

From: [Sarah Jaynes](#)
To: [City Council](#)
Cc: [Shari Winstead](#); [Chris Eggen](#); [Keith McGlashan](#); [Will Hall](#); [Doris McConnell](#); [Jesse Salomon](#); [Chris Roberts](#)
Subject: RE: Public Comment for 3/2/2015 Council Meeting
Date: Thursday, February 26, 2015 12:30:06 PM

Hello:

I would like these comments added to the public comments recorded for the 3/2/15 Shoreline City Council meeting.

I am not sure why I keep writing with the hope that my comments will make a difference. It's said that the best predictor of the future is the past. I can see clearly you will be moving ahead full throttle with your tunneled vision and refuse to let facts or knowledge sway you. You will continue to cherry pick what and who you listen too. I really wish you would wait till you have done more research in the form of a corridor and hydrology study, some in depth case studies of similar communities and by using and consulting the educated and experienced people who try over and over again to help you only to be snubbed. I know you don't want to hear you may be wrong but that is a definite possibility and you owe it to the people you represent to do everything you can to minimize that. The best and possibly only way to do that is to entertain a contrary view with as open mind as possible. If you are convinced you are right and remain hard headed than you are the one that is wrong. To err is to be human, no one is infallible.

Anyway since it is clear you will be moving forward I think that you should make everywhere outside the ½ mile walk shed from the station be 35' residential only. You do not need 45' MUR.

· Your market assessment and comments from developers and real estate professional all support the fact that commercial is not a good idea in this area and the only place it may work is right by the station. I can say I want Disney to open a park in Shoreline but saying it doesn't mean it will happen, the same applies to Amazon moving in. It isn't realistic. Not to mention there would be not enough parking for these customers on the surrounding residential roads. At least close to the station the parking garage could be utilized.

· I know the latest excuse why zoning over a mile away from the station is needed is because someone said they had an undocumented and unsubstantiated conversation with Metro and were told Metro needed a certain density to service a residential road. That doesn't make sense that that would apply to 185th. Metro already has bus stops and runs busses down 185th and Meridian with the current R-6 zoning. I think it unlikely that once a station is added to 185th that Metro will be decreasing this service. I think it more likely that since they will already be running busses to the station using 185th or Meridian they would stop at the already established bus stops. They would need to add stops past the intersection of 185th and Meridian but that is where the density is increasing to 70' buildings so again it seems

likely it would happen. Please let me know the name of this Metro official that was spoken too. I would love to ask him why he thinks Metro will be decreasing service on a road once demand to use it to get to the station will be increasing.

· We live about 0.7 miles from where the station will be. I know my husband will drive to the station. I am a little more open to using a bus to get there or walking on nice summer mornings but will probably drive to the station often too. I think anyone outside the walk shed will probably at least consider driving. Why pay for both a bus and a train when it takes a minute or two to drive to the station and park for free? Additionally, my husband and I will need to drive to the daycare or schools and any extracurricular activities every day. I'm sure we are similar to lots of families in the area. Considering even 88% of Millennial households own cars (<http://www.demandinstitute.org/sites/default/files/blog-uploads/millennials-and-their-homes-final.pdf>) and they are supposed to be the pro-alternative transportation generation I think it is obvious that traffic will increase just from the increased density in the immediate subarea zone. Incidentally where are these people going to park? Do you have a regulation for developers that requires an 88% ratio of parking spaces to units? There is a park and ride at 175th and Meridian. It holds around a 100 cars. Pretty sure most of those people will be parking at the station instead. That means there are approx. 400 spots left in the parking garage just from the people who use that 1 park and ride and there are several park and rides in Shoreline. Does a 500 space parking garage sound like it will be enough to serve the people who already use park and rides, the people who will live in the higher density you are zoning for and all the others who would like to use the light rail from neighboring areas?

