

**From:** [Cathy Aldrich](#)  
**To:** [City Council](#)  
**Cc:** [Preserve Shoreline](#)  
**Subject:** 145th Light Rail and zoning  
**Date:** Friday, April 01, 2016 2:45:53 PM

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Dear Council and Planning Commission,

While I hope to be able to attend the April 7 meeting, this letter is just back up in case I am unable to attend.

Regarding 145th, the Light Rail Station and the rezone I must again comment about the Paramount Park Open Space and how the City and planners seem to be overlooking everything once declared in the not so distant past; that the wetland at Paramount Park open space is vital and important, worth preserving and that development around the park could create a host of undesirable issues.

It would seem the current thinking now ignores all of that thinking of the past. Nothing about the Park has changed in the ensuing years, all that has changed is how the City now appears to think.

I would like to point out that there seems to be a discrepancy in the current thinking; that which states development around the Paramount Park Open Space could help preserve the wetland and rezone maps that show MUR 35 zoning in areas the EIS deemed buffer zones that should not be built upon. The City cannot have it both ways; to state current residents use of their properties would not be in compliance with the EIS as it stands today and then show those same properties on the rezone map areas shows a plan at odds with itself and at odds with everything that is supposedly important to "Tree City", as Shoreline likes to be known.

The development as proposed WILL have a huge impact on the park and the wetland, wetlands cannot be replaced once they are paved over and too many wetlands have been lost to the desire to develop as much land as humanly possible. While the City is not planning on paving over the wetland, the proposed size of the rezone would quite effectively do that. In city environments in particular the preservation of wetlands becomes even more important; the wetland is nature's way of scrubbing pollutants, it offers a buffer, it offers sanctuary and safe haven to birds and mammals. A wetland's destruction cannot possibly be condoned in this day and age.

And Twin Ponds Park is also at risk. Two important wetlands who need concerned citizens to do their speaking for them, citizens who live in the area, not developers who will not.

Next comes the fact that a large rezoned area, along with light rail, will bring more residents and will bring more cars and more needs to be met. The planners have inferred that Millennials won't drive, they also seem to think Millennials won't have families, yet the Shoreline School District is concerned enough about such a proposed growth in population that they are considering future use of the Upper Paramount Park property.

Again, there is a discrepancy with what has been proposed and what is being shown on the (I can only call it propaganda) fliers about rezoning the area between 145th and 155th. In the fliers there are apartment homes and individuals enjoying the open space and amenities of

Upper Paramount Park. This will not be possible should the School District need the property to ensure future students are adequately housed rather than stuffed into current buildings.

Shoreline became a city because of its schools, now there is a chance Shoreline could become more like Seattle, which is what those who voted to create the city wanted to avoid at all costs.

It is impossible for anyone, even thoughtful planning commissions, to know what people will do or how the future will unfold. As a 34 year resident who lives in the neighborhood adjacent to Paramount Park Open Space I would ask that the City and Planning Commission take a more nuanced approach to development, *phasing* growth rather than trying a one size "should fit the future" plan. Again, it has been inferred that development will take many years to change the character of the neighborhood and again I hold up the Roosevelt neighborhood as an example ... *light rail has yet to open* and yet that neighborhood has already been changed; more residents, more cars, more families, more needs.

Growth will happen, but to try to change the facts that once stood, to try to claim no harm will come, to try to claim anything that cannot be known ... only a more nuanced approach can carefully attend to the possible missteps that may arise.

We only have one earth and we as humans have done a rather lousy job taking care of it by forging ahead with what sounds reasonable at the time. Better to move more slowly, it is harder to correct damage than try to avoid it in the first place.

Respectfully,

Cathy Aldrich  
Shoreline WA

**From:** [Plancom](#)  
**To:** [Rachael Markle](#); [Steve Szafran](#); [Easton Craft](#); [David Maul](#); [William Montero](#); [Paul Cohen](#); [Lisa Basher](#); [Jack Malek](#); [Laura Mork](#); [Miranda Redinger](#); [Julie Ainsworth-Taylor](#); [Susan Chang](#); [Donna M. Moss](#)  
**Subject:** FW: Paramount Park  
**Date:** Monday, April 04, 2016 11:59:14 AM

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**From:** Cathy Aldrich[SMTP:CMACATHYA@YAHOO.COM]  
**Sent:** Monday, April 04, 2016 11:59:11 AM  
**To:** City Council  
**Cc:** Preserve Shoreline; Plancom  
**Subject:** Re: Paramount Park  
**Auto forwarded by a Rule**

It seems quite odd to me to state that there would be no unavoidable impacts ... of course one can avoid further impacting a delicate wetland area by doing nothing OR by purchasing the parcels in the impacted areas when they become available and turning them into more wetland and park area.

Also, to claim that the MUR 35 is single family, when the City's own site says this can include townhomes, is at odds with how many would interpret single family dwellings. Adding that many residents to the area would definitely impact a lot more than what now exists.

I sent a more recent letter and I do know that change does happen, I also know that phasing doesn't mean we need 85' heights on 8th ... just because the developers seem to have made the koolaid, doesn't mean we all partake thereof.

I respectfully disagree with some of the talking points in the letter. I live in the area impacted and I know those doing a lot of the planning do not, gives one a totally different perspective on the issue.

