

PUBLIC COMMENT ON LLE SUP  
SPL18-0140 APPLICATION

## Jennifer Wells

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**From:** Katie McCain <mccain.katie@gmail.com>  
**Sent:** Friday, September 28, 2018 11:05 AM  
**To:** Jennifer Wells  
**Subject:** [EXTERNAL] Light rail/Special use permit question

Hi Jennifer —

Just looking over the notice of special use permit application sent in the mail and was curious if there have been any decisions about sidewalks being installed on 5th Avenue NE between NE 175th and NE 185th Streets as part of this project?

This is already a highly used street and the increased impact with the light rail station will be huge. It is a safety issue trying to walk this stretch of street and wait for school/public buses with many speeding cars going past and no boarder for pedestrians. With more cars, walkers, etc. in the near future I can only imagine.

Thank you!

Katie McCain

Sent from my iPhone

## Jennifer Wells

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**From:** David Schwartz <d\_e\_schwartz@msn.com>  
**Sent:** Wednesday, October 3, 2018 9:31 AM  
**To:** Jennifer Wells  
**Subject:** [EXTERNAL] 185th Street Garage and Station for Light Rail

Jennifer

Could you give me information on the traffic impacts to the neighborhoods around the 185th Street Garage and Station. Traffic is already bad in that area and this seems like it will cause a significant increase in people passing through the residential neighborhood.

David

## Jennifer Wells

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**From:** Garrét R Haynes <ghaynes1@uw.edu>  
**Sent:** Wednesday, October 10, 2018 9:18 AM  
**To:** Jennifer Wells  
**Subject:** [EXTERNAL] Application #SPL 18-0140/Light Rail Public Comment

Good morning Jennifer-

My name is Garret Haynes and I have lived in Shoreline most of my life. I attended Ridgecrest Elementary, Kellogg Middle and Shorecrest High School. I have worked at UW Medicine Northwest Hospital for over 18 years now as a Carpenter and lived in my current residence for over 13 years. My wife Melodie is currently working as a Pre-K Teacher while she works on her Masters Degree in Teaching. My wife and I are very excited for the future of Shoreline including the Lynwood Link Extension. We understand the great need for this transit system and are glad to see the Light Rail progress. We welcome these improvements with open arms. We also know that this construction will be going on for some time and our block will be a construction staging area for work to span 175th. Our address is 17205 2nd Ave ne and for many years have had total privacy. The demolition of the houses on 1st Ave have now completely exposed us to 1st Ave and I-5. We are the only house on 2nd Ave that is now completely expose and that brings up some concerns and questions. We are concerned about security (exposed to 1st Ave now), resale value and issues trying to sell during construction years, dust mitigation and construction noise. We are just now finishing an addition/remodel and are naturally concerned about these issues. I am also curious to know if there is plans to add more tree plantings, taller fencing/blocked out construction barriers. I love to see progress and am sure there are plans to mitigate issues throughout the project. I also just wanted to introduce us to you and have an open door with everyone during this process to keep everyone on the same page. The information sent out so far, meetings, e-mails, etc. have been very helpful and informative. Please keep it up. Thank you for taking the time to read this.

Respectfully-

Garret Haynes | *Sr. Carpenter*  
Northwest Hospital & Medical Center  
1550 115<sup>th</sup> St, MS-B120, Seattle, WA 98133  
PH 206.668.1107 | FAX 206.668.1465 | CELL 206.817.1622 | [www.nwhospital.org](http://www.nwhospital.org)  
*Please consider the impact to the environment before printing this e-mail.*



**Greg Barker**

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**From:** "Greg Barker" <marahf@mindspring.com>  
**Date:** Thursday, October 11, 2018 7:53 PM  
**To:** <jwells@shorelinewa.gov>  
**Subject:** Landslide Hazard Assessment for 114 NE 159th, Shoreline WA. 98155

Hello Ms. Wells,

After looking over the Public Board displaying the Proposed Land Use information at Ridgecrest Park and receiving a letter from the City of Shoreline containing the same information I became a little alarmed to see the NW portion of my property located at 114 NE 159th, Shoreline WA. described as a "Very High Landslide Hazard Area".

