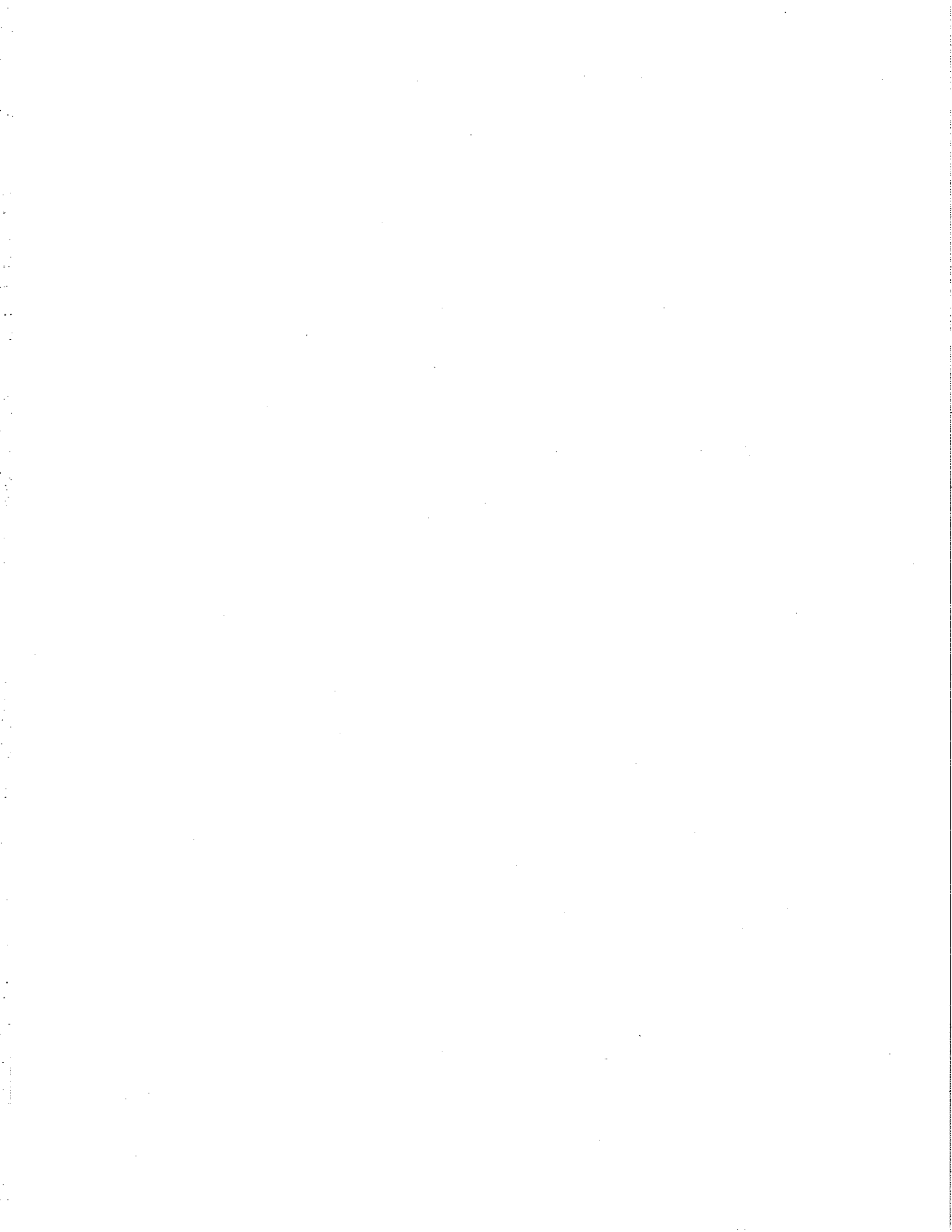
*Open Space: A Greenville, South Carolina study found the presence of neighborhood parks to be correlated with a 7 to 15 percent premium in home values,<sup>8</sup> while in Bexar County, Texas, homes within close proximity to a neighborhood playground or greenbelt maintained a 3 or 4 percent premium compared to nearby homes.<sup>9</sup> In Austin, Texas, the presence of a nearby greenbelt was shown to increase property values by 12 percent<sup>10</sup> and*

*homes in the Dallas-Fort Worth region experienced a 22 percent price premium when located less than 2,600 feet from a park.<sup>11</sup> Similarly, Portland homes within 1,500 feet of a park increased in sales prices by \$845 to \$2,262 (in 2000 dollars).<sup>12</sup>*

**EIS and SEPA**

We are very concerned that the two proposed station areas are not being linked and impacts of each on the other or the greater community are not being properly studied. Also, we believe it is a grave error for the Commission or Council to make any decisions on Preferred Alternatives to be studied before the Sound Transit Lynwood Link FEIS is

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issued. This is scheduled for April. The community wants to know why the City is not waiting for that report before moving forward with a preferred alternative?

This is a violation of SEPA. It is known as "piecemealing" and is prohibited. Here in an opinion from a local land use attorney Dennis D Reynolds dated February 9 2015 he concludes:

Quality Tools  
1924 1/10/2015 10:00 AM

### Traffic Concurrency

Traffic Impacts and concurrency of impacts from other proposed projects facing Shoreline have not been properly studied. The other projects that should have been studied to determine their cumulative impacts are:

- 185<sup>th</sup> St Light Rail Station
- 130<sup>th</sup> St Light Rail Station in Seattle
- 145<sup>th</sup> Traffic Corridor upgrade
- Point Wells
- Town Center
- Aurora Square
- Shoreline Community College Housing Development
- Proposed development of Fircrest (still on the books)
- Redevelopment of Elks Club site

A full corridor study should be done for 155<sup>th</sup> and 145<sup>th</sup> before any rezone is approved.



(M)

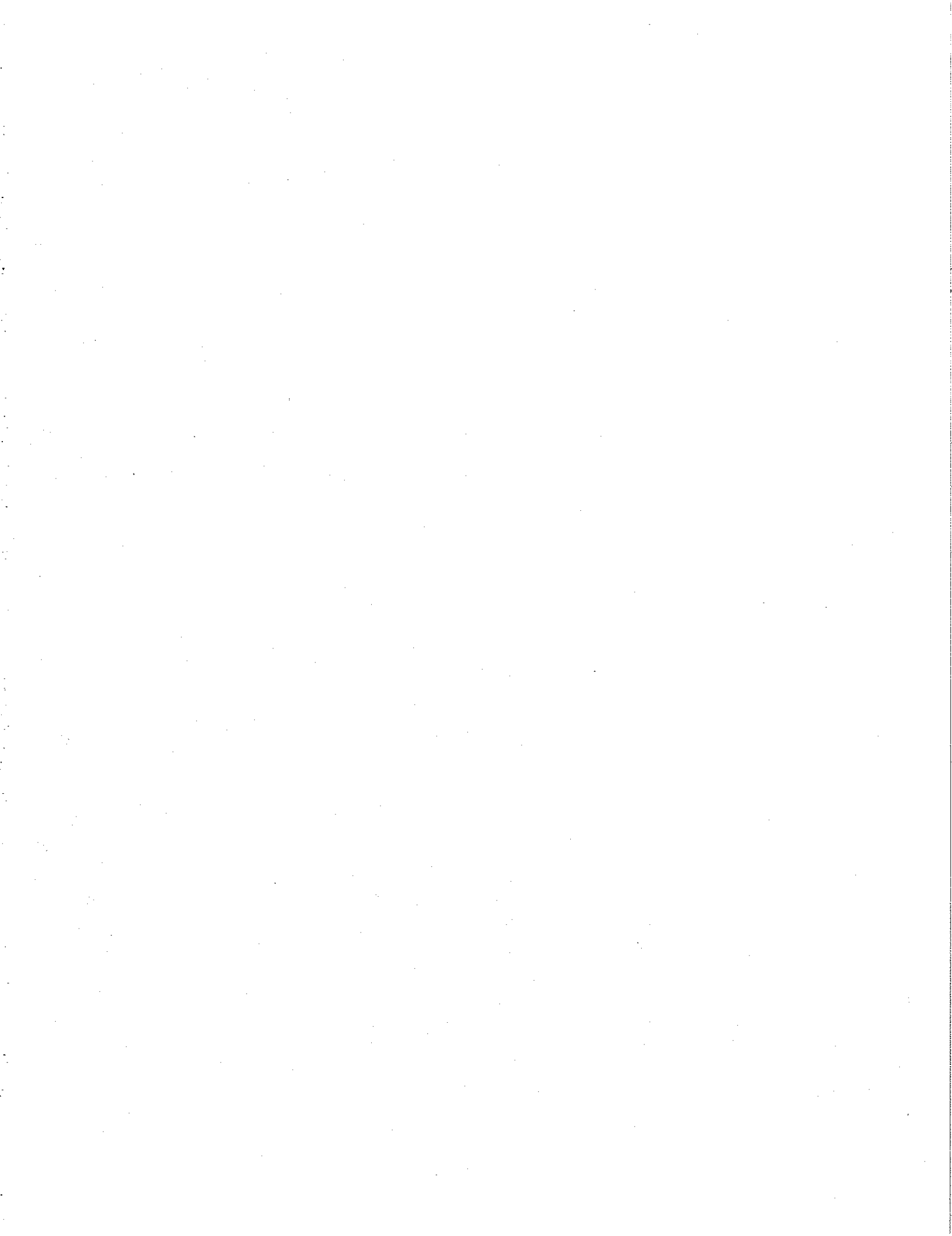
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SMITH LAKES  
5 ACRES TR'S

17-26-4

412951-7

NEAR 5TH ME.



February 17, 2015

To: City of Shoreline Planning Commission  
Shoreline City Hall  
17500 Midvale Avenue N.  
Shoreline, WA 98133  
[plancom@shoreline.wa.gov](mailto:plancom@shoreline.wa.gov)

RE: 145<sup>th</sup> Street Light Rail Station Subarea Plan DEIS Alternatives

Members of the Planning Commission:

First, please let's be clear that no one fails to see the need for accommodating increased density over time in the City of Shoreline. The issue is how much and when and how to incorporate it.

Let's also be clear that there is an economic incentive here for many involved parties who wish to use any projected increase in density as a means of increasing economic returns to the City itself and to various types of investors. The issue in any scenario that the City or others might envision is how projected short-term gains compare to projected long-term gains, taking into account a variety of factors that include but are not limited to: how much and over what period of time is there economic gain and to whom is any economic gain going, what are the increases in costs for City services relative to any gains to the City over the long run, how many jobs do we want to generate within the city relative to the size of the population, do we want to generate livable wage jobs or minimum wage jobs, and do we want revenues from commercial enterprises to stay within the city and region or to be funneled out of the city to national franchises or corporations. These are just some of the strictly economic factors to consider. I point these out specifically because of the overwhelming emphasis in this and other City plans on mixed-use development, which seems to be viewed as a panacea for accomplishing economic growth. It isn't. It's a developer-driven growth model that requires huge increases in residential population to support its associated retail commercial development.

Potential economic gain, not the need for increased density, is the driver for the City's effort to adopt one of the planned action alternatives proposed in the 145<sup>th</sup> Street Light Rail Station Subarea Plan DEIS. However, there are other ways to achieve economic growth and accommodate necessary increases in residential density that can also address constructively the desire of subarea residents for a balance of economic development with social equity and environmental sustainability. The City would have residents believe that we can only have economic growth and amenities like community gathering places, walkable neighborhoods, local neighborhood businesses, and so forth with development plans like the ones currently under consideration. With all due respect, that's just plain ridiculous.

It's a gross overstatement for the City to say that people aren't happy with the alternatives presented in the draft EIS because "they are afraid of change." How demeaning and disrespectful that attitude is. And how easy it is to dismiss opposing ideas when the people



who are expressing the ideas can be dismissed in this way. How people respond to change depends in large part on whether their concerns, needs, and values are being addressed.

What is very troubling in general is often a lack of actual data or inadequate data to support proposed elements of the plans (for example, inadequate financial data, assessments of economic scenarios that are too narrowly focused, inadequate data with respect to surface or groundwater conditions, questionable data with respect to likely population growth over the time frame encompassed by the plan, as yet unavailable data with respect to solutions for revamping the N.E. 145<sup>th</sup> Street corridor, and so forth).

Also troubling is the frequent use of certain terms or buzz words with no real definition of what they mean in terms of planning:

- **walkability** (Does its use in planning discussions or documents reflect the actual needs of the population with respect to getting from home to jobs outside city or to jobs within the city or to recreational and social venues or to retail outlets anywhere in the city or to local neighborhood businesses?)
- **mobility** (Does its use in planning discussions or documents reflect the actual needs of people to get around within the city itself, or to the need to just get somewhere else outside the city? Does its use here reflect a diversity of options, not just bus and light rail mass transit and bicycles?)
- **low income** (Income below what level? Does its use in planning discussions or documents reflect the diversity of lower-income populations in terms of their housing needs and wants?)
- **senior housing** (Which looks like what? Does its use in planning discussions or documents reflect the diversity of senior populations in terms of their housing wants and needs?)
- **family housing** (Does its use in planning discussions or documents reflect the diverse needs and wants of families or the actual research and studies that talk about environments that support healthy families and healthy social communities? Are the needs of actual families being considered, or are we just stuffing people into a building and maybe placing a jungle gym somewhere on the property?)
- **multi-unit residential buildings** (Who are we thinking are going to live in these units or are going to want to live there? Does its use in planning discussions or documents reflect the diversity of needs and wants in the general population? Is this type of housing viewed as long-term or "permanent" housing for residents or as transition housing for particular population groups?)
- **younger people** (Which are who? Does its use in planning discussions or documents reflect the diversity of this population?)