Cathy Aldrich  
concerned citizen

On Apr 4, 2016, at 10:26 AM, City Council <[Council@shorelinewa.gov](mailto:Council@shorelinewa.gov)> wrote:

Dear Ms. Aldrich:

Attached is a response from Rachael Markle, Director of Planning & Development Services, to your recent email. If you would prefer a hard copy, please let me know I will be happy to send you a copy via U.S. Post.

Heidi Costello  
City Manager's Office  
City of Shoreline  
(206) 801-2214  
[hcostello@shorelinewa.gov](mailto:hcostello@shorelinewa.gov)

## **\*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.

**From:** Cathy Aldrich [<mailto:cmacathya@yahoo.com>]

**Sent:** Wednesday, March 16, 2016 3:43 PM

**To:** City Council; Preserve Shoreline

**Subject:** Paramount Park

Dear Council,

This is regarding the September 17 meeting of the Planning Commission, I have a prior commitment so cannot make my voice heard at the meeting.

I live just above the Paramount Park wetland in the area being considered for rezoning. I also read through the complete EIS that the City commissioned, which seems to imply that any development will not have an impact upon the wetland area. This premise should be called into question since the maps of the proposed rezone area actually show housing being built in areas that the EIS deems to be buffer zones.

If the housing that is currently on site is deemed to be encroaching upon the margins of the wetland area, how in the world would rezoning for mixed use, and allowing building on these same lots *not* encroach? Not only that, the likelihood of a large influx of new residents caring as much for the park area as the current residents do would also be questionable. Those of us who live in this neighborhood know we have a gem and we take good care of this important resource.

The residents, quite the contrary to the EIS, know this to be an important, if small, ecologically viable drainage system that attracts a large variety of birds and wildlife. In my own yard I have identified close to 50 different species of birds, attracted by the Paramount Park wetland area.

The needs of developers should not take precedent over saving the few, small pockets of wetlands that remain in our area. If anything, the City should look to expand those wetlands for the sake of any future residents, not build the areas up just because of what *might* happen years in the future, even with the inevitable arrival of light rail.

Thank you for your time.

Cathy Aldrich  
Shoreline WA

<Aldrich, Cathy.pdf>

**From:** [Susan Chang](#)  
**To:** [Plancom](#); [Rachael Markle](#); [Steve Szafran](#); [Easton Craft](#); [David Maul](#); [William Montero](#); [Paul Cohen](#); [Lisa Basher](#); [Jack Malek](#); [Laura Mork](#); [Miranda Redinger](#); [Julie Ainsworth-Taylor](#); [Donna M. Moss](#)  
**Subject:** Susan Chang's comments for April 7 meeting  
**Date:** Thursday, April 07, 2016 8:24:04 AM

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All,

I hope this is the appropriate forum to provide my comments since I won't be able to attend tonight's meeting--I am still out of the country, returning Saturday.

I have one primary concern: the mapping of the wetland in Paramount Open Space. I understand that Otak was not asked to do a full delineation; however, I am concerned about the large discrepancy between their work and the 2004 report by Tetra Tech that states 6.9 acres. If we do not have a more detailed delineation, shouldn't we be working with the presumption of the larger area given that Otak's work was done in the dry time of a dry year?

I'm curious as to why staff recommends against an overlay for the wetland. How is an area protected unless development staff know to ask for a wetland delineation when a development application comes in? Perhaps I don't understand how Shoreline uses overlays. My question comes from my understanding of how it works in Seattle...Seattle has wetland overlays so everyone is aware of where potential wetlands and buffers are likely to exist. Then as part of the development application, it is up to the applicant to site-specifically delineate the wetland and then critical areas regulations and protections apply. I believe (though it is not my area of expertise) that the Seattle wetland overlay is advisory, not prescriptive.

Without better information about the wetland delineation, I support the R-6 designation around Paramount Open Space in the Compact Community Hybrid scenario. (I assume that although R-6 and MUR-35 have the same height limit, MUR-35 allows for greater developmental coverage. What is the difference in lot coverage allowed by the two designations?). We should not change zoning from R-6 to MUR-35 in areas where critical areas regulations would not allow the denser development.

I'd also like to make a comment about the idea of new development being better in terms of environmental considerations, as suggested by Otak. It primarily comes down to how stormwater is handled. New stormwater regulations require onsite infiltration of stormwater, if feasible, and infiltration is better than conveying stormwater directly to pipes as older developments do. If infiltration is not feasible through bio-retention facilities and the like (due to high groundwater; till, clay or peat soils that don't allow infiltration; or slope stability issues), I think (?) the stormwater then goes into the stormwater hard pipe systems, which makes the result a mixed bag when compared to R-6.

Susan

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From: Plancom  
Sent: Thursday, March 31, 2016 4:30 PM  
To: Rachael Markle; Steve Szafran; Easton Craft; David Maul; William Montero; Paul Cohen; Lisa Basher; Jack Malek; Laura Mork; Miranda Redinger; Julie Ainsworth-Taylor; Susan Chang; Donna M. Moss  
Subject: FW: Packet Deliveries tonight

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From: Lisa Basher  
Sent: Thursday, March 31, 2016 4:30:14 PM  
To: Plancom  
Subject: Packet Deliveries tonight  
Auto forwarded by a Rule

Bill, Easton, Laura, and Jack: look in the usual places. Susan, I'll drop yours in the mail since you will be gone for the meeting but will likely want to review the materials.