Since my Wife and I, and 8 children have been located at my residence since 1995 and have never suffered any slide issues, even after the Nisqually earthquake, I've hardly concerned myself with a landslide. However after being alerted to this concern on the part of the city and knowing I'll be next to a rail line being used regularly for decades I'm wondering what steps Sound Transit, the City, or any other authorities are going to take to prevent any landslides on properties adjacent to the rail lines? It also peaked my interest in others things associated with a rail transit system such also as noise and vibration which can affect my property.

I look forward to any answers to my questions and concerns and thank you for your attention to my concerns and interests. I can be reached at my office or on my mobile phone at almost any time.

Sincerely,

Greg Barker

Maranatha Hardwood Floors

(206) 306-9505 (office)

(206-556-9211 (mobile)

## Jennifer Wells

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**From:** Juniper Nammi  
**Sent:** Monday, October 15, 2018 10:08 AM  
**To:** Jennifer Wells  
**Subject:** FW: [EXTERNAL] Save the trees!! Sound transit light rail

Please log and respond.

Juniper Nammi, AICP  
Sound Transit Project Manager  
City of Shoreline  
P: (206) 801-2525  
C: (206) 492-4539

**From:** PCD  
**Sent:** Monday, October 15, 2018 9:04 AM  
**To:** Don L <[mrdonjuan11@hotmail.com](mailto:mrdonjuan11@hotmail.com)>; Juniper Nammi <[jnammi@shorelinewa.gov](mailto:jnammi@shorelinewa.gov)>  
**Cc:** PCD <[PCD@shorelinewa.gov](mailto:PCD@shorelinewa.gov)>  
**Subject:** RE: [EXTERNAL] Save the trees!! Sound transit light rail

Don,  
We have forwarded your Sound Transit comments to our Sound Transit project manager, Juniper Nammi, for review and response.  
Thanks!

Planning & Community Development  
206-801-2500

**From:** Don L <[mrdonjuan11@hotmail.com](mailto:mrdonjuan11@hotmail.com)>  
**Sent:** Saturday, October 13, 2018 9:22 AM  
**To:** PCD <[PCD@shorelinewa.gov](mailto:PCD@shorelinewa.gov)>  
**Subject:** [EXTERNAL] Save the trees!! Sound transit light rail

Dear Shoreline,

We saved our entire lives to live in this greenbelt.

We have no money to move. The trees suppress the freeway noise, absorb the freeway air and help with my anxiety medical conditions by providing serenity.

My health is at stake if you remove these trees. The noise from the freeway is already bad and replacing it with a train will put my life in jeopardy.

Don

## Jennifer Wells

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**From:** Marne Davis <marne.franck@gmail.com>  
**Sent:** Tuesday, October 16, 2018 7:42 AM  
**To:** Jennifer Wells  
**Subject:** [EXTERNAL] Notice of Special Use Permit Application Central Puget Sound Regional Transit Authority

Jennifer,

I am writing to you to express my concern as a homeowner who could be dramatically impacted by the link light rail, but have not been contacted by anyone about mitigation of risks.

I live at 111 NE 167th St. in Shoreline. According to the map that was sent half of my home is in a "Very High Landslide Hazard Area". How will Sound Transit work to mitigate the risk? What happens to my home (or to me) if a landslide does occur that affects my ability to live in my house? We moved into this home 9 years ago and had no idea that Link Light Rail would potentially make our house inhabitable.

Would you please call me so we can discuss?

Thank you,  
Marne Davis  
206-696-4073

## Jennifer Wells

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**From:** M Cameron <michaelfcameron@gmail.com>  
**Sent:** Thursday, October 18, 2018 4:42 PM  
**To:** Jennifer Wells; Michael Cameron  
**Subject:** [EXTERNAL] Public comment on Sound Transit's SUP - by Michael Cameron  
**Attachments:** Sound Transit SUP Public Comment - Cameron.pdf

Hello, attached is my public comment on Sound Transit's Special Use Permit for Light Rail in the City of Shoreline. I am happy to provide it in a different format if required. Please let me know if you require anything additional from me regarding this.