In addition, it's disturbing that both the intent and context of the earlier Southeast Neighborhoods Subarea Plan have been almost completely ignored in developing the current





alternative scenarios. The subarea's Citizen Advisory Committee (CAC) had determined the purpose of the subarea plan to be the following:

"To identify valued quality of life characteristics of the S.E. Subarea, to identify existing problems or issues that require attention from the City, to identify what level of increase in residential and business density is reasonable and desirable in the subarea over the next 20 years, and to identify means of *accomplishing changes in density with maximum benefit to and minimum harm to the existing quality of life.*"

The thrust of the CAC focus was on neighborhood characteristics identified as being ones that members of the CAC and neighborhood residents valued and wished to preserve, such as the following:

- Retention of a unique neighborhood identity
- A solid and thriving social fabric of social networks
- Diversity that is expressed in the resident demographics of the area, in the available housing, and in the available recreational and social opportunities
- Attractive, *livable*, flexible housing
- A balance of environmental sustainability with social equity and economic development
- Small-scale retail and personal service uses in designated areas to accommodate the everyday needs of nearby residents
- Parks and open spaces

The current alternatives presented in the 145<sup>th</sup> Street Light Rail Station Subarea Plan DEIS fail in almost all regards with respect to addressing underlying planning issues (such as unanswered questions with respect to various options for stimulating economic growth, creating social capital, balancing environmental sustainability with economic development, creating innovative modes of transportation within and from and to the city). The City has failed to adequately address and present the total impact of all currently proposed upzoning in various city neighborhoods, the cumulative impact of the 145<sup>th</sup> and 185<sup>th</sup> plans on the city as whole and on neighborhoods between the two subareas, and failed to address the impact on adjacent Seattle neighborhoods and other adjacent communities such as Lake Forest Park.

The rush to upzone without any clearly substantiated need for doing so at this point in time is without merit, especially without the use of criteria for phasing in greater density and without input from both the Final Light Rail 145<sup>th</sup> Street Transit Center Station EIS and the final recommendations from current discussions among the major government entities with respect to the N.E. 145<sup>th</sup> Street corridor.

I support voting down both proposed rezoning alternatives in the 145<sup>th</sup> Street Light Rail Station Subarea Plan DEIS. The combined impacts of the proposals for N.E. 145<sup>th</sup> Street and for N.E. 185<sup>th</sup> Street are so massive that it might be advisable to let the entire community weigh in on the subject. The impacts will be citywide, that is certain.

Respectfully submitted,

Sigrid Strom, Shoreline resident

Former member of Southeast Neighborhoods Subarea Plan CAC



Shoreline City Planning Commission

February 19, 2015

Members of the Shoreline Planning Commission,

On many occasions over the past 18 months the members of the 145<sup>th</sup> Station Citizens Committee have been asked to provide input on the plans for the 145<sup>th</sup> subarea plan. This letter presents feedback from the members, many of whom have been participating since the group was formed in August, 2013.

In two Design Workshops, and in the months before and after, we acknowledged the need for greater density and low-income housing and came up with pictures and design elements for 3-story buildings as well as parks, trails and other amenities. Some of the members of the committee put a lot of energy into this process. So we were surprised (and some were angry) when the proposal for the subarea plan came back with eight-story buildings. We residents were thinking about the near term (the first 20 years or so) but it turned out that hasn't been the focus of the City's planning process. Those of us who live here now have several concerns related to near-term impacts that we'd like to put on the record.

First, many of us are uncomfortable with what we feel is a "rush" to upzone the entire area. We understand that we need to plan for greater density, but not the need to upzone a large swath of the neighborhood this year to a density it is not expected to reach for 60 – 100 years. As one neighbor put it, "Why are we on this timeline and what are the consequences of not meeting this timeline?" Yes, we need to have a plan on the books for grant funding, but do those funding decisions hinge on large zoning changes being in force by June 2015?

The proposed zoning changes are larger than any of us expected. It has been explained that the "full build-out" won't be seen for 60 – 100 years. In that case, we would favor a plan that gradually phases in zoning over those years for full build out. Also, we believe that phasing in zoning changes should be tied to specific milestones such as utility, storm water and traffic improvements. We also feel a smaller first step in rezoning would be in line with the market analysis that was done for the subarea plan.

Another aspect of the DEIS that many of us are concerned about is the plan for 145<sup>th</sup> Street itself. Note that the DEIS did not address traffic along 145<sup>th</sup>, but instead deferred to the Route Development Plan, which isn't finished yet. The city staff have communicated to us that one project will inform the other, and maybe that is the best case that can be achieved in this situation. However, we don't think it makes sense to rezone anything along 145<sup>th</sup> street until both plans are synchronized. How will the livability of communities be defended during a potentially longer development period of two separate projects (updating of 145<sup>th</sup> and building construction in a rezoned area)?

In addition, we would like to see the development focused, at least initially, as suggested in several letters to the planning commission. We have seen the newly proposed Map E, but feel it extends MUR-85 too far from the station. We have today a living example of how MUR-85 zoning might impact existing residents. The Polaris at 185<sup>th</sup> and 12<sup>th</sup> has impacted neighbors in terms of both parking and unwanted lighting. We feel that at least initially, MUR-65 or MUR-45 would be more appropriate.

Lastly, we would like to see single family homes as a permitted use in all upzoned areas. It's unclear exactly what will happen to single-family homes in the different upzoned neighborhoods in terms of value and salability – no one can say for sure. This is a special concern for many neighbors who plan to continue to live in their homes after the light rail arrives. We feel that allowing single family as a permitted use provides more options to the current homeowner than not allowing it.

As a result of all the above issues, we would like to request a delay of any recommendations from the Planning Commission to the City Council until at least April, when the Sound Transit FEIS comes out. We believe it will be important to know – for us as well as the Planning Commission, City Staff, and the City Council to know – what Sound Transit requires or will pay for before any action is taken regarding zoning around the station.

The members of this committee want to live in a vibrant community. We want the plans for the 145<sup>th</sup> sub area to reflect residents' desire for gradual change and appreciate that you represent our interests in matters of City planning. We are participating on this committee so that we can provide a neighborhood voice to guide and support you in your decision-making. Thank you for taking the time to listen to what we think is best for the future of our neighborhood.

Respectfully,

Robin Lombard  
For the 145<sup>th</sup> Station Citizens Committee

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**Sent:** Sunday, February 15, 2015 9:26:57 AM  
**To:** Plancom  
**Subject:** 145th Subarea Plan  
**Auto forwarded by a Rule**

February 16, 2014

City of Shoreline Planning Commission:

I am a resident in the Ridgecrest Neighborhood who has lived here for the last 28 years on the south side of Paramount Park and to the west of Paramount Park open space. I moved to Shoreline when it was still unincorporated King County and stayed after Shoreline incorporated because it was NOT Seattle. Shoreline has offered me the opportunity to live in a quiet residential neighborhood where neighbors know each other and there is a community. There was not continued massive development of one housing project or commercial area after the other.

Now however, simply because there will be a light rail train station at 145th and I-5 my neighborhood community is being targeted for massive over development. There will be no single housing zoning left in this portion of Ridgecrest under either of the proposed plans: Connecting Corridors or Compact Community. The No Change alternative is the one I support but City Council and Planners indicate it is not under consideration for a variety of reasons. Either of the other two plans could be scaled back to leave areas of the current single family zoning. The new higher density zoning could be close to the station and on the other side of the parks along 15th. The community groups that participated in the City's design workshops

proposed what were to us reasonable alternatives. They suggested buildings no higher than 5 stories closer to the station and then 3 stories as development moved closer to the middle of the neighborhood. Instead we are offered 6 to 8 story structures closer to the station and now 3 to 4 story buildings in the neighborhoods. And the 4 story buildings along with some of either 6 or 8 stories would be surrounding the parks which are the most environmentally sensitive areas. The DEIS does not seem to adequately address the environmental issues and do not lead one to believe the parks would be protected from overuse or harm to their ecosystems. The Council has never indicated why this process has to be rushed through the decision making process when trains will not be appearing for at least another 9-10 years. I agree with many of my neighbors that this entire process needs to be slowed down and encourage you to recommend a slower more thoughtful process be instituted. I believe part of the reason is to work on obtaining funding but again, funding for something that is projected to happen 60 years in the future?

Plans are being proposed for the next 60+ years as growth will occur in Shoreline but not all at once or perhaps in the way it is predicted. As for the immediate future in the next 10-20 years, what is going to be done about traffic which will only increase regardless of land zoning decisions? It has already increased over the last few years and not much has been done to improve that situation especially on 145th and 5th Avenues. There are no specifics. Why can't we have phased in zoning that would allow time to see how things really develop over the next 20 years? Gradual transitions are fairer to homeowners who need time to also plan for their futures. Many people had planned to raise their families and live through their retirement in their current homes but now homeowners are left feeling those plans are in jeopardy because of the many unknowns about how the rezoning will in reality affect property values, taxes and ability to sell. At this point there are too many unknowns and variables for accurate answers to the question. Phasing in the rezoning using triggers rather than strict time lines seems like it would offer a better means for residents and the City to actually see what will happen. Plans could be adjusted as needed depending on the level of actual development.

I would like this letter to be part of the public comment record.

Thank you for the work you are doing and the time you have taken to listen to residents concerns.

Claudia Butler

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**Sent:** Saturday, February 14, 2015 7:51:47 PM  
**To:** Plancom  
**Subject:** Fwd: City of Shoreline Contact the City Council  
**Auto forwarded by a Rule**

Would it be possible to forward this email I sent to the Shoreline City Council to the Planning Commission? I do understand the deadline **WAS** Friday, February 13, 2015. If this would be allowed this one time, I promise to not make a habit of doing this. It was all I could do to type this email one time. Being this is and will be public record I will not continue on the reason I am asking you to please - this once - to forward this comment for me.

I will thank you at this time if you will be able to help me,

Sharon R. Cass

Forwarded Message:

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The Shoreline City Council welcomes comments, questions and suggestions from the community. Contact them by:

**MAIL**

City of Shoreline  
17500 Midvale Avenue N  
Shoreline, WA 98133-4905

**PHONE**

(206) 801-2213

**EMAIL**

[council@shorelinewa.gov](mailto:council@shorelinewa.gov)

**CONTACT FORM**

You may also contact the City Council by filling out the form below.

**NOTICE OF DISCLOSURE**

The City of Shoreline will enter all comments received into the public record and may make these comments, and any attachments or other supporting materials, available unchanged, including any business or personal information (name, email address, phone, etc.) that you provide available for public review. This information may be released on the City's website. Comments received are part of the public record and subject to disclosure under the Public Records Act, RCW 42.56. Do not include any information in your comment or supporting materials that you do not wish to be made public, including name and contact information.

**1. Your Neighborhood**

(o) Parkwood

**2. How Should We Contact You? (Please provide the necessary contact information below.)**

(o)  
Email

**3. Name:**

Sharon R. Cass

4. Address:

[REDACTED]

5. Phone:

[REDACTED]

6. Email:

[REDACTED]

7. Comments:

The back of our property joins Twin Ponds Park (TPP). The water table for the last 10-12 feet of our property (North end of our yard/South end of TPP) is so saturated in the mid-Fall, all Winter and at least the first part of the Spring that we cannot walk back there without boots least we have water over the top of "regular" shoes!

I have photos showing all the pooling of water in TPP and within inches of our back fence. At the extreme north-east corner just behind our fence I have a photo of TWO ducks swimming in the pool - yes! it is that large and deep. There also is a sign IN THE PARK that shows: NATIVE GROWTH PROTECTED AREA. This stream buffer is protected to provide wildlife habitat and to maintain water quality.

Please do not disturb this valuable resource. No cutting or removal of native vegetation is permitted.

Alteration or disturbance is prohibited by law. Contact the City of Shoreline at 206-546-1700 for further information.

THAT IS AN INTERESTING SIGN.....is the Council aware of that sign and its meaning? If the Light Rail system and all the concrete AND the 3 - 7 feet buildings go in at 145th St. it seems like all that "commotion" that will be brought in.....would not be good for the animals that live in the park. Just about anyone around here will tell you we have seen up to SEVEN raccoon AT A TIME, blue heron nesting in TPP by the pond in the southwestern area, dozens of ducks and geese at times of the year, etc.

It seems like this Light Rail system should be sent further to the north - even past 175th St. Yes we MAY need?? the rail but it would be disturbing so much wildlife at the park, two elementary schools (young children and traffic do not usually mix - at least all the traffic that would be coming in.

Please rethink the 145th St. project. We bought our home here on N. 149th St. because it was such a relaxing lovely area BACK IN 1963!! Yes, over 50 years ago same home and same marriage!!

There are roads in the area like 5th Ave. that are already so wide it seems like "you" would be

more cost effective to go that way. PLEASE don't destroy so many lives here - slow down and really think of the devastation that will be caused.

Thank you,  
Sharon R. Cass

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**Sent:** Tuesday, February 17, 2015 4:52:17 PM  
**To:** Plancom  
**Auto forwarded by a Rule**

To whom it may concern

I am a resident on 9th AVE NE and have lived in the same house for 50 years. I feel you are moving to fast as many residents are just becoming aware of what might happen to their neighborhood's. you are not getting out much information to the neighborhoods that are affected

my house is my most valuable asset. I can assure you that if my neighborhood gets re-zoned I will never again vote yes on any levey,

or anything else you put up for a vote, and I will work hard to see that none of you get re-elected. there are many reasons why we moved to Shoreline 50 years ago and it wasn't to become another Northgate or Lake city, I already have a friend that got a notice that she has to move out of her house as it is basically being confiscated and she has also lived their 50 years and doesn't know what she is going to do now

I suggest you think very carefully about these plans as they affect many people

sincerely

Buford Fearing

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**Sent:** Monday, February 16, 2015 4:23:23 PM  
**To:** Plancom  
**Cc:** City Council  
**Subject:** I'm for alternative 1 - NO ACTION  
**Auto forwarded by a Rule**

I declare that I want this to be part of the  
public record.

I am for Alternative 1 - NO ACTION

I am totally against the rezoning proposals around the light rail stations in Shoreline.