**From:** [Plancom](#)  
**To:** [Rachael Markle](#); [Steve Szafran](#); [Easton Craft](#); [David Maul](#); [William Montero](#); [Paul Cohen](#); [Lisa Basher](#); [Jack Malek](#); [Laura Mork](#); [Miranda Redinger](#); [Julie Ainsworth-Taylor](#); [Susan Chang](#); [Donna M. Moss](#)  
**Subject:** FW: Comments on the 145th public hearing Thursday  
**Date:** Monday, April 04, 2016 5:15:37 PM

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**From:** Dave Lange[SMTP:UMBRELLAHOUSE@GMAIL.COM]  
**Sent:** Monday, April 04, 2016 5:15:34 PM  
**To:** Plancom  
**Subject:** Comments on the 145th public hearing Thursday  
**Auto forwarded by a Rule**

The numbers behind the 145th station

A typical MUR 45 has 67 units and the occupants will use transit for no more than 134 transit trips/day and more than 315 other trips per day by car or walking. 5th Ave is the gateway of Ridgecrest, putting congestion at the doorstep does not promote easy access for anyone trying to get in or leave.

In terms of what is already in the books, the 185th station doesn't have the arterials for multiple bus destinations. It needs all the businesses Shoreline can muster or else we'll be widening roads for decades and worrying about the increased carbon.

The future of 145th is currently broken with a battle for the station area between ST and the planning commission neither being willing to alter their plans. With 1 bus route we have 6-10 buses per hour that only serve the Northshore/tri-cities. We double that if Shoreline wants service from Aurora to the station. A pair of circulators supporting Shoreline Community College and North City would add 16 to 40 more buses per hour and double that if Lake City/Bitter Lake wants to play. We quickly exceed the ability for the current station to provide door to door service. This means adding stops on 5th and 145th planned or not. Access to the station from the streets at 40 riders per bus is greatly more important than access from the West side of the freeway. Think seriously about whether the west side access is improved with buses or by a bridge.

We expect 4000 boardings a day from the neighborhood which means 29 of the buildings mentioned above with 9,400 new car trips. The existing station design can't support the level of zoning the planning commission talked about the other night. Protecting the wetlands is important and so is making sure we can support the level of bus service and pedestrians the station will get. 145th got so busy that Metro refused to run scheduled service on it. I'm afraid that we are blindly doing the same thing to the station area. The TOD concept is a way to congest one area to the benefit of somewhere else, 5th Ave is the bus station for Shoreline for the indefinite future. Even with additional light rail lines in the long term plans, this station needs to preserve the bus and pedestrian access to the station, which is why I promote Shoreline adding the new density around urban villages and existing businesses. If Shoreline is developed well we won't have massive traffic jams.

This isn't just a study of a subarea, changes made here ripple through the rest of Shoreline and will impact the whole city. Lets have a regional reputation for thinking in the long term.

Thanks for listening,

Dave Lange, Shoreline



Dave Lange, Shoreline

I'll try to keep this short.

The Shoreline Currents mailed recently has a picture of the 145<sup>th</sup> street station from the Sound Transit Draft EIS with the pedestrian loop under 145<sup>th</sup> as I mentioned last week I hope the city has an updated drawing. What was hanging on the board at the Shoreline/ST meeting was this same wrong picture. It fails to show the length of the pedestrian walkway the city is asking for.

I went to the work session of the 522 Transit Now! Organization last week and surprisingly they don't want BRT spending approximately 6 minutes <sup>buses</sup> tip toeing through traffic lights and <sup>3</sup> stops in the station area, especially when buses start every 10 minutes. Their solution is to adjust traffic signal timing, what we can do to keep cars in the picture and significantly cut the 6 minutes is beyond my paygrade. They did say we should have a chance to lengthen the 522 run after the vote this fall.

The Planning Commission is holding a special session tomorrow night, for all the better solutions I have mentioned apparently a lack of funds for the favored pedestrian bridge is all that gets special attention.

As far as I can tell this eliminates all the special interests for the current station design, can we please move it where it can serve Shoreline's future? <sup>Can we get action</sup>  
to move the station over 145<sup>th</sup> tonight?

TOM POITRAS

It was stated in the 03-17-16 Planning Commission meeting minutes that a citizen's comment had motivated up zoning 5<sup>th</sup> Ave. NE from 155<sup>th</sup> St. up to 158<sup>th</sup> St. on the Compact Community-Hybrid map. Liz and I have both written emails to you saying we very much oppose that and we still do. We have stated some modifications we would prefer in previous letters. However, I have tried to further analyze the probable reasons for your opinions. I'm focusing on the highlighted paragraph on page 6 of the minutes sent me. That is the yellow highlighted last paragraph of this letter. Also, I am addressing the staff report for the 04-07-16 Planning Commission meeting highlighted in green below. **The red paragraph deals with my Public Records Request.**

The following 4 paragraphs address the yellow paragraph from the 03-17-16 minutes:

The stated description of the extension of MUR-45 up 5<sup>th</sup> Ave. NE to 158<sup>th</sup> St. is "also incorporating some connection to the Ridgecrest Commercial District on the other side of 155<sup>th</sup>". Everything on 5<sup>th</sup> Ave. is connected to Ridgecrest Commercial District in this sense. This piece is not a connection to the Ridgecrest Commercial District any more than the MUR-35 one block north of 155<sup>th</sup> St. on 6<sup>th</sup> and 8<sup>th</sup> Avenues on the Hybrid Map are connections to the Ridgecrest Commercial District except the 5<sup>th</sup> Ave. one goes further north. This focusing on being connected to the Ridgecrest Commercial District makes it very unlikely in my mind that this suggestion was made by someone in this area between 155<sup>th</sup> St. and 158<sup>th</sup> St. It is more likely to have come from a citizen advocating for the Ridgecrest Commercial District.

