

From: [Sarah Jaynes](#)
To: [City Council](#)
Cc: [Shari Winstead](#); [Chris Eggen](#); [Keith McGlashan](#); [Will Hall](#); [Doris McConnell](#); [Jesse Salomon](#); [Chris Roberts](#); [Miranda Redinger](#); [Steve Szafran](#)
Subject: RE: Comments for 2/23/15 public hearing on 185th Station Area
Date: Monday, February 23, 2015 5:55:10 AM
Attachments: [Design Workshop Notes.jpg](#)

Tonight's (February 23, 2015) staff report states "Despite a recent predominance of public comment to support a smaller area of rezoning and phasing over longer periods of time, the City has also heard from many residents throughout the process that support higher densities for a variety of reasons." I would like to have a specific number how many is many people. I want real facts not your unsubstantiated, unnamed or undocumented and pretend public support. Additionally, your statement is so vague. For all we know when you did find someone who said they support higher densities it could mean they wouldn't mind living next to a town home not a 14 story building. It could mean they think higher density would be appropriate within a quarter mile from the station not a mile. You don't have to continue to perpetuate this farce that you have or ever had public opinion on your side. It is okay to admit you were wrong and the public clearly wants a different and more moderate plan and should be respected. I don't see why you continue to try and convince people otherwise. I don't see the point in continuing to drive off a cliff when you can clearly see it is there.

Additionally, besides not listening and incorporating the input from the citizens of Shoreline it doesn't even appear you are listening to real estate professionals and developers. I used to think developers were the ones spearheading these overreaching zoning plans but I guess I was wrong. I have attached a copy of some design dialogue notes from the Real Estate/Developers workshop. Some memorable excerpts are:

DENSITY SHOULD BE 3 OR 4 BLOCKS FROM STATION - ELEVATION CHANGES WILL BE A MAJOR BARRIER TO NORTH CITY

CONCERN THAT 185TH HAS NO FREEWAY ACCESS - NOT IDEAL FOR MAJOR COMMERCIAL OR RETAIL

OPPORTUNITY TO DEVELOP LOW RISE DEVELOPMENT (COTTAGE, DUPLEX, ROWHOUSE)

DRAW FOR DEVELOPERS MAY BE JUST AT THE STATION

AURORA BETTER SUITED FOR DEVELOPERS AND DENSITY

185TH CORRIDOR IS VERY LARGE - PACE OF PHASING IMPORTANT

OVERZONING MAY LEAD TO UNINTENTIONAL LANDBANKING

SHOULD FOCUS ON NARROWER AREA

I am curious besides city planners, lobbyists and advocates that don't live in Shoreline and have different agendas than what is best for Shoreline who supports your rezoning ambitions? Who thinks your plans make sense and where did they come from?

For the record I do support affordable housing and think it is a laudable goal but your affordable housing programs are designed to help middle class Americans continue to afford to live in Shoreline. If you don't cause the gentrification of Shoreline the middle class could continue to afford Shoreline and maybe you could focus on helping the truly needy instead. I would rather have my property tax increased if the money would go towards a trust for a non-profit to develop housing for the homeless versus having my money make improvements so a developer can make a quick buck, especially when he/she is getting property tax exemptions to avoid paying his/her fair share. You can encourage affordable housing for the middle class too but don't forget the people with low income either.

Using trains for transportation is not new. There should be plenty of communities to study that are suburbs near a large city that had their version of light rail extend to them. Step one of this whole process should have been finding these communities, studying them, talking to their planners, talking to their citizen's groups and finding out what worked and didn't work. When your staff couldn't provide an example or case study when asked and had to look into it this was a huge red flag for me and should be for you. Please stop, hire some experts like a Transit Orientated Development consultant who has worked on similar projects in similar communities, get some real advice and do some real research. You should listen when experienced organizations like Sound Transit give you suggestions. You should have dialogue with some of the knowledgeable people in our community and invite them to your panel of speakers at your meetings

Let's do this right or not at all. Thank you.

Sarah Jaynes

Very Concerned Citizen and Registered Voter of the City of Shoreline

REAL ESTATE / DEVELOPERS

- * BEGIN W/ END GOAL IN MIND - E.G. EXPANDED ROW ON 185TH
- * 185TH ST CORRIDOR IS A VERY LARGE SPACE - PACE OF BUSINESS IS IMPORTANT
- + OVER-ZONING MAY LEAD TO UNINTENTIONAL LANDBANKING
- * SHOULD FOCUS ON NARROWER AREAS - WHAT IS CRITICAL TO DEVELOPING A PLACE
- + SHORELINE HAS AN OPPORTUNITY TO DEVELOP DENSER LOW-RISE DEVELOPMENT (COTTAGE, DUPLEX, ROWHOUSES)
- * DENSITY SHOULD BE 3 OR 4 BLOCKS FROM STATION
- ELEVATION CHANGES WILL BE A MAJOR BARRIER TO NORTH CITY
- * CONCERN THAT 185TH HAS NO FREEWAY ACCESS NOT IDEAL FOR ^{MAJOR} COMMERCIAL / RETAIL
- + PARCEL AGGLOMERATION IS DIFFICULT + UTILITY IMPROVEMENT ARE NOT AS ROBUST AS AURORA ~~AREA~~ - DEVELOPMENT MAY NOT BE PREFERABLE COMPARE TO AURORA
- * DRAW FOR DEVELOPERS MAY JUST BE THE STATION
- * MAY BE ~50 UNIT DEVELOPMENTS POSSIBLE
- * 185TH STATION IS AT AN EDGE
- * ^{LOOK AT} LOOK AT PEARL DISTRICT AS AN EXAMPLE - FIRST HAD ROWHOUSES + SMALL APARTMENTS, THEN BUILT UP NEIGHBORHOODS w/ CHANGING ZONING INCENTIVE. PROGRESS WAS INCREMENTAL
- * WHAT IF WE HAD MORE CREATIVITY IN DEVELOPMENT? TAKE AWAY PARKING REQ. + ~~ADD~~ HAVE HEIGHT + FAR, ^{OR NO HEIGHT} FLEXIBLE COMMERCIAL OR LIVE/WORK. COULD SUPPORT TOWNHOUSES OR OTHER TYPES
- * OLDER HOUSES IN AREA
- * COULD ALSO MAKE SMALL PARKS w/ ~~SMALL~~ ZONING CHANGES TO CREATE DENSER ~~PODE~~ POCKETS THAT ARE INTERESTING OR SURPRISING