I have been a Shoreline resident since 1977 and in my current house since 1988. My house is located on N. 150th Street just east of Meridian. My yard backs to the undeveloped green belt of Twin Ponds Park. Our street has already had more than our share of construction noise and disruption. About 100 trees were cut down when the two Aegis buildings were constructed a few years ago on 1st NE and now the Evergreen school at 150th and Meridian is being added on to for the 5th time. Evergreen has cut down many more trees. Our street has a big impact from the traffic of Evergreen parents.

The noise level is getting worse and worse along with the traffic. There are not as many birds and small animals as there were. Right behind my house is the creek that runs in to Twin Ponds and we all love our park and want to protect it and our quality of life. This is not the right place to have a "proposed bike trail". There are already sidewalks and bike trails on 5th NE and also on North 155th Street which connects to Aurora and the bridge to the interurban trail.

I have attended the planning commission hearings and agree with everyone else to SLOW DOWN and to also make sure that everyone knows about the proposed zoning changes. Save our neighborhoods, delay your decisions, save my equity, protect our environment and wetlands and keep the noise level down.

I have been a licensed real estate broker in Washington state for 26 years and believe that the proposed zoning changes in Alternative 2 & 3 will destroy Shoreline. Again, I am for Alternative 1 - NO ACTION

Thank you for listening,

Marcia Furfiord and family

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**Sent:** Sunday, February 15, 2015 12:39:58 PM

**To:** Plancom

**Subject:** 145TH STREET SUBAREA PLAN

**Auto forwarded by a Rule**

I believe the planning commission has used the building of light rail stations as an excuse to fulfill their development agenda. There's something in the DEIS about surveying people who said they want multifamily high density development. The people who actually live in the affected neighborhoods weren't asked. I have lived in this neighborhood for over 20 years and fail to see why single family homes, especially ones with yards, are undesirable.

Yes, development will happen. Infill will take care of that. But the height limitations now in affect are what the citizens want. Rezoning established areas to wipe out whole neighborhoods is not in the best interest of the citizens of this city.

Examine your motives. Revisit your intentions. The citizens of this city, especially those who have chosen to live here for many years, deserve better than being told our homes and neighborhood aren't good enough.

Shanon Harris

Shoreline, WA

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**Sent:** Sunday, February 15, 2015 1:02 PM  
**To:** Steve Szafran  
**Subject:** COMMENTS REGARDING THE 145TH SUBAREA PLAN DEIS

Mr. Szafran:

My preferred alternative for the 145<sup>th</sup> subarea is the Alternative 1 the No Action Alternative.

The No Action Alternative may seem like a throw-away because it is required by law, but to me it is the only acceptable alternative.

To me increasing the allowable building height is unacceptable.

Destroying whole neighborhoods is unacceptable.

Destroying the character of neighborhoods and this city is unacceptable.

I believe building light rail stations in Shoreline is a good thing. That doesn't mean I believe an extended area needs to be redeveloped because of it. Redeveloping an area within a block of the new stations makes sense to me.

Please incorporate my comments into the public comments for the 145<sup>th</sup> Street Subarea Plan DEIS and consider them in upcoming decisions.

Shanon Harris

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**Sent:** Friday, February 13, 2015 8:30:10 PM  
**To:** City Council; Plancom; Steve Szafran; Miranda Redinger  
**Subject:** Station Area Plan Comments  
**Auto forwarded by a Rule**

Dear Council, Planning Commission, and Administration,

Please consider these comments for both the Planning Commission's consideration of the 145th Street DEIS and the Council's consideration of the 185th Street EIS. I am unable to attend the meetings in person.

According to the DEIS, Shoreline's projected growth in the next 20 years is 13,920 new residents and 7,200 jobs. The proposal for the 145th Street Station Area is projected to add up to 13,635 new residents and 2,678 jobs. I am supportive of this growth. Our region needs to plan where future residents and jobs will be located so we can do this type of planning. However, I am concerned about how this growth is distributed. We have the proposed city center to develop, lots of mixed use development proposed for Aurora, North City, possibly the Costco and Sear's shopping complexes, and other neighborhood centers. We also have

another major Sound Transit being planned that is projected to accommodate up to 5,399 residents and 928 employees (which seem low for the amount of 85 MUR proposed). It doesn't appear that we have 85 MUR anywhere else in the city and I wonder if the stations are best place for this type of zoning and I wonder if this type of zoning should also be considered elsewhere in the city.

With the proposals for both stations, I am concerned about the extent of mid to high MUR zoning across the neighborhoods. For the 145th Street Station, I believe clusters of MUR developments at the station, along part of 5th NE, 1st NE, 145th, and possibly 155th between 1st and 5th seem appropriate, but the extend of this zoning appears to reach too far. For the 185th Street Station, while it has far less growth projected - it has a wide reach for medium to high density. It seems unreasonable for so much 85 MUR to succeed and blend in with the community character.

Related to this, I am concerned about the ability of Shoreline to support another town centers away from the transit stations, such as the one proposed at 155th and 15th NE.

I encourage the City to create strong design guidelines so that we end up with well planned out neighborhoods with strong architecture, rather than the very disappointing new developments like those in North City and the new residential buildings along Aurora. One way to have more control over this is to require rather than allow master planned developments of a certain size. Also, please ensure that the new zoning includes minimum densities as well as maximum densities as a way to ensure the community character develops as planned. I also hope that new regulations that are generated as a result of these plans include new parking strategies and incentives such as shared parking, the possibility of no parking minimums, and significant bicycle parking requirements in residential and commercial buildings and at the stations.

Overall, this is a step in the right direction, we do need more density at and near these stations, but more attention should be paid to the height, density, and area to which this density is applied.

Thank you,

Carolyn Hope

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Sent: Sunday, February 15, 2015 11:40 PM  
To: Steve Szafran  
Subject: Shoreline 145th Station subarea alternatives

Dear Mr. Szafran,

I have been unfortunately unable to attend the planning workshops for the 145th station subarea plan, but I was pleased to find the information online. Regarding the three alternatives, I and my family would of course love to keep Shoreline mostly residential, as outlined in the "No Action" plan. We moved to our house just west of the Twin Ponds park because it was a beautiful, quiet neighborhood filled with other diverse families. I would hate to see this beautiful neighborhood swarmed with 35-foot condos or packed-in townhouses as outlined in plan 2 "Connecting Corridors." I don't want to see south Shoreline turn into Lake City--that district's plans sound an awful lot like the Connecting Corridors idea, and I don't think it's something my

neighbors would be excited about. I understand that the light rail may inevitably bring growth and commerce, and perhaps the "Compact Community" plan has some reasonable growth features, but I'm distressed at the inclusion of the 85-foot zoning along I-5. Again, I don't think heavy density population is what makes Shoreline such a great place to live currently, and I don't think it's something we want to encourage.

Thank you for taking time to read my comments. I hope you'll take my thoughts into consideration when the city moves forward with a plan.

Sincerely,

Adam Love

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**Sent:** Tuesday, February 17, 2015 2:45:06 PM  
**To:** Plancom  
**Subject:** 145th Street Station Subarea Planned Action  
**Auto forwarded by a Rule**

I am writing to you in regards to the proposed radical rezoning in this subarea. I think this proposal is too much, too soon! Why are you proposing to uproot so many people for this? This is a nice middle class neighborhood, with a lot of single family homes. Many of us have lived here happily for over 40 years, and if forced to move, will not be able to find affordable homes in another part of the Shoreline area. I think this is outrageous! Where are the letters informing local homeowners that their homes will soon be in jeopardy? Where are the "proposed rezoning" signs to inform them? I don't think everyone knows about this. In the past, the city government has been very good about listening to the voters and homeowners in this city. It seems like this time, many people are not even being notified.

That being said, if we must have rezoning and the subsequent build up of properties, I would much prefer Alternative 3, the Compact Community model. Please keep the businesses and apartments on the east side of the freeway along with the light rail station. I see no reason to extend this to the west side of the freeway, other than possible greed on the part of developers.

Regarding the other proposal, Alternative 2, the Connecting Corridors, I would very much like to know why the culdesac that I live in, the 2300 block of N 156th Place, is included in this proposed rezone. There are three culdesacs in this area, right next to the freeway, built around the same time, and they all contain nice, roomy homes. The entrance to our culdesac is the extension of the 2100 block of N 156th Place, and I think it does not make sense to change our part to the higher density zoning, while leaving the rest of N 156th Place as a residential zone. Could the line be drawn straight across going east, instead of making a "jog" to include this culdesac? Has anyone physically checked out this area, to see how it is laid out? I do not see the reason for including this culdesac in the rezone, especially since a "jog" had to be made in order to do so. It would be disruptive to the rest of the residential area in this location. Look at the map! I would like someone to explain this to me. Please remove this culdesac from the proposed rezoning.

Cynthia Matson

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**Sent:** Sunday, February 15, 2015 1:57:44 AM

**To:** Plancom

**Subject:** Serious problems with development plans for area around 145th ST light rail station

**Auto forwarded by a Rule**

Re: Plans for development around 145h Light Rail Station

Hello there,

A friend who lives down 150<sup>th</sup> street from me showed me the plans for the development of the area around the 145<sup>th</sup> light rail station and I have serious problems and concerns with these plans.

First, re-zoning single family homes to force families out of them is completely wrong and a horrible thing to do. Everyone should know that single family homes (especially those near schools) are the gold standard for a successful, thriving, and safe community. We should be adding single family homes, not demolishing single family homes and replacing them with apartments or retail stores. If you want to have an area of shops near the light rail station, the churches off of 1<sup>st</sup> street are a perfect area for them and provide lots of land without ruining the value of family's homes.

Next, the residential streets, such as 149<sup>th</sup>, 150<sup>th</sup>, Corliss, etc. should not be widened and turned into arterial routes. Once again, these are residential areas for single family homes, many of which were purchased because of how close they are to the school on Meridian. There is already way too much traffic on these streets, and we should be working to make them off limits to people who do not live there, not widening them. If you want to add walking paths and bike lanes, they should be done on the existing arterial streets (such as 145th, Meridian, and 1st) so that residential streets are not made unsafe by increased traffic. Twin Ponds Park is also an excellent location to add walking and bike paths. There is already a walking path through the park from 1<sup>st</sup> to Meridian. This path should be widened for walking and bikes and have lighting added to it. This will keep traffic off residential streets and still provide a safe walking/biking path.

Very seriously, I really wonder who drew up these plans? Again, seriously, please provide me with the names and addresses of the people who drafted these plans, because I doubt they live any where near here. These plans do not benefit the people who live in this area, and in many cases, as I mentioned above, make the area much worse. Did a developer make these plans, because unless I was wanting to buy cheap land and develop it, there is no other logical reason for how horrible these plans are for the people currently living the area and the destruction they were do to this community if implemented.

To be clear, myself and my neighbors will fight against any action to rezone people out of their homes and to make residential streets into unsafe, high traffic, high pollution areas. Please hold a conference with the people who ACTUALLY live in the area so that they can draft new and appropriate plans to build a safe, successful community, NOT one that is built for only making money and destroying the community.

Sincerely

Nathan Moore

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**Sent:** Monday, February 16, 2015 4:48:55 PM  
**To:** Plancom; Shari Winstead; Keith McGlashan; whall; Doris McConnell;  
Jesse Salomon; Chris Eggen; Chris Roberts  
**Cc:** Bruce Staelens; Bethany Staelens  
**Subject:** Comments regarding Shoreline rezoning  
**Auto forwarded by a Rule**

Thank you for the opportunity to comment on the proposed 145th Station Rezone.

The Shoreline Area News reported:

City staff say they are hearing three themes from citizens regarding the rezone plans:

1. People, particularly younger citizens, are excited about light rail, and looking forward to greater density and the prospect of being able to bike and walk to coffee shops, and shopping.
2. Older people who bought starter homes 40 years ago are seeing a time when they will not be able to live in their homes because of mobility issues and health. They want to be able to get the most money out of their property to pay for their future expenses.
3. People who are excited about light rail but hate change.

This characterization is misleading and insulting, painting a picture of anyone who disagrees with the current plans as luddites or inflexible obstructionists with no meaningful input to add to the discourse. Moreover it is symptomatic of the attitude that pervades this rezoning process, and illustrates that the opinions and desires of the city council seem to outweigh the opinions and desires of its constituency.

We moved to the Seattle area from the east coast 6+ years ago. We bought our house in Shoreline in 2009. Among the things that drew us to the neighborhood were

1. The proximity to the green belt and wetlands area and the abundance of old trees which allow a great deal of interaction with wildlife. As you walk down the streets in our neighborhood, the single most notable feature is the profusion of huge old trees. We can look out our front window and enjoy a wealth of wildlife – birds, squirrels, even the occasional raccoon. These trees also serve as much needed carbon sinks.
2. The friendliness and feeling of community. In our neighborhood we have progressive dinners, summer barbeques, neighbors who walk the circle and stop to chat. We have a neighborhood watch committee that helps us look after each other.
3. The pride residents take in their property. There are a number of avid gardeners in our area. They grow flowers and vegetables in the summer and people keep their yards well

groomed and attractive. There are even several yards that have been certified as wildlife habitats by the National Wildlife Federation.

4. The convenience of access to mass transit in a livable area of single family homes. There are buses in the area and with the arrival of the Light Rail, there will be even more options.

Much has been made at recent meetings of the Planning Board and/or City Council of the idea of planning for Shoreline's future. In fact, this is where it seems the problem lies. **The plans, as laid out, are based on linear thinking that misses the bigger picture.** Proposed development is based on current modes of transportation and commerce which will change dramatically as technology advances. A cursory glance at advances in the last few years reveals changes to our daily life such as:

1. Online shopping: Everything from books to household goods to groceries can be ordered online and delivered.
2. Online banking has become safe and convenient, but has forced the closure or scaling back of brick and mortar banks.
3. Downloadable e-books have replaced many visits to local libraries.