This large protrusion of MUR-45 up to 158<sup>th</sup> St. on 5<sup>th</sup> Ave. is supposed to be a feature of the phased version of the Connecting Corridors Map, but on that Map the protrusion was MUR-35 and also in phase 2, which was not supposed to be rezoned until 2035. There is no phasing on the Compact Community-Hybrid Map so that area could start developing immediately. This protrusion was clearly not taken from the phased version, but is a new feature.

The description in the yellow paragraph talks about a transition to single family homes on the north side of 155<sup>th</sup> St., but on the Hybrid Map, on 5<sup>th</sup> Ave. NE, there is no buffer between MUR-45 and R6, and not even a road between them. That's not the traditional MUR-35 to R6 transition.

The homes on 5<sup>th</sup> Ave NE between 155<sup>th</sup> St. and 158<sup>th</sup> St. are all being used as homes currently and the character of the neighborhood has not changed from single-family residential as was suggested.

From the 04-07-16 Staff Report:

The committee also recommended MUR-45' zoning in the area on both sides of 5th Avenue because that intersection is located between the future light rail station and the commercial district at NE165th Street. They felt that extending the boundary north of NE 155th Street could provide additional opportunities for neighborhood serving businesses and a cohesive streetscape.

I don't think the first sentence above is a valid reason for rezoning anything. In the 2<sup>nd</sup> sentence, there will be MUR-45 all along the south side of 155<sup>th</sup> St. from the freeway to 8<sup>th</sup> Ave. Also, 5<sup>th</sup> Ave. could have businesses from 155<sup>th</sup> St south to the station, and also 6<sup>th</sup> and 8<sup>th</sup> avenues. How many businesses do they need? You can have a cohesive streetscape without going any further up 5<sup>th</sup> Ave.

than the imaginary 156<sup>th</sup> St. line. This is because you could also have a cohesive streetscape along 155<sup>th</sup> St. if there is a strip of MUR-45 all along the north side of 155<sup>th</sup> St. with a MUR-35 buffer behind it.

Since I don't see anything that is gained by this up-zone up 5<sup>th</sup> Ave NE except just rezoning more land, and since I believe there are plenty of more desirable locations for more density nearer to the station, and for the reasons stated above, Liz and I would prefer it not be up zoned any further north (which is roughly 156<sup>th</sup> St. if it existed) than what we have suggested in our previous letters about the 5<sup>th</sup> Ave. NE and 155<sup>th</sup> St. area.

Since I believe in transparency in government and I don't believe individuals or groups should be allowed to anonymously suggest policies that dramatically affect other people's lives to city officials or employees, if you haven't done it already, I would appreciate your sending the information requested in my Public Records Request PD-16-084. I think it's due 04-05-16. Obviously I am speculating on why it was suggested to insert this MUR-45 section above 155<sup>th</sup> St. Therefore I wish to know the actual reasons, details, and motivation for this citizen comment in order to analyze it. Thank you.

Tom Poitras

03-17-16 Planning Commission minutes excerpt:

Ms. Redinger provided a map that represents the current thinking of the Light Rail Subcommittee. The subcommittee's previous recommendation was based on the Connecting Corridors zoning scenario, but included some elements of the Compact Communities zoning scenario. The new proposed map is based on the Compact Community zoning scenario, with some features of the phased-version of the Connecting Corridor's zoning scenario. The Compact Community boundary is 155th Street, and the Subcommittee felt it would be appropriate to incorporate some of the Connecting Corridor Map so that the transition to existing single-family homes could happen on the north side of 155th Street. This would retain the area where the character of the neighborhood has already changed from single-family residential based on current uses that are allowed in single-family zoning, but also incorporating some connection to the Ridgecrest Commercial District on the other side of 155th. Also, the new map has MUR-70' zoning on the east side of 5th, then transitions to MUR-45' and MUR-35'. She emphasized that the height limits are one of the defining characteristics of the new zoning designations, and the MUR-35' zone is based on the existing 35-foot height limit for single-family residential zones. Therefore, MUR-35' is intended to be a transition zone.

**From:** [Plancom](#)  
**To:** [Rachael Markle](#); [Steve Szafran](#); [Easton Craft](#); [David Maul](#); [William Montero](#); [Paul Cohen](#); [Lisa Basher](#); [Jack Malek](#); [Laura Mork](#); [Miranda Redinger](#); [Julie Ainsworth-Taylor](#); [Susan Chang](#); [Donna M. Moss](#)  
**Subject:** FW: Widening of 145th and Rezone.  
**Date:** Saturday, April 02, 2016 10:14:06 AM

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**From:** Vicki Westberg[SMTP:VKWESTBERG@COMCAST.NET]  
**Sent:** Saturday, April 02, 2016 10:14:00 AM  
**To:** Plancom; City Council  
**Subject:** Widening of 145th and Rezone.  
**Auto forwarded by a Rule**

**To:**  
The Planning Commission  
cc: Shoreline City Council, Shoreline Area News

I am writing another letter to the Planning Commission as I have done over the years to explain why it is so important to remember not only in word, but in deed the value of open spaces, in this case Paramount Park Open Space which also happens to be a wetland, home of Little's Creek with a "direct" route to Thornton Creek.