Thank you,  
-Michael Cameron  
20035 12th Ave NE  
Shoreline WA 98155  
206-321-7740



October 18, 2018

City of Shoreline  
Attn. Jennifer K. Wells  
17500 Midvale Ave. N.  
Shoreline, WA 98133  
jwells@shorelinewa.gov

Jennifer Wells,

This letter details my comments on Sound Transit's (ST) Special Use Permit (SUP), for development within the City of Shoreline, WA.

My property is at 20035 12th Ave NE, and while it is within King County and in the City of Shoreline, it is also in ST Project L300 (and not L200).

I have had multiple communications (discussions, letters, emails, official comments) with ST since 2013, when I first learned of how this project could impact the area near my property. All of those communications have outlined my request for better visual screening of the track from my property. The most recent letter I received from ST regarding these requests (August 8, 2018), stated that the "... visual screening of the elevated guideway near your property will be adequately addressed by the project's current landscaping plans." The landscaping plans they referred to are the same 90% plans released in the SUP. Yet, as I have made demonstrably clear to ST numerous times over the last five years, **the proposed landscaping plans will offer little-to-no visual screening of the elevated track from my property.** As such, I am left to assume that ST either does not care about providing visual screening to my property, or they have simply not given it the appropriate amount of attention. The purpose of this letter, is to provide you with the details of my situation in hopes that **the City of Shoreline can compel ST to appropriately increase the visual screening of the track near my house.**

The track will be about 75 ft. from my property line and it will be about 40 ft. above the ground-level of my backyard (i.e., 25 ft. tall support-posts will be placed 15 ft. up a slope near my backyard). Nearly all of the trees between my property and the track are on that slope. Those trees will all have to be removed for construction. The vegetation plan indicates that ST will replant much of this slope area, but because of safety/maintenance concerns those plantings will all be rather short (i.e., <35 ft. tall when fully grown), and so will offer little-to-no visual screening of the track.

I understand the need for safety and for that reason I support the decision to restrict the heights of trees next to the track (i.e., on the slope). There is a flat zone however (>40 ft. wide), between the start of the slope and the western boundary of my, and my neighbors', properties. ST's 90% vegetation plan specifies no additional plantings in this large area. Most of the existing vegetation in this "No-Planting-Zone" is comprised of bushes or trees that are too short to offer any visual screening of the elevated track. Although there are about eight tall trees in the "No-Planting-Zone" directly west of my property, the branches of these trees are so high or sparse that they would similarly provide very little visual screening.

**Shoreline Development Code 20.50.490-C** states that a 20 ft. width of Type-I (i.e., full screen landscaping that functions as a visual barrier) landscaping shall be provided for institutional and public-facility development adjacent to single-family residential zones. I understand that WSDOT is requesting authority to supersede this code, but just a small change to the vegetation plan will, I believe, be easy and inexpensive to implement, help ST and the City of Shoreline to achieve their planting goals, and help to mitigate my concerns about the visual impacts of project.

Although the flat area between the slope and single-family residential zones continues south, the vegetation plan switches from the "No-Planting-Zone" to an area with a planting mix (Mix-K) consisting of trees >50 ft. tall. **I propose that ST extends the existing tall mix (Mix-K) 300 ft. farther north into the "No-Planting-Zone" adjacent to my house.** I have created a 3D-GIS model of the area (see Appendix) and I believe that by implementing these changes, and once the vegetation is fully-matured, my view of the track will be sufficiently screened.

I suspect that part of ST's reluctance to extending Mix-K north may stem from the added cost of clearing prior to planting (i.e., the area currently defined as Mix-K will already have been cleared to facilitate changing the location of a power line pole). There is little topographical difference between Mix-K and the "No-Planting-Zone". They are both located between a slope and single-family residences, and both are >40 ft. wide (more than double the space required to fulfill the requirements of Shoreline Development Code 20.50.490-C). I'd remind ST that fully clearing the "No-Planting Zone" might not be necessary. Instead, they could just plant trees that will grow >50 ft. tall among the existing vegetation. There are almost no trees in that flat zone, and all of the shade currently provided by trees on the slope will be removed for track construction.