· Speaking of driving you won't be getting rid of all the driveways on Meridian and 185th, probably not many at all. There just aren't many side streets for developers to hook up too. The people who live on these roads will be using them to exit and enter their homes. How is that going to affect the traffic and safety for bikers and pedestrians? I think it is only common sense that having less drivers doing this versus more is safer and will create less congestion. I know you have a policy for lessening driveway cuts but let's face it eliminating the majority of them is not realistic. For example I live down a private road off of 185th Street. If a developer bought all 3 houses on our road maybe he could put in 10 townhomes so now instead of 3 households using 185th to enter and exit 10 households are doing it. A side road is not accessible where I live. There are other dead end roads off of 185th too in addition to the houses right on the road. Imagine that instead of townhomes that it was a 50 unit apartment building. Now 50 extra households will be using 185th to exit and enter. Does that make sense?

· I hope you don't want to overburden Meridian and 185th with more traffic than they can handle (especially since you don't know what that limit is without a corridor study). The city has said over and over again eminent domain will not be used (hopefully not a lie) so they won't be getting bigger and you will have to make do with what you have. Higher density outside the walk shed means more cars on Meridian, 185th and surrounding roads from the immediate residents in addition to the people driving in from the other neighboring areas and the future Point Wells development. Since town and row homes seem to be the goal for 185th why not zone for them using 35' residential. That type of development would lead to some

higher density but hopefully a type that 185th could handle.

· Concentrating development into small areas may mean commercial development, like a grocery store or restaurant, is a possibility but the area needs to be concentrated enough and dense enough that people can walk to it. Otherwise the commercial entity will base its business plan on getting people to drive to it which will obviously just increase traffic. I think the best way to get dense enough development is to start small like the recommended 0.25 miles away from the station then work your way out when appropriate.

Ideally I would hope you would wait on making this huge decision since you have incomplete information and data. I would hope when you did move forward that you would start with just the first quarter mile of the station and move the zoning out slowly as the need developed. I really disagree with you not using Sound Transit's recommendation as a template and I don't think I am in the minority. In a perfect world you should put this issue on the ballot and let Shoreline's citizens decide for themselves.

Anyway I hope you read this. It is so hard to argue with someone who is so convinced they are right and facts, experience, the past, expert and public opinion, common sense and sentiment can't influence them. For example 50 people tell you things like they just learned of the rezoning, that they don't get Currents or any other mailings on this subject and that the freeway sign that they have seen is a misrepresentation of what was being planned and you only hear the city manager saying mail has gone out and you don't even look into the reason why public outreach has gone wrong and why Currents and other mailings aren't reaching many citizens. My personal experience is that I did not receive Currents until I specifically emailed the city requesting it. I had also requested when I first moved to this neighborhood that I be added to the Shoreline alerts for station planning but I have yet to receive an email. I also have never received a postcard regarding the rezone even though some have supposedly been sent out. Another example is you have gotten hundreds of public comments, real estate professional and developers comments and comments from Sound Transit saying development should be concentrated right by the station in the walk shed and you focus on the 2-5 people who said they want more zoning and use that as justification to stick with your plans that go beyond the walk shed. You have blinders on and I doubt your mind will be changed to embrace a plan that makes sense and that the community would support but there is a small part of me that still has some hope.

Please take some time to think about how your rezoning will actually affect the area you will be rezoning and the logistics of how it will actually work and please use your critical thinking abilities and common sense not just the opinion of people who have never designed or participated in TOD like this or even studied it enough to be able to locate case studies or relevant examples.

I have attached some links to some videos that I think summarize the concerns of many of Shoreline's citizens pretty well and that should be adequately addressed.

<https://www.youtube.com/watch?v=wgHZ1tbAmqw&feature=youtu.be>

<http://www.king5.com/videos/news/2014/08/03/13113234/>

<http://www.newgeography.com/content/004141-the-story-how-marin-was-ruined>

Thank you.

Sarah Jaynes