I don't seem to be able to make the points in a way that can truly be understood by those who don't want to understand. And I'm not the only one. Many like me have put forth the reasons for preserving and protecting wetlands and forests for their benefit to us.

The fact is they filter our air of pollution, provide a sound barrier to traffic, and a visual softening of the built community. The health benefits are emotional and psychological as well as physical. They control rain water runoff and provide drainage and they are just there already. No need to build something artificial at a cost to taxpayers to provide these needed services.

Those of us who see the downside of construction encroaching on the green environment and the resulting loss of the natural treasures in our midst often sound like a broken record, I know, but what is our option when those we are speaking to, the powers that be, do not seem to get it and are now blinded by the excitement of the new 145th St. light rail station ? Please let's go slow on the proposed massive rezoning of eastern Shoreline and the widening of NE 145th St.

Respectfully,

Vicki Westberg

April 7, 2016  
Regarding 145<sup>th</sup> Station Subarea Plan

To the Shoreline Planning Commission:

I live just north of NE 145<sup>th</sup> on 9<sup>th</sup> Place NE, in the lower portion of the loop, south of NE 147<sup>th</sup>, between 8<sup>th</sup> NE and 10<sup>th</sup> NE. I have followed the progression of the city's various planning endeavors for many years, chiefly on the city's east side. I have included for reference an attachment, which is one of my letters from last year concerning the 145<sup>th</sup> Station Subarea. I continue to stand by those earlier comments, including the need for a phased approach to rezoning based on triggers, not arbitrary dates absent review and approval.

I thank the Planning Commission for efforts to make informed decisions in order to achieve the best possible result for the community living in the 145<sup>th</sup> Station Subarea. It was wise to delay selection of a preferred alternative zoning scenario until the 145<sup>th</sup> Corridor Study could be completed. I also very much appreciate that so many of you have taken the time to visit and familiarize yourselves with certain parts of the area, particularly the most sensitive, critical areas. Even so, there are several unresolved issues that I hope you will consider.

**Planning History.** I wish to remind the Commission that my neighborhood was formerly included in the SE Subarea Plan, which primarily covers Briarcrest, but also extends west to 8<sup>th</sup> NE in Ridgecrest. Although the city's SE Subarea Plan report seems to no longer be on the website, I would hope staff has made it available to the Commission. The SE Subarea Plan was adopted just five years ago in 2011 after a two-year process in which staff facilitated the meetings of a committee of dedicated community members. Here is an excerpt from the city's final SE Subarea report:

*The plan is intended to provide direction for the next 20 years. Many things will change in that time period. By 2030, there will likely be a light rail stop near 145th St. and Interstate 5. New automotive technology may have transformed the fueling, design, and maybe even necessity of cars. Successive generations may have different preferences for building and neighborhood design and amenities. New technologies may spur new industries and the job base and commercial districts will likely grow and evolve. Yet while contemplating these uncertainties and determining how to incorporate them into the long-range vision for the subarea, the City wants to preserve existing aspects of these neighborhoods. The single-family character, friendly atmosphere, natural amenities, and other characteristics are all of paramount importance.*

I have heard neither an explanation of how the city came to abandon its stated goal to preserve neighborhood characteristics said to be of paramount importance, nor how it's possible to adopt a 20-year subarea plan, then dramatically change portions of it (boundaries, density) less than five years later. No one from the city ever said the SE Subarea Plan wasn't a real plan for this neighborhood, and it has not been re-visited or amended. It's easy to conjecture that an adopted subarea plan can simply be ignored if later thought inconvenient.

**Before the Planning Commission selects the 145<sup>th</sup> Station Subarea preferred zoning alternative for the FEIS, can you please state for the record how to reconcile these two subarea plans (one adopted in 2011, one in process) that overlap between 15<sup>th</sup> NE and 8<sup>th</sup> NE, each with different zoning in the overlapping area?**

**Corridor Study.** When the Planning Commission recommended (and Council agreed) last year to delay selecting a preferred zoning alternative until completion of the 145<sup>th</sup> Corridor Study, it was principally because there wasn't enough information available on projected roadway capacities in the proposed subarea on which to base an informed decision.

I learned at the Planning Commission Special Meeting this week on April 5<sup>th</sup> that the traffic study "modeling" was done by staff, but was not formally presented to the Planning Commission. Evidently it was more casually shown, but only at an Open House event. Although I did attend two very chaotic Open House events on the Corridor Study, I remained completely unaware that the roadway capacity and traffic aspects of the study had been done or that it was informally presented at all. What I did manage to see of the Corridor Study process, and evidently what the Commission has focused on, are the decisions on roadway design elements and preferences compiled from dots placed on boards at Open House events. While road design is extremely important and obviously integral to traffic patterns and road capacities, it is not a complete representation, and to my understanding not what the Commission astutely requested last year. The actual traffic data needs to be considered. Bearing in mind the Planning Commission's primary reason for delay, it is difficult to understand how the Commissioners can now make a zoning preference decision in good conscience without considering the traffic study data together with the design element preferences from the Corridor Study.

One last point on this: It was made clear at the April 5<sup>th</sup> Special Meeting that the Corridor Study is currently at a very early conceptual stage, and therefore not "complete" at all.