These technological advances are but a few that have had vast repercussions and have changed the idea of business as usual. And as big as these changes have been, they are but a drop in the bucket compared to what lies ahead.

One of the biggest single developments fast approaching will be the emergence of self-driving cars. This technology will not simply take over the operation of the vehicle, they will lead to an entirely new way of using vehicles. This will, in turn, lead to many other changes in services and infrastructure.

- Currently, cars are used less than 5% of the time. For the other 95%, they sit in garages and parking lots. Once a system of self-driving cars is established, individual car ownership will be unnecessary. It is estimated that within 20 years, subscriber networks will enable you to order a car when it is needed, similar to the way Uber works today. The difference is that the vehicle sent will be based on your need. Going a mile away? An electric car will do. Going to Bellingham? Better send a gas-powered vehicle. A trip to Ikea might require a small truck. And when you're through with the vehicle, it's off to pick up the next client, not sitting in a parking lot. Mass transit may still be useful, if it's close and your destination is on the route, but be it bus or rail, it will be far slower than calling for a vehicle which will afford door-to-door service for a similar cost.
- Once all cars are self-driving, there will be no traffic problems. Sensors on the cars will regulate traffic and right of way. Traffic lights will be obsolete.

As a result of a more efficient system, there will be virtually no traffic accidents. This will mean a lighter load on emergency rooms, major changes for the insurance industry, no need for auto dealerships and vast improvements to inter- and intra-state shipping.<sup>1</sup>

And lest you think that this is a fantasy, these cars are currently in development by Google<sup>2</sup>, Apple, Sony, Audi, Volvo, Mercedes and others. Groups as diverse as KPMG<sup>3</sup>, the National Association of Insurance Commissioners<sup>4</sup>, the Huffington Post<sup>5</sup>, and the Cato Institute<sup>6</sup> all acknowledge that these vehicles will soon be a reality and will affect society in ways most of us have yet to imagine.

Taking this into account, we are forced to rethink what this rezoning plan will yield. If the city council simply wants to lure more millennials to Shoreline, perhaps the rezoning plan should be revisited to include neighborhoods all over Shoreline. It is unlikely that any demographic group can be convinced to occupy one or two specific areas. In fact, that seems akin to generational segregation. No, I think it is far likelier with the availability of Uber, Lyft, and similar companies now and driverless cars in the future, transportation will play a diminishing role in the choice of where new residents settle. Why not, then, spread out the opportunities? If every single-family neighborhood in Shoreline is rezoned for M-35 or M-45 housing, then no one neighborhood would have to bear an unfair burden. This would also show the citizens of the 145<sup>th</sup> Street and 185<sup>th</sup> Street areas that they and their properties are not being singled out.

To my way of thinking, a more thoughtful approach to rezoning should be undertaken. Some on the city council may argue that a great deal of time, effort and money have been put into the plans as they stand. I say that time, effort and money pales in comparison to the amount that the residents of the affected neighborhoods have poured into their homes and properties. The light rail isn't due to open in Shoreline until 2023. SoundTransit representatives told me that a final decision on the route and stations is expected in 2015 after the Final Environmental Impact Statement (EIS) is published sometime in April.

Given the issues that residents of the proposed rezoning areas have voiced, rushing this process forward seems very ill-advised. I urge the city council to

- Delay the vote on the rezoning proposals
- Work with affected residents and the planning board to develop other possible alternatives
- Show good faith by making the process going forward more transparent and inclusive

Thank you for giving serious consideration to our concerns.

Please add our comments to the public record.

Sincerely,

Bethany and Bruce Staelens

1. <http://www.wisburg.com/wp-content/uploads/2014/09/%EF%BC%88109-pages-2014%EF%BC%89MORGAN-STANLEY-BLUE-PAPER-AUTONOMOUS-CARS%EF%BC%9A-SELF-DRIVING-THE-NEW-AUTO-INDUSTRY-PARADIGM.pdf>
  2. <http://mashable.com/2015/01/15/google-self-driving-five-years/>
  3. <http://www.kpmg.com/US/en/IssuesAndInsights/ArticlesPublications/Documents/self-driving-cars-next-revolution.pdf>
  4. [http://www.naic.org/cipr\\_topics/topic\\_self\\_driving\\_cars.htm](http://www.naic.org/cipr_topics/topic_self_driving_cars.htm)
  5. [http://www.huffingtonpost.com/zoe-williams-/is-selfdriving-the-future\\_b\\_6415458.html](http://www.huffingtonpost.com/zoe-williams-/is-selfdriving-the-future_b_6415458.html)
  6. <http://www.cato.org/events/end-transit-beginning-new-mobility-policy-implications-self-driving-cars>
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**Sent:** Wednesday, February 18, 2015 3:33:35 PM  
**To:** Plancom  
**Subject:** 145th Street DEIS - reference letter  
**Auto forwarded by a Rule**

Dear Planning Commissioners:

I am sending you comments specific to the DEIS tomorrow, but I thought that you might find the attached copy of a letter I wrote to the City Council in 2011 helpful or at least interesting. It contains comments regarding the original Southeast Subarea Plan that may provide some context with respect to issues related to the 145th Street Southeast Subarea Plan DEIS for which you are currently receiving comments.

Respectfully submitted,

Sigrid Strom, Shoreline resident  
Former Southeast Subarea Plan CAC member

**Forwarded Letter:**

November 25, 2011

To: City of Shoreline City Council  
Shoreline City Hall  
17500 Midvale Avenue N.  
Shoreline, WA 98133  
council@shorelinewa.gov

RE: Implementation of the City of Shoreline Southeast Neighborhoods Subarea Plan

Members of the City Council:

This comment letter is fairly long, and I apologize for that, because it means more reading time on your part. However, the issues related to the subarea plan are too important and complex to handle in a less "wordy" discussion. I think it's fair to say that what is decided for the southeast subarea has ramifications city-wide, not only in terms of specific actions but in terms of how other similar subarea plans might be handled. So, if you would, please bear with me.

To say that I am disappointed in the results of the Planning Commission and City Council process over the past year or so with respect to implementation of the Southeast Subarea Neighborhoods Plan would be an understatement. Although I was not able to be active in discussions of plan implementation over this period due to family issues that required my attention, I had hoped that the foundation laid by the initial planning process and the continuing input of area residents would have resulted in decisions that at least reasonably met the intent of the subarea CAC when it created its plan.

Instead, what I am seeing is an abandonment of the spirit and overall principles of the plan in favor of a narrow focus on zoning regulations that do not necessarily benefit residents and may in fact have a substantial negative effect on residents and existing business owners in the sections that are being "up zoned." This narrow focus has been a problem since the beginning of the planning process, one that in a sense corrupted the committee process itself, resulting in

a collection of recommendations for specific actions rather than with a solid decision-making framework on which to base further discussions and decisions relating to the subarea's neighborhoods.

What overall framework the committee did manage to articulate has been for the most part subsumed into more general City policies, with the result that it is now difficult to see and identify the overall picture the committee envisioned for its neighborhoods. Instead of a focus on the ultimate social, environmental, and economic impacts and other effects that would result from a particular action, the focus seems to be on a narrow spectrum of economic benefits that might benefit the City in terms of tax revenues or might benefit a small group of property owners who stand to gain from rezoning properties into more financially profitable categories.

It was clearly one of the desires of the committee to protect current residents and business owners as we worked for realistic ways to incorporate some increase in residential density as required by the Growth Management Act and to incorporate some improvement with respect to commercial activity in the area, including creating more jobs for residents. All we have now in the plan is prospects for some increase in low-paying retail jobs in enterprises whose potential to meet the needs of area residents is questionable and at the same time prospects for a much greater increase in density without adequate information about whether infrastructure to support such development will exist.

My overall view is that the push to rezone the southeast subarea is premature, that we don't have enough information to make decisions that ensure the intent of the subarea plan is met, and that we specifically don't have any data to adequately compare two of the zoning options that have been proposed, namely the Community Business and "Mixed-Use Light" options. To clarify the reasons for these opinions, I've grouped my specific comments into categories.

#### **1. Importance of the Context for the Subarea Plan**

It's fair and pertinent to go back to the original goals of the Southeast Subarea CAC, because only in examining these goals is it possible to measure the appropriateness of any implementation action.

I would remind you that the context for the written goals and policies recommended by the committee is found only in the original committee report dated November 19, 2009. If you have not read this report, particularly the stated goals of the committee and the list of desired neighborhood characteristics, you will not understand the intent of the original recommendations.

The overriding question for the committee was:

"What kind of neighborhood do we want?"

The next most important question was:

"What kinds of actions will not only preserve but also enhance the characteristics that are valued in the neighborhood, especially in light of a perceived need to accommodate some future increase in residential density and commercial activity in the area?"

The committee's original focus is elaborated upon in the stated purpose and goals for the plan itself and in the lead-in sentence of the report's "Quality of Life Values" section, which states:

"The subarea plan strives to maximize the retention, conservation, and preservation of valued neighborhood characteristics ..."

A long-range vision is not primarily about zoning designations, or even land use designations. It is about the desired characteristics of an area as envisioned by the residents and business owners in the area. It is a picture that encompasses a range of variables, many of which were spelled out for the southeast subarea in the original committee report. Decisions about land use, zoning, and development standards need to be made within the context of the overall area vision, not made as isolated actions out of context.

The pressure to nail down specific zoning designations has been a characteristic of the subarea planning process since its inception, one that has diverted attention from the more important underlying vision for the subarea. This pressure to codify "rules" as fast as possible leads to a kind of tunnel vision that excludes important issues and concerns in a way that is not beneficial to the community.

## **2. Belief That the Process Has Been Too Long Just Because It's Taken a Longer Time — Even a Much Longer Time, Than Anticipated**

It might be wise to consider just why this particular subarea planning process has taken longer than anticipated and to learn from it so that it's possible to avoid the mistakes in the future.

All of you in the City government, as well as those of us in the neighborhoods who have been working to come to appropriate solutions for the subarea, have been and still are paying the price for what has been a flawed planning process. But the fact that it takes a lot of time and effort and, hence, energy to keep going in this kind of situation is not an excuse for abdicating responsibility to the community.

In addition, there has been continued resistance to addressing fundamental unresolved issues. Why? Are you all in a rush to get to the tax benefits for the City, to get the financially invested parties off your backs, or to just get this thing off your plates? When the Council, Planning Commission, or City staff back off from serious issues, for whatever reason, you communicate to the community that you do not really take seriously the issues involved in the situation. This, in turn, creates distrust in the community, which in a major sense already distrusts the City.

## **3. Flawed Planning Process**

Where the Southeast Subarea plan failed was in not providing a decision making matrix that could be used to create the land use designations, zoning designations, and other City policies and ordinances, including development regulations, that would apply to the subarea. Such a decision making matrix should have included the relevant variables identified by residents and business owners for the area. The failure to provide such a matrix was due primarily to a diversion of the committee's focus to discussions of specific

land use and zoning designations early in the planning process and to drafting of specific policies and goals for adoption by the City.

The plan also failed to provide an actual vision statement for the subarea. (A vision statement sums up *in one sentence* the overall picture created by the defining characteristics deemed relevant and important to an area's residents and business owners.) The plan does, however, include a list of values and desired characteristics for the subarea that were identified during committee discussions. Together, these characteristics provide a view into the intent of the committee with respect to a desirable quality of life for the subarea. This is a quality of life that is exemplified by a concern for preserving and enhancing the existing social fabric of the neighborhoods, a concern for preserving and enhancing the natural environment of the area, and a desire to focus on innovative ways for accommodating an increase in residential density and commercial activity rather than to focus on just applying generic development solutions.

In an earlier staff report, there is a statement to the effect that committee members took their guidance for suggesting a long-range vision mainly from the existing zoning designations in the subarea. This was a grossly misleading and inaccurate statement. The committee members were trying to take their guidance from the *values and desired neighborhood characteristics that they had identified and voted on* for their long-range vision. The statement in question also inherently equates a long-range vision solely with land use and zoning designations—quite a misunderstanding of long-range planning objectives. Zoning designations are one of the final outcomes of a planning process, not the sole purpose of the process.

#### **4. Flawed Implementation Process**

I noticed a sharp change in the Planning Commission discussions after the advent of so many new members toward the end of the Commission's initial evaluation of the subarea plan. I was dismayed by the lack of expertise of the Planning Commission member who represented the Commission at Council presentations. It seemed pretty obvious that at least some of the new Planning Commissioners had not done their homework, did not understand the intent of the CAC's recommendations, and were depending too much on the input of staff or particular Commission incumbents to form their thinking on the subject. If I sound harsh, I am. I expect anyone who represents the public to do their homework, not just rubberstamp someone else's opinions. The recent decision by the Planning Commission with respect to a legislative rezone at this time without further debate or requests for further information from the staff represents to me another failure to adequately address the concerns of the community or acknowledge the overall context of the subarea plan.

#### **5. Specific and Still Unaddressed Subarea Concerns**

- **N. E. 145<sup>th</sup> Street Corridor.** This issue, with all of its associated land use, environmental, and social community concerns, was probably the #1 item on every committee member's list from the very beginning. It was discussed in some aspect at almost every meeting of the committee because so many decisions with respect to the southeast subarea depend on what happens with this corridor. Appropriate land use, appropriate setbacks for buildings, landscaping, roadway access from neighborhood

streets, roadway access from businesses and residences that front the street, traffic congestion at the major intersections, and pedestrian and bicycle safety are just some of the related areas of concern.

Also unaddressed were potential impacts on the corridor if the SR-520 bridge were out of commission for some reason, given that the corridor is a designated emergency route in that event. We didn't have information about the impacts at current densities, much less about potential impacts at higher density levels.

The expectation of the CAC was and is that the City *actively* pursue a multi-jurisdictional corridor study for at least the segment of N.E. 145<sup>th</sup> Street between I-5 and Bothell Way, if not the entire stretch of N.E. 145<sup>th</sup> Street, with the affected neighborhoods included as stakeholders. It seems only reasonable to assume that a determination of what is appropriate development along N.E. 145<sup>th</sup> Street would be affected by the outcome of any corridor study.

