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Subject: City of Shoreline Agenda Comments
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1. Beth Branchaw
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3. (o) North City
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6. Proposed 185th Station Sub-area Rezoning Maps
7. Public Comment regarding the 185th Station area.

Creating a "100 year plan" has served as a distraction to the present day citizens of Shoreline.

By frequently referring to the housing redevelopment planning of the sub-areas as a 100 year plan, the City Council has done a disservice to the people of Shoreline. Many times over the past several months, I have read and heard sentiments like "I will be dead in 100 years, what does it matter to me?" Residents should be involved and informed about what will happen to them in the next 10-20 years, but they have interpreted the "100 year plan" to mean that they will not be significantly affected in the present day.

My home is only 63 years old and, from looking at the preferred zoning maps, is considered by the city council to be disposable. In 100 years, ALL of the development being planned today (to replace homes like mine) will likely be deemed disposable by the Shoreline council of the future. In 100 years, these housing developments may not even be needed anymore. By then, new methods of transportation or telecommuting may become the prevalent method of "transport" for large numbers of the population. It is too soon to predict what the needs of the city and its residents will be in 100 years.

There is nothing wrong with establishing a guiding 'vision' for a possible future city, but to try to enact such vast, far-reaching plans a century ahead of time is speculative at best and folly at

worst.

Please stop discussing the golden future time. And focus specifically on the immediate plans and timelines for the next 10-20 years. Please do this with greater care and attention paid to the ramifications for natural and civil resources. Please respectfully manage the transition of neighborhoods from primarily single-family to urban density. Please do this, and communicate plans clearly and broadly to all present residents using the most accessible methods available.

Sound Transit only wants the closest ¼ mile to the station, but the City Council want to take so much more.

The city council wants to create more revenue and build a political legacy. This has little to do with light rail. I'm sure the council as a whole does believe it is acting in the best interest of the future residents of Shoreline. But the best interest of the present residents within the sub-areas, many living well outside the small ¼ mile area required by Sound Transit, should also be considered. I personally do NOT feel that prematurely re-zoning my home, raising my taxes (while giving exemptions to developers), and forcing my family to relocate at the whim of "market forces" is in mine or my neighbors best interest.

Make a new "preferred alternative" that only rezones the approx. 700 properties indicated by Sound Transit. The rest will come as actual needs (or market forces) evolve and then the extensive future visioning that has been done in advance will make an excellent reference point to advise the future city council.

A "rezone corridor" to 15th NE is not necessary.

On most of the sub-area maps a rezone corridor of MUR-45 is drawn along 180th NE to 15th NE. All of this is outside of the ¼ radius near the station and is not necessary for the first (or even second) phase of the rezoning. Current residents know how to find the North City business district. New residents moving to apartments in the ¼ mile radius east of I-5 do not need a tunnel of development in order to "find" their closest established business district.

A more practical solution would be to post directional signs along the route for cyclists, pedestrians, and drivers "North City Bus Dist. --> 1 mile". This could be done any time at low cost to the city instead of rezoning an entire street of homes.

Rezoning to MUR-45 is not necessary along 180th NE at this time. Wait until the area requested by Sound Transit is actually established before revisiting this possibility.

City Staff repeatedly makes generalizations about residents in opposition of the massive rezoning as "those who are afraid of change."

Please stop using this generalization to describe all who oppose the council's "preferred alternative" plans for the 185th and 145th stations.

It is condescending and disrespectful. The residents in opposition of the preferred sub-areas are not all the "same." And we are not all "afraid of the big bad changes". I have attended numerous meetings and read many public comments submitted in opposition. I have never once come across the phrase "afraid of change" being used by those submitting comment. Most of those in opposition of the rezone acknowledge that better transit is needed, that density will come along

with it and that it needs to be managed appropriately. There are few people in this metro area who haven't already experienced significant change in the past 20 years. To say we are all just "afraid of change" is an oversimplification of the incredibly complex position we are all in.

Current residents of Shoreline contribute to its success every day.

Every hour spent by current residents (within the sub-areas) on home improvement and care contributes to the success of our community. Every resident of the sub-areas who shops at a local business contributes to the success of our community. Every resident of the sub-areas who participates in PTA or other school activities for their children contributes to the success of our community. Every resident of the sub-areas who volunteers at the Senior Center, local churches, Diggin' Shoreline, or other community organizations is contributing to the success of our community. Every resident of the sub-areas who participate in the political process AT ANY POINT on the timeline contributes to the success of our community.

Every resident living in the sub-areas is an important part of our community. Yet our elected officials are making plans to replace us with new and improved residents.

We are the heart of Shoreline. We are not disposable. We deserve to be treated with respect by our elected officials.

The light rail may be "more green" than driving, but it is not "more green" to demo existing structures and build new, larger structures with more households.

Our environment will benefit greatly from better, greener transportation. But it is not green to increase the population at full build-out by about 66,000 people in a very concentrated area without plans for managing natural resources. It is not green to destroy well established micro-habitats and tree canopy.

It would be greener to retrofit existing structures to make them more energy efficient, put in water gardens, require composting, and encourage sustainable, organic gardening/yard care practices. Each homeowner who lovingly cares for the home and yard they feel so lucky to have is a better steward to the trees, wildlife and Northwest character of Shoreline than any owner of a 7-story apartment complex will be.

It would be greener to phase in density gradually--in a slow and steady manner while taking into account and adapting to increased strain on natural resources in order to make new developments livable and in keeping with the desired character of Shoreline.

I appreciate the amount of effort that has been put into the study of the area so far.

I have been impressed with the professionalism of the Planning Commission at meetings I have attended. This statement is not submitted in order to disrespect any of those involved in the process, but there is much more work to do. There is plenty of time to do it. There is no need to push 100 years of planning through now. There is no rush. This should be an ongoing process of evaluation.

Focus only on the most pressing need—what is required by Sound Transit today and what is needed for the next 10-20 years. Reduce the sub-areas to a more manageable size and slow down rezoning to a more realistic timeline.

Respectfully submitted into public record,
Beth Branchaw
Shoreline, WA

8. (o) Oppose

Thank you,
City of Shoreline

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