**Before the Planning Commission selects the 145<sup>th</sup> Station Subarea preferred zoning alternative for the FEIS, can you state for the record how to reconcile your initial request for**

**delay until completion of the Corridor Study with (1) not having seen the traffic aspects of the study, and (2) that the study is not yet complete?**

**Preserving R-6 Zoning Around Parks.** I am very appreciative of the Commission's recent suggested changes shown on the new hybrid map retaining some R-6 zoning around parks in the subarea. I believe, however, more attention should be paid to the sensitive, critical areas for retention of R-6 zoning. Also I was pleased to hear the Parks Board recent recommendations to the Planning Commission which are in keeping with retention of more R-6 zoning.

**Critical Areas.** While one of the DEIS stated objectives is to "Protect environmentally sensitive areas including streams, wetlands, water quality, and wildlife habitat areas," the zoning scenarios depicted in the maps until now have not supported this objective, particularly with respect to Paramount Park Open Space and Twin Ponds, both of which are situated in environmentally sensitive areas of the Thornton Creek Watershed, with streams and significant wetlands. Paramount Park Open Space is also adjacent to steep slope critical areas. I am most familiar with Paramount Park Open Space, which is my neighborhood park, and alongside many others I have worked throughout the years to help preserve and protect this beautiful natural area and its functions. The Commission's recent map change to retain R-6 on the park's east side is definitely an improvement, particularly where there are wetland areas outside park boundaries north of 148<sup>th</sup>.

It is a little troubling however, that the zoning map so poorly shows the various branches Little Creek, especially on the park's west side. The creek runs through my neighbors' backyards just across the street from me on 9<sup>th</sup> Pl. NE, and eventually enters a culvert under 145<sup>th</sup> toward Jackson Park. These backyards technically border the 10<sup>th</sup> ROW, though 10th is not a through street, and is directly adjacent to the park, so it feels as if these neighbors' yards border the park on its west side. These properties either have the stream running directly through them or are in the stream buffer, both which should be protected, not developed with higher densities. Many sections of these properties remain wet throughout the year, except in extremely dry periods. Also, at the park's west side, north of 147<sup>th</sup>, is a very steep slope going down into the park, which is another critical area needing protection from the inevitable pressure of higher density planned above and to the west (the area south of Paramount School Park).

In fact, all of the environmentally sensitive areas surrounding Paramount Park Open Space - the various branches of the creek, the wetland areas, the steep slopes - should be protected just as the DEIS objective states. Retaining R-6 completely surrounding the park would be an important step in the right direction, offering opportunities to protect and enhance the area as a whole. Recent suggestions in the DEIS Addendum that somehow environmentally sensitive areas will be improved piecemeal with each project as density increases is merely spin that defies logic and experience.

**Need for additional park and open space areas** In my previous letter from last year (attached), I suggested retaining R-6 zoning the entire area between 12<sup>th</sup> & 8<sup>th</sup>. I continue to support this concept because -

- Increased density will put additional pressure on environmentally sensitive areas.
- Much of this area contains steep slopes, vulnerable to erosion and destabilization, including the steep slopes south of 147<sup>th</sup>, east of 8<sup>th</sup>, between 9<sup>th</sup> Ave. & 9<sup>th</sup> Pl. NE.
- Increased density requires additional park and open space.
- The Parks Board has recommended acquiring new property to support parks.
- The Parks Board has recommended to not rezone areas that affect wetland viability.
- R-6 zoning around the parks allows the city to contemplate property acquisition, protect additional environmentally sensitive areas surrounding the park, *and* potentially increase park space.
- There is no other plan for additional park space.
- The SE Subarea Plan retained R-6 zoning in this area.
- The natural topography and hydrology of the entire area, including downstream, should be taken into account. For some perspective, please see the Thornton Creek Alliance map of the entire Thornton Creek Watershed (attached). Increased open space and improved wetland function on the Shoreline side of 145<sup>th</sup> could protect areas downstream from the adverse impacts of the tremendous increase in density planned in Shoreline.

**Before the Planning Commission selects the 145<sup>th</sup> Station Subarea preferred zoning alternative for the FEIS, please carefully consider these reasons for retaining more R-6 zoning, particularly surrounding Paramount Park Open Space.**

Again, thank you to each of the Commissioners for your efforts on behalf of our Community.

Sincerely,

Jan Stewart  
14613 9<sup>th</sup> Place NE  
Shoreline, WA 98155



February 5, 2015  
Regarding 145<sup>th</sup> Station Area Plan and DEIS

To the Shoreline Planning Commission:

I live in the 145<sup>th</sup> Station Rezone Area. My immediate neighborhood, where I've lived since 1992, is just west of Paramount Park Open Space. It has become clear over the years that this area has been viewed as a development opportunity since the city began taking a look around after incorporation in 1995. This is particularly concerning since I live in a liquefaction zone, (according to maps provided to our neighborhood by city staff for emergency/disaster preparedness), so in my opinion putting in higher density where I live would be a pretty crazy idea, given that earthquakes are inevitable in this region.