The decisions about the N.E. 145<sup>th</sup> Street corridor and development along it will be felt for decades to come. We can't afford to indulge in sloppy or lazy thinking about this. Nor can we afford to fool ourselves into thinking that we can just go back and change regulations again at a later date after a corridor study without paying a high price for these changes – a price higher than what we would pay by doing the proper groundwork now.

- **Unknowns regarding infrastructure needs.** What is the capacity of the current infrastructure to handle increased density on the scale that is envisioned by any upgrades in zoning designations? The southeast corner of Briarcrest, in particular, is a mess with respect to unmapped infrastructure and overlapping infrastructure jurisdictions. How will this be addressed? And why is it not being addressed *prior to* finalizing zoning designations?
- **Groundwater problems in the subarea.** Some would have us believe that the groundwater issue in the subarea can be resolved on a lot-by-lot basis by addressing surface water control on the streets and on each lot. It can't, at least not entirely. We don't even have adequate data to assess accurately what the extent of the problem is. The only maps that show water issues for individual lots are informal maps that were begun by members of the CAC to record comments by residents who mentioned that they had water-related issues. No systematic survey of households and businesses in the subarea has been completed with respect to surface and groundwater issues. This is something that could have been, and still could be, accomplished by volunteers if necessary.
- **Cost of City services.** We still do not have information about the potential impacts on the cost of City services such as emergency services, police service, and so forth, with respect to changes in zoning designations. The committee had no data at all regarding current levels of any of these services and received no input regarding how increases in density or commercial activity would affect the need for these services.

- **Inadequate data in general.** The committee lacked some very basic data about the subarea, some of which may not even exist in the City offices. In a separate attachment I have included a few examples of the most basic kinds of information that members were lacking in forming their recommendations. We were exposed to the latter information in a presentation near the end of the committee's life, so even this small amount of additional information was not taken into account in the committee's recommendations.

To ask people to accept decisions without any grounding in real data is not acceptable. If you can't provide solid data to support your case, don't ask me to "just trust you." To date, I have seen no actual data that supports one type of development over another or that just compares them. In particular, I have seen no data that compares long-range outcomes of various options in commercial development, with or without residential development included in the mix. As I've noted in a later comment, I believe the City is seriously deficient in its examination of commercial options, especially with respect to creating more jobs in the area.

#### **6. Failure To Update Development Regulations**

To date, nothing has been done to ensure compliance with the intent of the plan and protect it. Allowing new development or redevelopment in the subarea without addressing the need to upgrade the development regulations is a direct refutation of the subarea plan's intent. There were known loopholes in the development code, such as in the regulations governing grading permits, that were unaddressed, and to my knowledge, still remain unaddressed.

The concern of the community is the impact of inappropriate development in any parcel — that is, the impact on the character of the existing neighborhood and on adjacent residents and the "fit" of any proposed development with the intent of the plan. This is a concern no matter what the size of the parcel may be.

Against what criteria has the potential rezone been measured? What specific parameters will be used to measure the consistency of proposed development with the plan? This is not material for subjective decision making.

#### **7. Unaddressed City-Wide Issues**

Some unaddressed city-wide issues have a direct bearing on how the southeast subarea plan is implemented. Even though some might say the following comments belong more appropriately in the city-wide CACs and the City departments that deal with the issues in question, I will argue that it is crucial for appropriate implementation of the southeast subarea plan to have answers to these issues. Assumptions about transportation needs, about where and what type of residential development is necessary, and about where and what type of economic development is necessary are central to the southeast subarea debate. The issues are relevant for planning in any section of the City, but it is true in particular for the southeast subarea because of its location on three major arterials, one of which is a regional corridor, and because of its likely proximity to a future light-rail stop near I-5.

Some of the difficulties stem from a lack of clarity related to our overall identity as a City, our overall economic vision, and our overall view of our transportation goals in the City. Despite what has probably been hundreds (if not thousands) of hours spent in visioning processes over the past 16 years, there is no vision statement for the City. One page or several pages of ideas do not constitute a vision statement. If you can't describe your vision in one clear sentence, you don't have a clear vision. One example of a city with a clear identity is the City of Leavenworth. I could imagine that their city's vision statement might include something about "being a destination location that takes advantage of the beautiful natural surroundings." I could also imagine that their economic vision might include something about "enhancing the appeal of the available outdoor recreational opportunities through the creation of a distinct retail image."

After living in Shoreline for almost six years, my perception is that Shoreline has no identity—it's a generic suburban blob among other suburban entities. Some people in the community seem to have aspirations for Shoreline becoming more "urban" in nature, but I'm not sure that this is what residents really had in mind for their community or was the reason that they wanted to move here in the first place.

There needs to be more critical and creative thinking with respect to our approach to creating an easily recognized identity for the City and with respect to our approach to transportation planning. Because the transportation plan says a lot about a city's vision of itself as an entity, let's start there with a few really fundamental questions whose answers might help provide direction in creating an identity.

Think about where people actually work. What is the purpose of the current mass transit lines in the City and in and near the southeast subarea specifically? Are these lines primarily carrying people to and from work locations outside the City, or are they carrying residents to and from work locations within the City? In a similar vein, what is the source and destination of traffic on our arterials?

Now ask yourselves:

Do we want the City of Shoreline and our neighborhoods to be bedroom communities for Seattle and for the east side of Lake Washington? Or do we want people to live and work in Shoreline?

There is no right or wrong answer to the latter two questions, but the orientation has to be clear from the outset. Otherwise, it's not possible to create any coherent, meaningful plans for the long-term with respect to City identity or economics, let alone for specific transportation needs.

- **If we want Shoreline and our neighborhoods to be bedroom communities**, we're no longer talking about a serious commitment to job creation. Job creation simply becomes a possible tangential development outcome. How does deciding to remain/become a bedroom community affect our decision making with respect to residential density — that is, the types of residential housing we need? Now what do we really mean by "walkability," because we're not focusing on getting people to work within the City itself. And what does this mean for decisions about mass transit within the City?

In terms of commercial development, do we want just retail development? If so, how do we really want that retail development to look? Do we want spaces that attract mostly national franchises and are fairly generic? Or do we want to encourage local small businesses?

If we determine that we are to remain/become a bedroom community, are we thinking about the fact that when people work outside the city where they live, they take their dollars with them and spend a lot of them in the cities where they work? This fact may not alter our decision, but it's worth thinking about.

- **If we want people to live and work in Shoreline**, what does that do to our assumptions about our options? Do we believe that retail development is going to provide the number or types of jobs we need? What are our other options for job creation? Then, how do the choices we make with respect to types of job-generating businesses affect our a definition of "walkability"?

If we are talking about an emphasis on creating jobs, this affects decisions about what kind of mass transit we want to encourage or develop within the city, which leads to questions such as: What kind of mass transit should we have available *within* the city? Where do we want to spend our mass transit tax dollars? Does all mass transit have to be buses and bicycles? What other options for getting people to and from places within the city do we have? Can we be more creative on this subject?

- **In either scenario**, what is our City's identity from an economic standpoint? I don't see one, not even in the existing economic plan. If we have an identity, we should be able to articulate it in one clear vision statement. Do we want generic mixed-use and commercial development that looks like any other city's? Or do we want some distinctive focus that defines the City of Shoreline and our neighborhoods? Especially in the "live and work" scenario, the City's economic identity is vital to successful planning.

The City of Shoreline has the potential core for a sports training center; we also have a huge level of interest in green businesses and community gardens and so forth. Is there a possible City and economic identity in either of these? What other options might give us a focus and be helpful in determining our neighborhood destinies?

And what is the purpose of arterials within the City—to move traffic or to just be larger residential or commercial corridors? Should we put density along all arterials? Should we put density along all arterials on which a transit line or lines are located? If you say "yes" to either or both of these questions, what does that say to neighborhood residents who are looking at extending or adding mass transit through their neighborhoods or looking at widening or otherwise improving their main roads.

What quality of life do current residents and business owners expect over the long term? This is one area where the City probably does have a wealth of data already; it just hasn't had any framework to attach it to.

The answers to all of these questions directly affect the planning for the southeast subarea and for the City as a whole in terms of the specific kinds of commercial development or residential density that we want to encourage.



## 8. Process Issues

- **Schizophrenic thinking about the “consistency” and “dependability” of the City’s regulatory environment with respect to property owners and potential developers**

On the one hand, I see staff, Planning Commission members, and Council members not wanting to take more time to ensure we’re doing things correctly, even though doing so will in the long run be more effective in guaranteeing the very “consistency” and “dependability” they desire to achieve. On the other hand, I see staff and governing bodies choosing to take an action now that they know will likely have to be modified or changed completely after existing underlying issues have finally been addressed. Not doing things right the first time tends to have the exact opposite effect on property owners and potential developers that everyone says they are trying to achieve. In addition, when we don’t do things right the first time, the ultimate impact in financial terms, as well as in terms of wasted time and effort for everyone involved, is usually significant.

- **Worries that by prolonging the decision making process, we create an unfair development environment**

Maybe we should be a little less dependent upon and worried about the attitude of developers — putting them first is surely putting the cart before the horse. Our economic success isn’t going to come from trying to placate developers’ whims or fulfill their financial dreams. Our economic success is going to come from doing some actual critical and creative thinking about what our economic vision is and then starting to reach out to the types of businesses and organizations that we want to attract to the City of Shoreline. Worries that we might “create a community reputation that chases investors and developers elsewhere” seems to me to be an unfounded worry.

Also, it’s already been stated more than once that the current economic climate would probably mean the low likelihood of a rush to develop parcels in the southeast subarea right away – at least by larger-scale developers.

- **The “head in the sand” approach**

The “head in the sand” approach or the “we’ll deal with it on a lot-by-lot basis” rationale may enable the City to avoid dealing with some knotty problems at all, or to deal with them on a limited basis. However, the effect is that the City never really does its homework on such an issue and, therefore, doesn’t address the problem until forced to do so. And then the end result is to make resolving the issue more expensive and to prolong any existing adverse effects on residents or business owners who live in the area of impact.

## 9. Mood of Distrust Within the Community

We should be further along in our implementation of a southeast subarea plan than we are, no question there. But be careful about how you rationalize and assign responsibility for that fact and how you handle it.

There already exists a strong mood of distrust within the neighborhoods in question and within the community at large with respect to its governing bodies. I encountered this for

the first time when I canvassed the neighborhood early in the CAC process. I talked to at least one person in probably 90% or more of the residences and businesses in my neighborhood and was shocked to discover how negative the attitude was among so many residents and business owners. The prevailing attitude was that they didn't want to participate in the process because they believed that the City was going to do what it wanted to do anyway, so why bother?

Instead of viewing community members as adversaries, consider the possibility that the City is at least in part responsible for creating a negative attitude toward itself, perhaps out of assumptions that its staff and the members of its governing bodies know better than community residents and business owners what is good for them. There is a wealth of expertise in all kinds of disciplines here. Make use of this asset; don't disregard it.

It is also possible that distrust stems from a lack of understanding on the part of the City about how to incorporate public input effectively. I see examples of this in the fact that despite so much money and time invested in these CAC processes, the City still does not have a clear identity for itself or a clear vision for its economic development and transportation planning.

As incomplete as these comments are in many ways, they still may be a lot to digest. Nonetheless, I urge you to engage in some challenging rethinking of your assumptions to date. The easy road is, well, easier. But we have a lot to lose as a City and a lot to lose as a subarea neighborhood if we get this decision making process wrong.

Respectfully submitted,

Sigrid Strom, former Southeast Subarea Plan CAC member  
Ridgecrest neighborhood resident, Shoreline

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To whom it may concern,

I live in Shoreline and I support the rezone to accommodate more housing and shops near light rail. I was glad to hear of the project, because it will lower the use of cars for commuting, since people will live near the rail, and there will be shops nearby too. I read that the council is reconsidering the scope of the plan, but I hope you put the most possible housing and shops near the rail line, it makes so much sense!

Thanks,

Katy Webber

Katy Webber  
Early Childhood Music Educator  
Musikal Magik  
Inspire the World through Music!  
Early Childhood Music Classes for Infant, Toddlers, and Preschoolers  
[www.musikalmagik.org](http://www.musikalmagik.org)

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**COMMENTS ON PROPOSED 145TH STREET STATION REZONE**

To: Planning Commission/City Council

From: Steve Schneider and Cathy Floit

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Date: February 19, 2015

Here are a few additional comments to supplement the letter we filed earlier; please add these comments to the record as well.

Although we support light rail, the zoning proposals are too large, both in scope and in building height. We are in favor of thoughtful and slow, limited and phased rezoning that does not destroy the character of the community we love. We think the area should remain predominantly single family detached.

We recommend a very limited initial rezone of the area immediately around the light rail station. A massive rezone could force out many middle class residents, and those who are nearing the end of their wage earning years. We could not afford the apartments and condos the City seems to want, and we would not qualify for low income housing. We want to preserve our quality of life in the homes we love.

Planning for the future is all well and good, but you don't have a crystal ball and that future is unlikely to resemble that contemplated in the proposed rezones. The economy, technology, and modes of transportation will all undoubtedly evolve and the City must be able to respond rather than be locked in for decades to plans made today.

Engaging in forward thinking for the community is a laudable effort. However, we live here now! We count, and you should not ignore us.

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**Sent:** Thursday, February 19, 2015 10:02:50 AM

**To:** Plancom

**Subject:** Comments for 2/19/15 Planning Commission Public Hearing

**Auto forwarded by a Rule**

These comments are to be added to the 2/19/15 Shoreline Planning Commission public hearing record. I would like to be a party of legal standing.

In my February 12<sup>th</sup> comments that I send to the Shoreline City Council I wrote, "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?"