In a related note, I am aware that the City of Shoreline is considering allowing ST to plant additional trees on private property adjacent to the track. I fully support this as an additional option and would be willing to make my property available for such a program.

To be clear, I love Shoreline. My wife and I moved here 15 years ago to start a family. We chose Shoreline and our house precisely because of the abundance of evergreens. We support the train, and we think it will be good for the region and city, but the current vegetation plan spoils what we love most about our home and Shoreline, and will negatively impact our property values. I believe those outcomes can be avoided (or at least sufficiently mitigated) by following the small changes to ST's 90% vegetation plan that I've outlined here.

Thank you for your attention to this matter.

Respectfully,

A handwritten signature in black ink, appearing to read "Michael Cameron", with a long, sweeping underline.

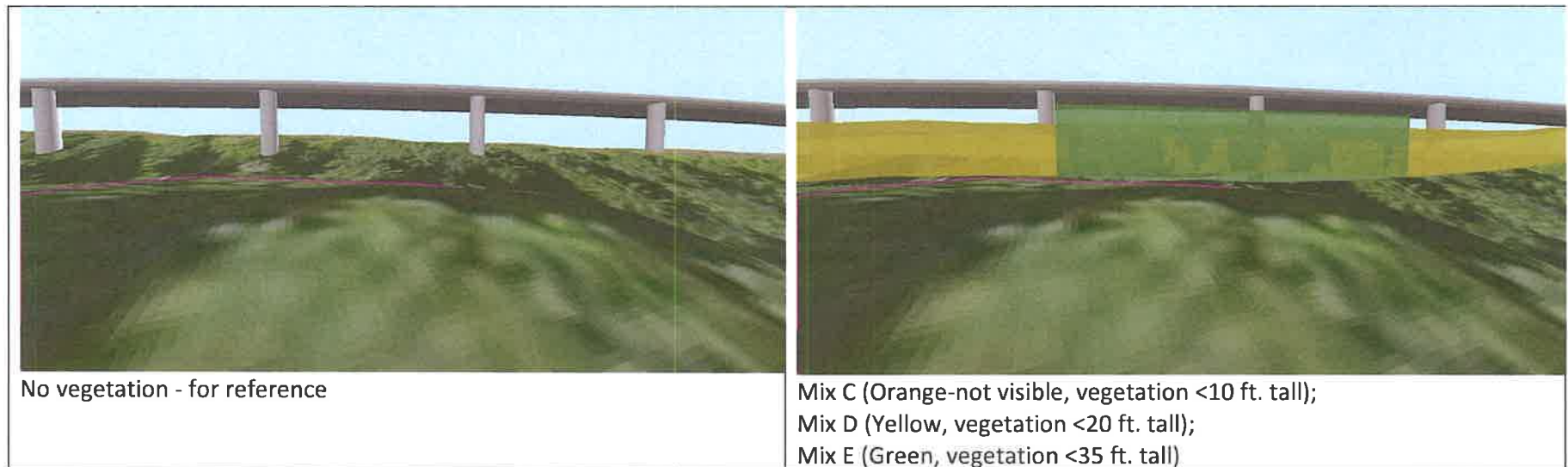
Michael Cameron  
20035 12<sup>th</sup> Ave NE  
Shoreline WA 98155