We've had a variety of designations on city maps over the years. First we were referred to as a "Special Study Area". Then we were included as part of the SE Sub Area Plan – which by the way went as far west as 8<sup>th</sup> NE. Now that border has evidently been re-drawn (without notice) and we've been incorporated into the high density area surrounding the proposed 145<sup>th</sup> St. Station. These shifts and changes make it very difficult for me to trust city process. The following excerpt from the city's report for the SE Sub Area Plan, adopted just a few years ago in 2011, is one reason for my mistrust. (*\*my emphasis added*)

*The plan is intended to provide **direction for the next 20 years.** Many things will change in that time period. By 2030, there will likely be a light rail stop near 145th St. and Interstate 5. New automotive technology may have transformed the fueling, design, and maybe even necessity of cars. Successive generations may have different preferences for building and neighborhood design and amenities. New technologies may spur new industries and the job base and commercial districts will likely grow and evolve. **Yet while contemplating these uncertainties and determining how to incorporate them into the long-range vision for the subarea, the City wants to preserve existing aspects of these neighborhoods. The single-family character, friendly atmosphere, natural amenities, and other characteristics are all of paramount importance.***

Speaking of *paramount importance* - Paramount Park Open Space is a big reason why I love my neighborhood so much. Its trails connect different parts of the neighborhood, bringing neighbors together from everywhere surrounding it. This park is responsible for creating long-lasting friendships and great memories, some of which were formed while actively preserving and enhancing the park's natural features and hydrology with projects over many years, beginning well before the City of Shoreline existed. The park's beautiful creek, ponds, wetlands, trees, vegetation and abundant wildlife provide all of us who walk throughout the park some respite from our busy lives. This place adds beauty to our community and, I believe, heightens awareness of and appreciation for living things. Because of all this, I think it's of *paramount importance* to actually plan for the huge increase in density in our future. The maps show no parks in the mix with all the higher density buildings and the DEIS seems to say "just trust us", (as I said, I'm struggling with the trust thing).

So, why not expand this right along with the increase in density? Why not do something wonderful for future generations? How about setting aside the entire area between 12<sup>th</sup> NE and 8<sup>th</sup> NE by retaining its R-6 zoning, and then as density increases, so can park and open space increase. After all, this area's wetland function will absolutely be needed during storm events with the increased surface water runoff expected from increased density. A longtime resident-neighbor, who has now passed away, remembered that at the time when 145<sup>th</sup> was a still an unpaved road, some areas along 15<sup>th</sup> NE that periodically flooded from storm water were actually pumped into what is now called Paramount Park Open Space. The water has to go somewhere...

People around here know each other and know the neighborhood history because people stay here or move back because they grew up here. We have big block parties where that history is shared. We have several generations of families here, some in the same house, some in neighboring houses. The turnover of houses is infrequent, but when new neighbors move in they are welcomed. We have many young families who love it here and are so thrilled to be able to afford a home, and have no plans for moving. Our modest homes *are* "affordable housing."

I favored the station being sited at 145<sup>th</sup> (even though closer to me) in part because I naively imagined that at 145<sup>th</sup> there would be fewer negative impacts on neighborhoods than the 155<sup>th</sup> Street location. Clearly I was wrong. The two preferred rezone options are extreme and very unsettling to say the least. It's a shock to see maps of all the homes in my wonderful neighborhood completely gone, and hard to not feel under threat. The cruelest part of this process may be that while we who live here are being asked for input, this re-development "plan" has nothing to do with us. This is not for us, rather for some nameless, faceless future population, and the developers who will benefit from building it.

Furthermore, the intense level of density being proposed by the city is not necessary to meet either GMA targets or Sound Transit requirements, and is in fact, unprecedented in its size and scale. This is very troubling. My concerns are compounded by this tremendous increase in Shoreline's density being concentrated only on the east side of our city, completely wiping out many well-loved neighborhoods with the combined rezone areas for both 185<sup>th</sup> and 145<sup>th</sup>. Together these rezone areas will have enormous impacts on everyone.

My neighborhood stories are not unique. How are so many thousands of us supposed to accept that our homes, our lives, are so expendable? And so urgently? Where are the protections (or mitigations) for us? I've not found them in the DEIS.

As I said when I wrote to the Planning Commission regarding the 185<sup>th</sup> Station Area rezone, I am not opposed to light rail, or the stations, or increased density, or economic growth if well planned. Leaving everything to market forces is not a plan. Development will be random, which is the opposite of a plan. The *market forces* approach will not protect the interests of homeowners. However, from what I've read so far, there will be plenty of incentives for developers. I ask that there be a reasonable balance. At this stage, the "plan" is definitely one-sided.

I would support a more reasonable, much smaller, scaled down rezoning option, including

- Moderate, incremental, predictable (phased) upzoning via triggers such as having the station actually running, or utilities such as water/sewer infrastructure in place. Phasing will:
  - Provide some benefit current homeowners during transition to higher densities
  - Provide opportunities for city to observe how developments are working before expanding into larger area
  - Discourage blight caused by random development within a large area
- Well defined increased park and open space to accommodate and keep pace with the increase in population, incorporating protection of trees and wildlife habitat as well as other benefits to the watershed with consideration of the topography, stream systems and other natural features.
- Single Family Homes as a Conforming Use in all zoning designations. If single family homes become Non-conforming, it will:
  - Discourage maintenance of houses, causing blight
  - Be a disincentive to stay, effectively forcing people out
  - Create problems for financing both for any minimal/allowed improvements and for prospective buyers. These vulnerable homeowners would definitely not have the decades to plan and make decisions as the city purports.