Well it appears my personal experience may also be the reality for the majority of Millennials. A study was brought to my attention done by the National Association of Home Builders with the following excerpt, "A whopping 75 percent of this generation wants to live in single-family homes, and 66 percent of them prefer to live in the suburbs. Only 10 percent say they want to stay in the central city. Compared to older generations, millennials are more likely to want to live downtown, but it's still a small minority share." You can read the study yourself at [http://www.nahb.org/news\\_details.aspx?newsID=17094](http://www.nahb.org/news_details.aspx?newsID=17094).

This caught my attention so I spent five minutes on Google I used the search term "where do Millennials want to live when they start a family" and found some other articles/research.

Maybe you've heard of the Wall Street Journal? It quoted the same survey from the NAHB that 66% of Millennials want to live in the Suburbs.

<http://www.wsj.com/articles/millennials-prefer-single-family-homes-in-the-suburbs-1421896797>

Please check out the following links also.

<http://www.demandinstitute.org/sites/default/files/blog-uploads/millennials-and-their-homes-final.pdf>

<http://www.theatlantic.com/business/archive/2015/01/young-americans-yearning-for-the-suburbs-stuck-in-the-city/384752/>

<http://www.baconsrebellion.com/2014/09/millennials-want-a-new-kind-of-suburbia.html>

<http://www.phillymag.com/citified/2015/01/28/millennials-actually-love-cities-just-broke-leave/http://www.redfin.com/research/reports/special-reports/2014/where-do-college-educated-millennials-live.html>

These were literally just my first few search results. Maybe you should spend five minutes on Google also and do some of your own research. Lots of the data out there is contrary to what you have been relying on when making your massive rezoning plans.

Thank you.

Sincerely,

Sarah Jaynes

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**Sent:** Thursday, February 19, 2015 10:31:15 AM  
**To:** Plancom  
**Subject:** 145th Station Subarea Potential Zoning Scenario  
**Auto forwarded by a Rule**

Planning Commission

I do not know how much latitude you have in making changes to the three proposed alternative maps, but I will ask you to consider the neighborhood, consider the existing infrastructure, and compare the likelihood of the city planners artist rendering of what could be to what is more likely to be the end result.

1) You have in the **compact plan MUR 85 or 7 + story buildings**, or in the **connecting plan MUR 65 or 5+ story buildings** being built next to light rail.

Pro – you can get the 700 new units that some say Sound Transit wants near the station and thereby maybe getting more money for Shoreline for further development.

Con - the majority of the public is against both of these proposals –

Con - buildings with this large of foot-print will need a lot of single family lots to build and that may take years for a contractor to obtain –

Con – 5<sup>th</sup> Avenue will become a major thoroughfare causing overflow onto 7<sup>th</sup> and 8<sup>th</sup> which are even less equipped for more traffic.

Con – 145<sup>th</sup> is still a big question and until that is figured out, just planning the light rail is going to cause a huge bottleneck.

Comment – as of right now, buildings that are 5 story are found on 15<sup>th</sup> and Aurora, buildings that are 7 story are only found on Aurora. Buildings this large are meant for cities, not Ridgcrest which is a single family neighborhood.

Compromise - rezone this area to MUR 45 or 4 story buildings. The foot-print is considerably smaller and would take less time to obtain enough land to build, this size would blend more with the neighborhood, there would not be as much increase the traffic as with a 7 story building.

Comment – I understand that in an area zoned for MUR 85 or MUR 65 does not mean that a 7 or 5+ story building has to be built there, but even the idea of something that tall being “allowed” to be built has a negative impact on the public. So why not downsize to something that can be more easily tolerated by the public and has a better chance of being built within the next 10 – 20 years.

2) You have in the **compact plan you have MUR 85** or in the **connecting plan MUR 45** building planned for 8<sup>th</sup> Avenue.

Pro – sorry I cannot think of any.

Con – same as above, as well as the high voltage lines that are located on both side of 8<sup>th</sup> Avenue. The lowest wire is about 50 feet, with the highest wire about 75 feet. I am not a builder, but to me, it would seem unlikely that a developer would want to construct a building around high voltage lines.

Con – 8<sup>th</sup> is a 25 mph street and with more traffic, the speed will only go up with the increase in traffic. This is also next to a park where a lot of kids play and walk to. Do you really want to increase the speed around that?

Comments – Your current maps show trees and sidewalks on 8<sup>th</sup>. When we asked for speed bumps or round-abouts to slow traffic, we got nothing.

Compromise – make 7<sup>th</sup> and 8<sup>th</sup> avenue part of the second phase which takes place in 2034 and only have it increased to MUR 35. If your first phase is a success, then the 2035 city council can look into changing the zoning.

Please consider scaling down your maximum zoning, reduce the overall foot print for the first phase, and make this redevelopment of the neighborhood something that will blend and not be an eyesore. The photos that have been circulating of 7 story buildings show the surrounding area as a developed city, not a neighborhood. Look at 5<sup>th</sup> Avenue in Maple Leaf, they have several story buildings with small business owners (art store, dog grooming, restaurant) on the lower levels and residence above, with residential streets on either side of 5<sup>th</sup>. With smaller buildings and slower growth you may win over more of the public, but still provide the structure for increased density, and increase the likelihood of actual construction, as well as provide increase ridership for Sound Transit.

Thank you for your time and your consideration.

Jan Helde

Ridgecrest

**Submitter DB ID** 1470  
**IP Address** 67.161.86.240  
**Submission Recorded On** 02/18/2015 9:59 PM  
**Time to Take the Survey** 54 minutes, 29 secs.

**Page 1**

**Even though the trains won't be running for nearly a decade, the City will spend the next year creating a subarea plan for the neighborhoods surrounding the future station. Adoption of this plan will change land use and zoning designations, and regulations that influence neighborhood character.**

**Please fill out this comment form, telling us what you would like to protect, enhance, or change about your neighborhood.**

**1. What are your primary concerns about this area from an environmental perspective?**

Traffic circulation and congestion issues, non-motorized safety, crime, air and noise quality impacts due to increased vehicular demand.

**2. Are there opportunities for environmental restoration or improvements to natural and storm water systems that you would like to see?**

Not answered

**3. What green building features are appropriate for future development here?**

Use of solar panels for parking garage or station awning, pervious sidewalk concrete, adequate vegetation on site.

**4. What transportation improvements are needed in the subarea, and for pedestrians and bicyclists?**

Enhanced connecting bus service to/from all directions, buffered bike lanes or cycle tracks along 5th Ave NE, strong non-motorized pathway across I-5 either via a new bridge or by widening existing bridge. Installation of bike lockers or a bike "cage" at the station to encourage bike-and-ride connections.

**5. What is the best way for pedestrians from the west side of the freeway to access the station? What features should be included in the bridge design for 145th Street?**

Either a new bridge for peds/bikes, or a wide multi-use pathway on the north side of the existing bridge (widened or cantilevered).



**6. What concerns or suggestions do you have related to parking?**

Spillover or "hide-and-ride" parking on neighborhood streets due to high demand for park-and-ride garage. 500 stalls is likely a reasonable capacity to meet ST's policy objectives, but there will be greater demand for parking than what is supplied. Other means of arriving at the station will need to be encouraged and incentivized. Free bike storage, wide non-motorized pathways, and excellent bus connections will help.

**7. Do you have future plans for your property? What would be the best case scenario for you personally? What are your biggest concerns?**

N/A

**8. What are your recommendations for integrating housing options for seniors and for a range of income levels? Where should affordable and senior housing be located?**

No comment.

**9. What about in 40 to 50 years - what should the neighborhood be like when your grandchildren are raising their own families?**

Far denser than what is here today. I envision a balanced mix of moderate and high density residential with office space and retail interwoven into the land use fabric. Walking will be the predominant mode for most trips with Link serving as a core transportation options for many. Car ownership will be reduced since the walkable shopping environment and robust transit options will minimize the need for car travel.

**10. How do you think your housing needs might change in 20 years? What will your children's housing needs be then?**

Not much different. May downsize.

**11. How should other buildings look; what kinds of uses are appropriate for the neighborhood over the next several decades?**

4-8 story buildings along major arterials and in and around major transit hubs such as Link stations should be the norm to accommodate growth over the next 20-30 years. A mix of uses ranging from residential to retail and office should be pursued to balance jobs and housing and to avoid the creation of a one dimensional land use environment (somewhat like what we have in Shoreline today with the large proportion of housing).

**12. What are characteristics of areas where you spend your free time? Do they include well designed plazas and art, a mix of uses, landscaping, and other ways to design public and private space?**

University Village, South Lake Union, and the Phinney Neighborhood all in Seattle come to mind. Each of these areas incorporate interesting open space plazas, unique shops and dining establishments, and sufficient walking domains where vehicular traffic is subdued.

**13. What attracts people of all ages, cultures, abilities, and interests to use public space?**

Easy access but many modes of transportation, lots of open walking space, great lighting, interesting things to see and do.

February 18, 2015

Steven Szafran, AICP  
City of Shoreline  
17500 Midvale Avenue N.  
Shoreline, WA 98333



**RE: Parkwood Neighborhood Association Comments on the 145<sup>th</sup> Street Station Subarea Planned Action, Draft Environmental Impact Statement (DEIS)**

Dear Mr. Szafran,

As stated in previous letters to the City, the Parkwood Neighborhood Association (PNA) fully supports and welcomes the arrival of light rail and the many opportunities for growth and improvements it will bring to our neighborhood and to the City of Shoreline. In previous letters from the PNA to the City, we shared our vision for Parkwood and the many improvements that we would like to see incorporated into development standards for the station subarea. In this letter, we focus our comments on the high-level issues that could result in significant changes to the character of our neighborhood and offer suggestions for how to reduce those impacts with tighter City control over rezoning that will still allow for increased density to meet the growing needs for new housing and services in the station subarea.

We support incremental increases in density in our neighborhood driven by regional population growth and the desire of future residents to live near the light rail station. This approach is more consistent with the recommendations in the City's market analysis. The market analysis recommended a scale of development that is more economical in the near term, can create a strong sense of place, and that can "prove" the viability of the station area market and set the stage for higher density development in the future, if desired. We are therefore questioning the need for immediate rezoning of the entire subarea for development that may not occur for many generations, and instead would like to see the zoning occur in phases.

***In short, we feel strongly that rezoning needs to occur in phases, and that each new phase be triggered when the preceding phase has succeeded without adverse impacts to the City's infrastructure and the environment.***

We have heard from many of our neighbors that they strongly favor such a plan to phase in rezoning in the subarea to 1) first maximize the potential for Transit oriented development (TOD) proximal to the station while minimizing neighborhood impacts, and 2) to avoid spotty development that would impact many more adjacent single-family residences throughout the neighborhood for generations to come until full build-out is achieved.

Subsequent phases of rezoning (we suggest three or four) could proceed when previous phases are on track for build-out, market demand for new development in the subarea can be demonstrated, and funding has been secured for the necessary infrastructure improvements (e.g., sidewalks, traffic safety

improvements, a new pedestrian bridge over I-5, improvements to Twin Ponds Park, sound barriers along I-5, and storm water improvements to Thornton Creek, which is at capacity now and floods Twin Ponds Park several times each winter). This would also allow impacts to our neighborhood's infrastructure and natural environment to be mitigated concurrently with development.

It is important that as the area changes, particular attention be given to improving the health of Thornton Creek and the parks in the subarea that are essential links within the Thornton Creek ecosystem. In Parkwood, Thornton Creek flows through a series of culverts and ditches before entering Twin Ponds Park and recharging its surrounding wetlands. The health of our parks is important not simply for the value of providing open space for residents, but because what happens in Shoreline, the headwaters of Thornton Creek, can affect the health of the entire downstream length of Thornton Creek, which as you know, is the largest watershed in the Seattle metropolitan area.

Although we applaud the City for its recent consideration of a phased approach to rezoning, we propose that the boundaries for the first phase be drawn in closer and limited to within three blocks of the station and also include existing commercial areas. We feel that this phased approach would supply enough units to meet the market demand for several decades, while confining the short-term impacts to a smaller area near the station and preserving the character of our neighborhood that we cherish. For instance, the City's market analysis for the subarea projected a demand of 500-800 additional dwellings through 2035. This is consistent with the number of new dwellings in the subarea we calculate using the City's assumed annual population growth rates of 1.5% to 2.5% and our assumed baseline of 1150 dwellings within the station subarea. In our letter to the City dated September 29, 2014, we showed how a modest level of rezoning in only a portion of the Parkwood half of the subarea could provide more than 1200 additional dwellings, which would meet the demand for additional units for the next 30 to 50 years after construction of the light rail station.

In addition to sharing these thoughts on phasing, we also make the following observations on traffic impacts, population and housing density, and development outside the subarea:

**Traffic Impacts:**

The DEIS states that traffic would increase under all alternatives but downplays the potential increases in traffic that would result from the higher density with the action alternatives by assuming more people would make use of local transit (busses) than would occur under the no-action alternative. We feel it is more likely that higher density under the action alternative will result in more cars on neighborhood streets because most people will continue to own cars and drive them around town for shopping and short errands. We think this should be considered in the City's traffic analysis so that the Final EIS reflects the impacts to traffic that are more likely to occur in our neighborhood.

**Population and Housing Density:**

The average density of 3.2 dwellings per acre in the subarea (zoned mostly R-6) reported on page 2-6 is misleading in that it infers that the development potential of the subarea under Alternative 1 is underleveraged, at only slightly more than half of the full build-out potential of 6 dwellings per acre. It appears that the density was calculated using the acreage of the entire subarea (approximately 1150 dwellings in roughly 360 acres), which includes parks, schools, churches, commercial properties, city

streets, and the I-5 right of way. Because most of the single-family residential lots (R-6) are actually only about 1/5 of an acre, the average density of developable land (which should exclude parks, schools, churches, commercial properties, city streets, and highways) is more like 5 dwellings per acre (and perhaps higher after considering the small number of multi-family units in the subarea) – much closer to the currently zoned, maximum-allowed density of 6 dwellings per acre. We had to estimate the number of dwellings in the subarea and the acreage of the subarea ourselves because they were not reported anywhere in the DEIS.