The DEIS acknowledges in the *Changes in Neighborhood Character* section, that: *Major areas of concern include how transitions in the character of the neighborhood, and physical transitions between different land uses, will be managed. And: Some have expressed their disapproval regarding this level of change and have questioned why the coming of light rail should be accompanied by significant upzoning.* Not only does the DEIS not even attempt to address these questions, it essentially says “tough!” Here’s the statement: *The City acknowledges that even though a decision to stay or sell is entirely up to the property owner, those who feel as if their neighborhood is changing beyond their comfort level may still feel forced out. The City also acknowledges that even for those who support change, transitions and construction can be uncomfortable and unpleasant.*

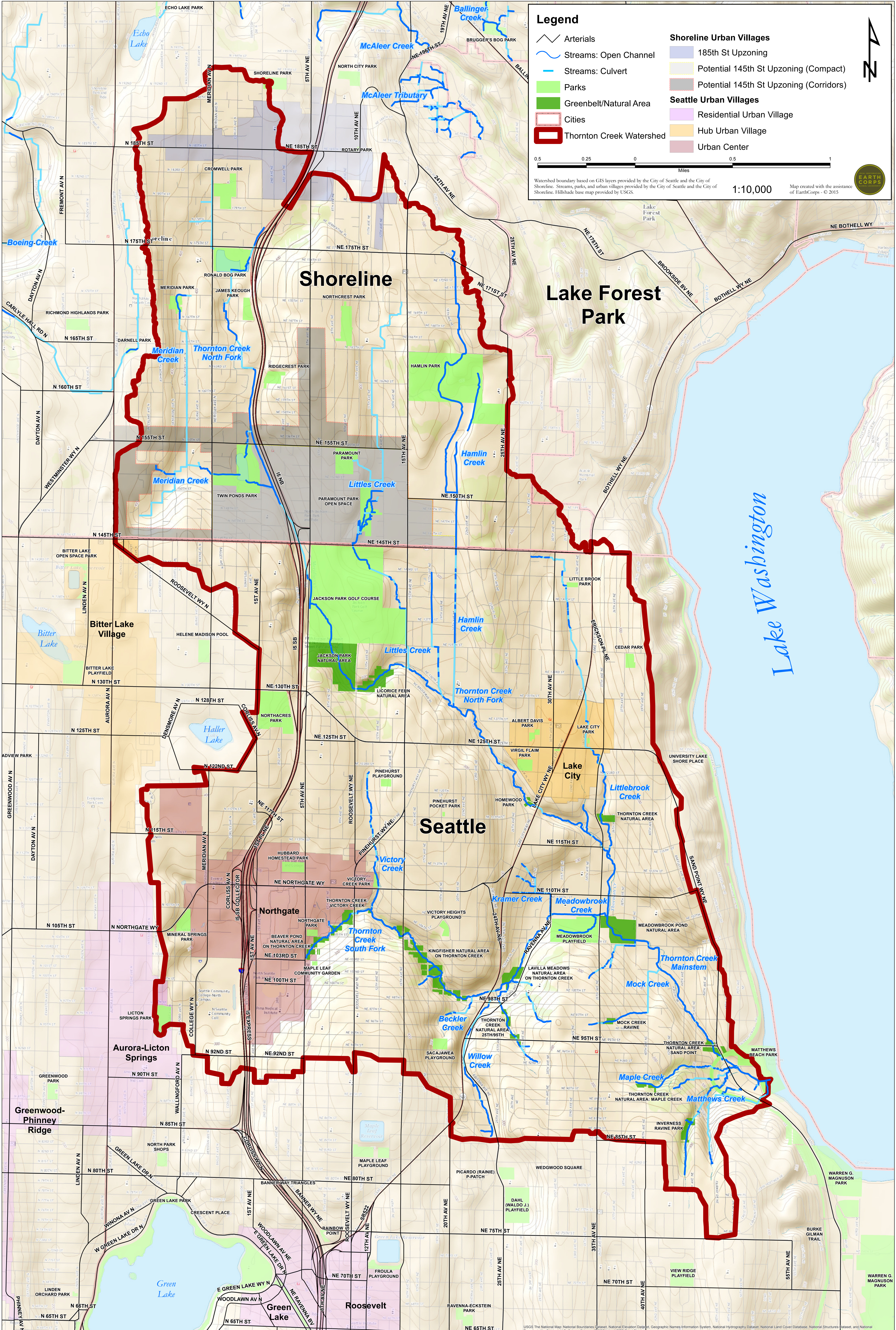
It doesn’t have to be this way. I believe it’s the city’s job to represent its citizens and do everything it can protect their interests. This is entirely possible. I will hold out hope that my trust will be restored.

Thank you for reading my very long letter and for considering my perspective. Thank you to each of the Commissioners for all your volunteer efforts on behalf of our Community.

Sincerely,

Jan Stewart

# Thornton Creek Watershed



**Legend**

- Arterials
- Streams: Open Channel
- Streams: Culvert
- Parks
- Greenbelt/Natural Area
- Cities
- Thornton Creek Watershed

**Shoreline Urban Villages**

- 185th St Upzoning
- Potential 145th St Upzoning (Compact)
- Potential 145th St Upzoning (Corridors)

**Seattle Urban Villages**

- Residential Urban Village
- Hub Urban Village
- Urban Center

Scale: 0.5 0.25 0 0.5 1 Miles

1:10,000

Map created with the assistance of EarthCorps - © 2015

USGS The National Map, National Boundaries Dataset, National Elevation Dataset, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset, U.S. Census Bureau, TIGER/Line, HERE, Road Data