What this means is that the subarea is nearly at full build-out now, and there is insufficient space for the additional 1,133 households projected to be added over the next 20 years under current zoning, even if all of the churches and commercial properties were developed for residential use and a handful of the available larger lots (mostly east of the station) were split and developed. This is relevant because exaggerating future growth under the no-action alternative lessens the relative impacts of the action alternatives evaluated in the DEIS.

Further complicating the matter is the fact that the population, number of households, and employees listed in Tables 2-2, 2-3, and 2-4 for the roughly 360 acre (our estimate) “subarea” were actually tabulated for the combined Traffic Analysis Zones (TAZs) shown in figure 2.1, an area roughly three times the size of the station subarea. We ask that the final EIS calculate the existing density (dwellings per acre) using the area of buildable land in the station subarea where the rezoning is proposed and that a consistent definition of “subarea” be used throughout the document to avoid confusion. We also ask that the City justify how the existing zoning in the station subarea could accommodate a doubling of the number of households in the next 20 years.

**Development outside of the Subarea:**

The potential for new development in the subarea and the assumptions for the quantity of new units that light rail would support in the subarea seem inflated because they do not consider mixed-use development that is already occurring within one mile of the proposed station (e.g., Malmo on N 152nd Street off of Aurora, Aurora Square, and Tressa on Linden Avenue N at N 143rd Street. It seems more practical to encourage development in these areas (and more likely for it to occur there first) because they are currently vacant and/or already zoned for high density – and it would potentially delay the unnecessary displacement of hundreds of single-family homes in the neighborhoods surrounding the station.

We feel that the action alternatives should be considered bookends for full build-out in order to evaluate the greatest degree of impacts in the DEIS and should not be adopted as the Planned Action Ordinance for rezoning without carefully examining a phased approach to rezoning within the subarea. We believe the adopted plan needs to be consistent with the phased rezoning implied by the market analysis and that it is a plan that current residents see as achievable. We encourage both the Planning Commission and the City Council to adopt carefully planned phases that can be monitored to ensure their success.

Lastly, we want to say that we very much appreciate the work done by the Planning Commission, the City Council, and the City staff. We also appreciate this opportunity to provide input. We are confident

that by working together we can ensure that the rezoning will serve to improve the quality of life in not just our neighborhood, but in the entire City of Shoreline.

Sincerely,

Parkwood Neighborhood Association Board Members:

Chris Brummer

Katie Schielke (Chair)

Michelle Morgan

Yoshiko Saheki

Robin Lombard

Jennifer Cohen

Mara Calhoun

Stephanie Watanabe

John Featherstone

Chris Goodman

2/15/15

Dear Sir/Madam,

My name is Ruth Prohaska. I live with my husband Ron in a single family home located in the Ridgecrest neighborhood just north of NE 155th St., on 12th Ave. NE. I am writing today to comment on the Draft EIS for the 145<sup>th</sup> Street St. Station Sub-Area Plan, relative to the three proposed alternative plans.

We encourage you to consider only Alternative #3 – Compact Community.

Shoreline lacks a walkable town-center with pedestrian scale. The addition of a light rail station thankfully has the potential to improve the livability by realizing a walkable community with a town-center feel. Having sprawling up-zones, such as Alternative #2 – Connecting Corridors at 145<sup>th</sup> and another at 185<sup>th</sup> doesn't realize the walkable town-center idea. Alternative #3 – Compact Community zoning though would allow for more immediate density surrounding the station. Housing density, services, amenities, and mass transit utilization would be realized more quickly surrounding the station with Alternative #3. (I understand, MUR-85 is an expensive build and developers may balk at concrete and steel construction this far from Downtown Seattle or Green Lake. But switching MUR-65 into the Alternative #3 Compact Community plan would ameliorate this issue.)

The other reason we encourage you to consider Alternative #3 – Compact Community is neighborhood blight. It is a major concern for us in the Ridgecrest Neighborhood as the area is currently on the upswing. New homes are being built where blighted homes had been and homes are being remodeled on every block. A re-zone of Alternative #2 – Connecting Corridors sprawling into the neighborhoods ahead of housing needs will leave homeowners in single-family homes without pride of ownership as their properties would not be built to the highest and best use of the property. Although we hear that up-zoning will increase our property values, we know in fact that as the land becomes a more valued property to rebuild, the structure remaining loses value negating any real increase in property value and leading to neglect of regular maintenance. Most of these properties are one-story homes. An up-zone of Alternative #2 Connecting Corridors could also lead to pockets of townhomes in the middle of single-story neighborhoods long before the need to spread out from the walkable town-center area surrounding the station adding to neighborhood blight. Alternative #2 needs to have a mitigating timeline before actually up-zoning into phase 2 otherwise the neighborhoods become a hodgepodge of uses for many years to come.

The DEIS mentions an unmitigated storm water increase of 11%-14% with some additional study of associated flood prone areas. Our neighborhood, in the Little Creek Basin (see attached map), frequently encounters flooded crawlspaces and backyard areas. On occasion we have seen water pouring out of the crawlspace vents. We have high water tables on the east side of 12th with a need for continuous required pumping in the wet season to keep our homes dry. Our neighborhood needs an upgrade just to

sustain the properties at their current use. With commercial development on 15th Ave NE and high density development west of 10th Ave NE we question how storm water issues will effectively be resolved at existing areas as well as new ones.

Increased traffic congestion has not been addressed at any of the planning meetings that we've attended. Is there a traffic study being done for the current major intersections that will be effected? The anticipated back-up at NE 155th and 15th Ave will cause cars to bypass the wait and fly through the neighborhood streets. Light and sidewalks on these streets are nearly non-existent. Infrastructure in the neighborhood to accommodate future rezoning, such as widening roads, putting in sidewalks, lighting, etc. is a needed first step.

Currently Paramount Park is busy with skateboarders and children on playground equipment at all hours of the day with parking along NE155th Street. This park is at the crest of a hill that makes it nearly impossible for drivers to see the children crossing 155th at the crosswalk on 10th driving east on 155th. (See attached picture) Although there is one speed warning near 5th Ave for 30MPH, most cars during commuting hours which is also twilight much of the year are speeding. As 155<sup>th</sup> becomes a main route to the 145<sup>th</sup> St. station, we would like to see ticketing cameras and zoning lights similar to schools zones during twilight and commuting hours.

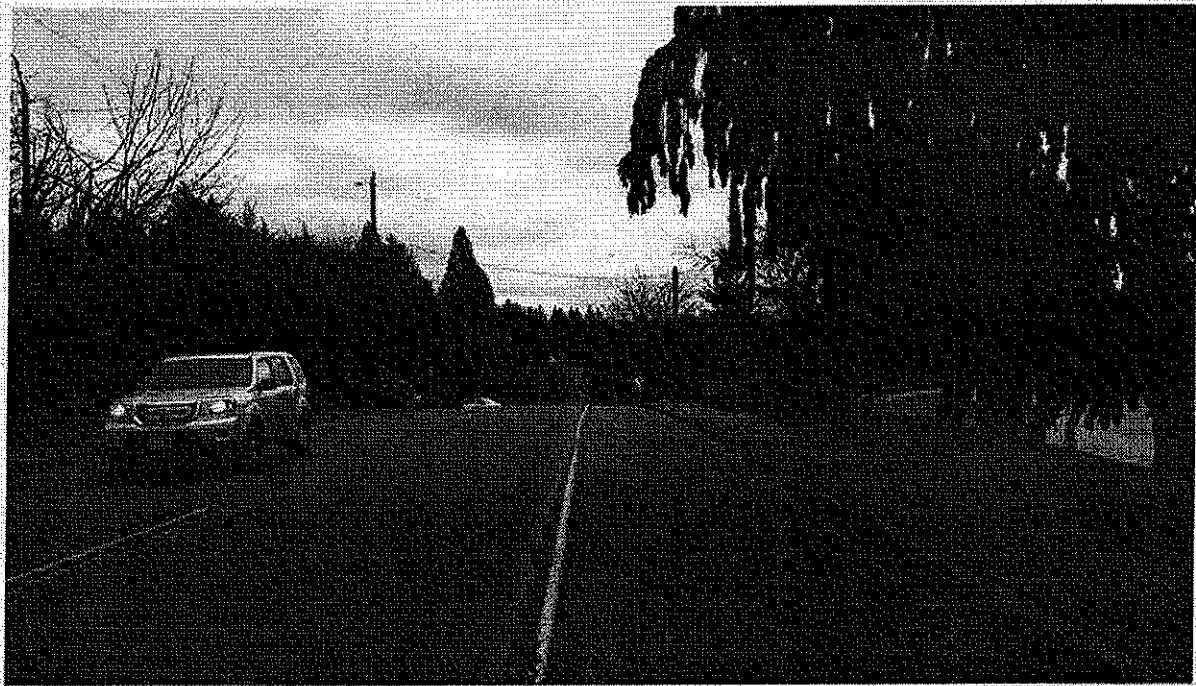
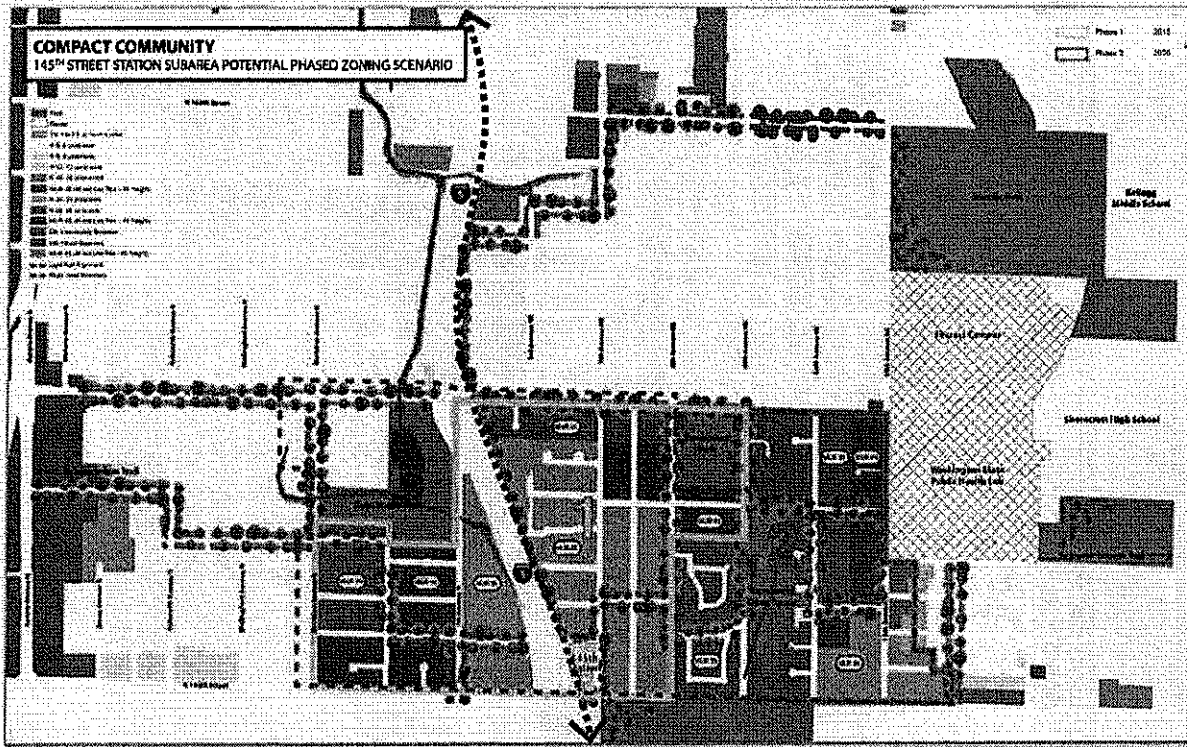
In summary, we are in favor of a concentrated subarea development. Alternernative #3 – Compact Community. We feel that a compact plan, resources can be better focused to address the zoning, traffic, and stormwater pressures impacting the residents of Shoreline.

Thank you,

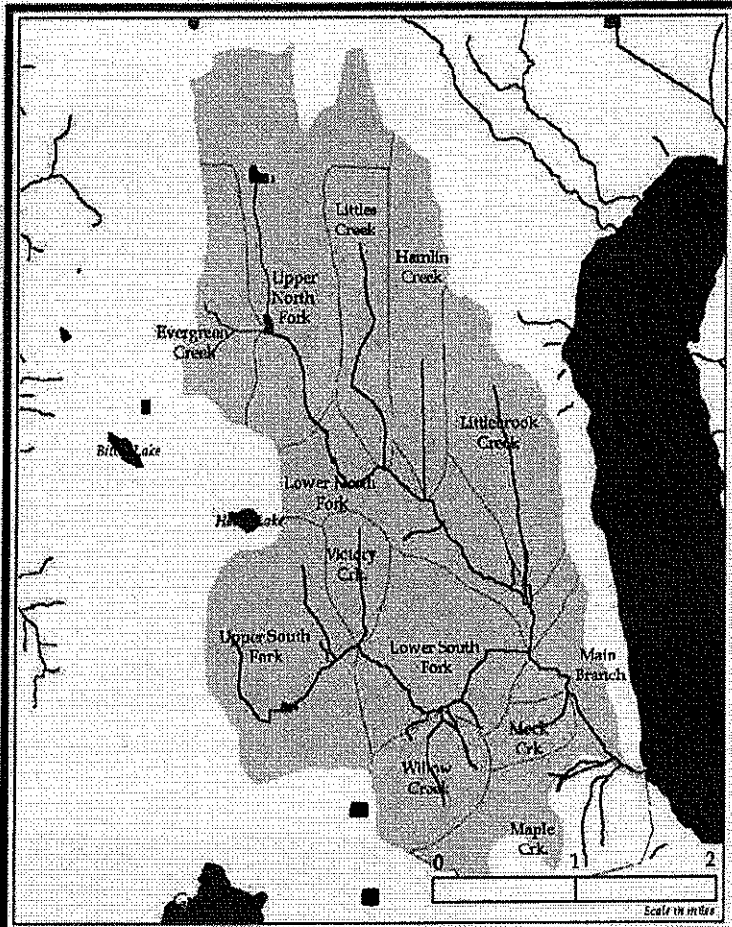
Handwritten signature of Ron Prohaska and Ruth Prohaska in cursive script.

Ron and Ruth Prohaska









155<sup>th</sup> St looking East at Paramount Park



# Thornton Creek Subwatersheds

Data Source: City of Seattle & King County

-  Subwatershed boundaries
-  Streams
-  Bodies of Water
-  Thornton Creek Watershed



Cory D. Secrist, PhD  
16731 8th Ave. NE  
Shoreline, WA 98155

February 18, 2015

Shoreline City Council  
City of Shoreline  
17500 Midvale Avenue N  
Shoreline, WA 98133-4905

Dear Council Members,

I am writing you as a plea to rethink how affordable housing and population growth is managed in Shoreline. The current plan includes a radical rezoning of the 145<sup>th</sup> and 185<sup>th</sup> subareas. There are severe consequences to such expansive development in our city that I believe will have long term negative effects that hurt the poor and middle class in ways that are not directly addressed in the current plans. I am serious enough about this that I would urge you to decline approval of the current mass rezoning plans for the 145<sup>th</sup> and 185<sup>th</sup> subarea stations. I know this is a drastic departure from the current stated plans, and I realize some rezoning will likely be necessary, but I believe it is important for the future of our city and its citizens that this be done in a different way. Please, allow me to explain why and how.

Our friends in the neighboring city of Seattle have been embarking on a bold experiment for the past few years to create a marriage between commercial developers and the affordable housing movement. They are now trying to bring Shoreline and the rest of King County along with them on this venture. The major strategies of this experiment are 1.) to allow micro-apartments (aka "aPodments") to be built, 2.) to rezone huge areas of traditionally single-family neighborhoods so that they can be built over with apartments and businesses (particularly near light rail stations), and 3.) to incentivize developers to create affordable housing by offering up a 12 year tax exempt status for apartment complexes that maintain a certain percentage of affordable units. They have done this because Seattle rent prices have skyrocketed in recent years as Seattle has been an increasingly popular destination city, particularly among college students and young professionals. The basic economics of the affordable housing problem are that there is a higher demand for housing, with roughly the same limited supply, so apartment owners are raising rent prices to exploit demand, and developers want to increase supply by building and selling new units. On the surface, the developers sound like the good guys here who come in and supply the housing that people want at rates they can afford. But pay careful attention to their methods, for profit-driven developers and morally-driven affordable housing advocates make strange bedfellows. Throughout this letter I will address these three issues of micro-apartments, large-scale rezones, and property tax exemption incentives to explain why I believe these are not suitable solutions for affordable housing and create worse conditions for the poor and middle class.

## Micro-apartments

First, micro-apartments are changing what it means to be low-income. While the current DEIS for Shoreline states that micro-apartments will not be allowed in the proposed MUR rezones, these tiny rental units are important to mention here because of the role they play in the larger picture of how King County intends to manage its low-income population. Micro-apartments have been developed in Shoreline along Aurora Avenue, and it is important to keep in mind that Seattle also has many of them not far from here, as do other parts of King County. Whereas a studio apartment previously could be no smaller than 400 square feet, new laws allow micro-apartments that range from 120-350 square feet. This is smaller than the typical one-car garage. It is roughly the size of two prison cells put side by side. Low income individuals are being tightly packed into tiny rooms in giant buildings. Developers will claim that there is a high demand for these aPodments, but this is somewhat misleading. Shelter is a basic human need, so housing is always in high demand. The demand is actually for reasonable rent prices, and reasonably priced rent is decidedly in short supply. Most people on a low income would gladly choose a 700 square foot one bedroom apartment over a 200 square foot micro-apartment if they were offered for the same price. There are very few people actively looking to live in tiny spaces. It is simply the case that a cramped space is better than living on the street, so people settle for less than they deserve. Meanwhile, micro-apartments are not only profitable for developers and landlords, but they are surprisingly quite lucrative. They have more tenants (and therefore more rent checks) packed into a smaller total space. While a micro-apartment will be rented at a lower monthly fee (~\$500-\$900 per month) than a studio or one-bedroom apartment (thus making it "affordable"), micro-apartments are actually 2 to 3 times more expensive *per square foot* than the average one-bedroom apartment. Thus, landlords are renting their tiny spaces at a premium, even though the monthly rent total is lower. Tenants are asked to compromise more in terms of space than apartment owners are compromising in profits. In fact, apartment owners can increase profits by squeezing more people into smaller space and charging more rent per square foot. Many developers are even getting property tax exemption by providing these "affordable" units, because "affordable" is defined by the monthly rate of a unit rather than the monthly cost per square footage.

Meanwhile, marketing is done to make people feel happier about their tiny spaces by giving aPodment buildings pretentious names (Avenida, Videré, Terrazza, etc.) to make them seem fancy and by praising interior designers and tenants for making surprisingly efficient use of compact space while leaving smaller ecological footprints. While these praises are justified, they serve a similar function to working class myths about the value of hard labor, which also contain a kernel of truth, but have historically served as a way for the rich to convince the poor that there is value in working longer hours for less pay. Now the rich are convincing the poor to live in less space too. Those at the top have historically provided myths for those at the bottom to maintain their respective class positions and to perpetuate a view that their divided class roles are righteous and good for all, while simultaneously ignoring inequity and the hypocrisy of the elite. They sound noble at first blush, but they function to maintain class divide. The new vogue is to encourage people to use less space and resources. Whereas low income people are being shepherded into confined micro-apartment units, the middle class will be led out of the market for single-family homes and into apartments, and only the wealthy will be able to afford houses.

## Massive Rezoning

This brings me to my second major topic of radical rezoning and how it is changing what it means to be middle class. Neighborhoods that were previously designated as residential areas for single-family homes are being up-zoned to allow for mixed-use residential buildings. There is an expected trajectory that home values will make an upswing immediately following the rezoning, and then, as members of the neighborhood sell off properties to commercial developers and buildings go up, blight will drive down the value of later sellers' homes. In other words, it is a wiser decision (financially speaking) to sell in the early half of this process than in the latter half. However, as this is all happening, there is a decreasing supply of residentially zoned homes, because formerly residential areas will have been up-zoned to mix-use-residential. The cost of homes in residentially zoned areas can be expected to increase as a result of decreased supply. This means, that if you were in a rezoned area, even if your property value did increase with the rezoning, there is still the possibility of a zero-sum gain when trying to sell your home to buy another home in King County residential areas, since overall home values are likely to become increasingly costly. Instead, many low-middle to middle-class families who end up selling their homes will likely find they are unable to afford new homes and will instead need to move into apartments. In just a few decades time, it could very well be the case that more of the middle class will be living in apartments than in single-family homes, thus changing the very lifestyle expectation of what it means to be middle class in the coming decades. For those of us that are homeowners, the rezoning laws are the primary laws that protect us from having developers build large structures near our homes that block sunlight, increase fire hazards, lead to traffic congestion, and thin out available parking. Developers have a right to make a profit, but citizens also have a right to government protection from businesses trying to take advantage of the communities they are a part of.

Many of the informed homeowners in these neighborhoods are concerned, and for good reason. When their homes are rezoned to be included in mixed use residential zones, they will be sitting on what is akin to commercial property. This will likely increase the value of their land, but decrease the value of their actual homes, which are likely to be demolished for redevelopment. It is not clear whether or not this will work out in the seller's favor. From a property value standpoint, what this means is that if they decide to sell, they will most likely have to be selling to developers. Banks require a higher down payment for mortgages on commercial property, which residential home buyers are less likely to be able to afford. Developers can afford the higher down payment, but they are a smaller population of buyers and it can therefore take more time for the seller to sell a property. There is also an emotional toll here because to sell your home will mean that you also have to sell out your neighbors by contributing to the blight of the neighborhood when your former property leads to a giant new development over the top of where your house used to be. There is also the possibility of an added public expense of lawsuits filed against the city, as there is legal precedent for cases wherein citizens lost property value due to city rezonings that benefitted the public, but not the individual, and the judge's decision was that the city therefore owed compensation to the individual (see *DeCook v. Rochester Intern* and *McShane v. City of Faribault*).

The other point that needs to be addressed about the massive rezones is the assumption regarding their importance to the success of the Metro Light Rail. It makes sense to have some population density near

public transit stations, but with such large scale rezoning, I fear we are creating more population density than the light rail and the existing roadways will be able sustain. To put it simply, there will be far more new people than there will be available seats on the train and lanes on the road. Also, part of why I and many other citizens wanted the light rail development was to aid in decreasing traffic and commute times. If the train stations also come with increased population density around them, then the population growth will add more to the existing traffic problems than the light rail will help. The problem gets even worse when you consider that these new apartment buildings have limited parking requirements, leaving residents with cars to park along curbs.

Additionally, Shoreline's pre-existing city design is not well suited for a large increase in population density. People live in Shoreline, and work outside of Shoreline. This city does not compare to a city like Amsterdam, which is often held up as a model of how population density can be successfully achieved. In Amsterdam, the predominant form of transportation has long been the bicycle. The roads are designed to accommodate bikes and pedestrians, and the city has ample public transit buses, trolleys, trains, and subways. Shoreline has very few bike lanes and sidewalks, limited ability to expand roads, and even with the coming light rail, this city cannot provide as many public transit options. Amsterdam has workplaces and shops nearby, so people don't have to commute long distances. Shoreline has traditionally been a city where residents live to commute to jobs outside of the city, and where residents frequently shop in businesses outside of the city. Shoreline simply is not designed to be a high-density city, and the mass rezoning is not going to suddenly change that. It will simply make it all the more apparent as the sudden influx of new developments and population growth strain the city's infrastructure (roadways, sidewalks, bike lanes, sewer lines, water mains, etc.).

If we give up all of this territory in Shoreline to rezoning now, then we have little power over what developers do in the future. The current plan of a massive rezone makes a big assumption that the invisible hand of market forces will guide urban development into something palatable for the city of Shoreline. I am not willing to put my faith in such magic. If any rezoning is to be done, it should be strategically phased in and done sensibly. The zoning should be contingent upon the completion of specific milestones such as utilities, storm water, and traffic improvements. For example, a large building should not be developed until it is clear that the water main leading up to it can provide adequate water pressure to reach the highest floors. That water line may start several blocks away, and it should not be the responsibility of the tax payers to upgrade the pipe width so that a new building can have the water it needs. We should ensure that developers are good stewards to the city that they are developing in.

#### Tax Incentives to Promote Affordable Housing

The current plan for bringing in affordable housing is to entice developers with property tax exemption for providing a portion of their apartments with "affordable" units. I put the word "affordable" in quotes because I do not believe that the actual definition of "affordable" in the proposed legislation is a low enough rent cost, nor does it require enough units to warrant such a heavy tax break. According to the DEIS, in order for developers to achieve tax exempt status for 12 years, they must make apartments wherein 15% of the units would be rented out at rates affordable to people with an income that is 70%

or below that of King County's annual median income (AMI; though do note that this is not Shoreline's AMI). The annual median income for King County is \$66,476, so that 70% line would mean that they are providing affordable housing to people making \$46,533 or less. This is not typically the annual income people think of when they think of people in need of affordable housing. This is not low-income housing; it is lower-middle class housing. To help put a face to this, the affordable housing units might be affordable to some teachers and nurses, but not for people working in retail, food services, child care, nor emergency medical technicians. Given that the definition of "affordable" is that an individual spends no more than 30% of one's annual household income on rent, this means that the monthly rent would be \$1,279 per month or less. This is hardly any different from what rent rates are now. The median rent in Shoreline is currently \$1,487. As an analogous approximation of the 70% AMI, 70% of that average rent would equal \$1,041. In my estimation, this would mean that rent could actually go up in price, even within the "affordable" units. This plan to incentivize developers really adds nothing to the available affordable housing. It only helps stave off a projected increase in rent prices. This benefits the apartment owners and developers, not the poor.

Earmarking 15% of the units for affordable rates is too a low figure, and 70% AMI is not affordable enough. The earmarked 15% of units should be helping Shoreline's lowest 15% of income earners, but 13.9% of people in Shoreline fall in the Low to Very Low income range, who will remain unable to afford housing and will be unaffected by this supposed increase in "affordable housing" from tax incentivizing. The bottom line is that these plans appear carefully crafted to slide through political process under the banner of affordable housing, while actually helping make developers a lot of money and exempting themselves from paying property tax, thereby hoisting the burden of generating new tax revenue onto the surrounding home owners who will receive no such tax break. I am afraid we are being hoodwinked by a bit of business slight-at-hand. I am in favor of affordable housing, but I do not believe the current tax incentive plan provides it, and if this is a mistake to offer these incentives, it is a mistake that lasts for 12 years.

Thank you for hearing my concerns. In summary, I believe micro-apartments and massive rezones will respectively change what it means to be low-income and middle class in Shoreline over the coming decades. I do not believe Shoreline's existing design and infrastructure can adequately accommodate a large increase in density without better accommodations for transportation and utilities. If there is to be rezoning, I believe it should be phased-in, contingent upon meeting these accommodations before development can take place. I am concerned that rezoning residential neighborhoods will take away important protections from our current Shoreline residents. I do not believe that the current property tax exemption incentives will adequately lead to affordable housing. Please reconsider the plans for a massive rezoning of Shoreline, as well as proposed property tax exemptions for developers.

Respectfully,

-Cory Secrist, PhD