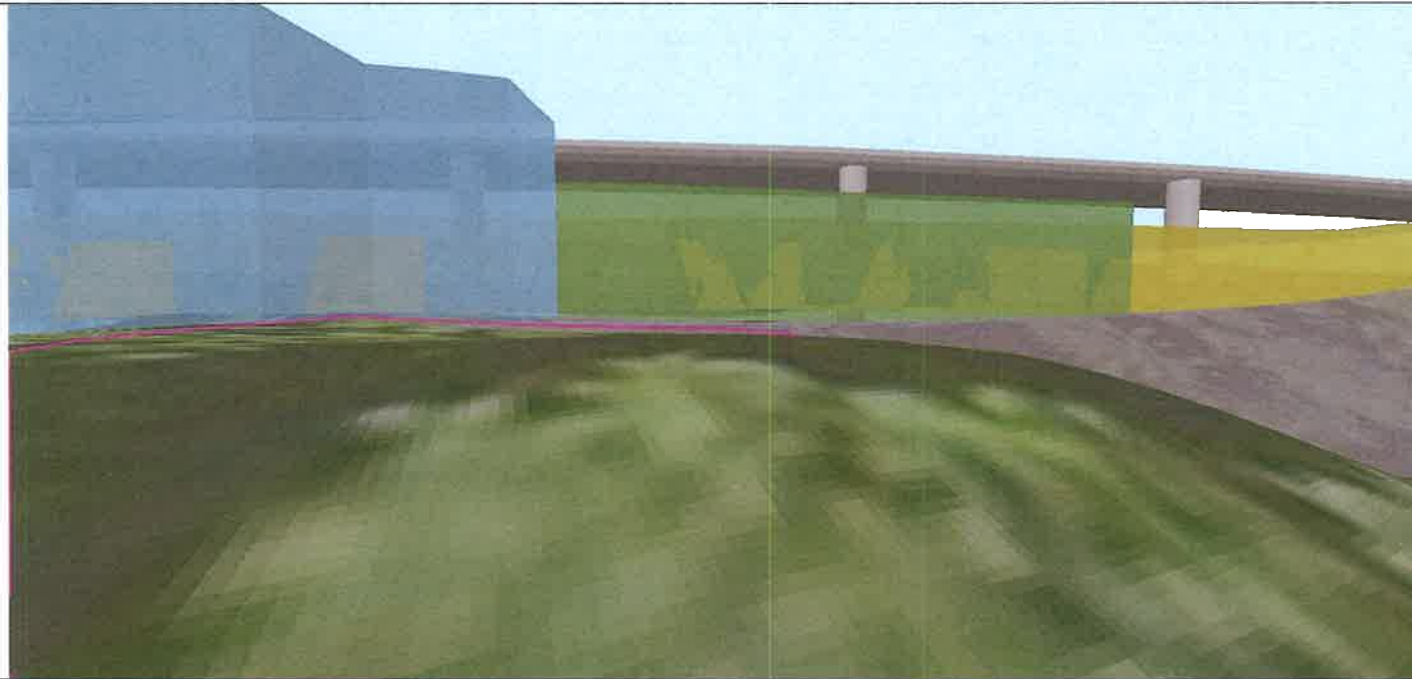
## Appendix

I created a 3D model of my property and the surrounding area in ArcSceneGIS. These screenshots show the view west from my backyard, including the hillside, elevated guideway and train. All data/measurements are from official ST documents and WSDOT GIS layers. The colored polygons show the area and expected maximum heights of trees in the different planting mixes and so represents the best-case-scenario of visual screening (though, any screening will clearly be thinner at the tops of these polygons). As the polygons overlap visually, I included a few images depicting subsets of mixes, but the image with Mix C, D, E, and K depicts the current ST 90% vegetation plan. I did not include a polygon for the "No-Planting-Zone" because within this view nearly all vegetation in that zone is so short, or so sparse, as to afford little-to-no visual screening (which is why I requested extending Mix-K farther north into this zone).

As is clear from the model, even with the most optimistic scenario, the majority of my view will include the elevated guideway. As such, it is clear that **ST's belief that the "... visual screening of the elevated guideway near your property will be adequately addressed by the project's current landscaping plans."** is clearly incorrect.

I'm happy to share my ArcSceneGIS project and discuss the issue further with ST, their landscape architects or the City of Shoreline if that would be helpful.





Mix C, D, E and  
Mix K (Blue vegetation  $\geq$  50  
ft. tall).

Clearly most of the track  
would still be visible (little  
screening) under this, the  
current ST vegetation plan.



Mix C, D, E, K and  
My-Proposal (Purple)  
if trees  $\geq$  50 ft. tall were  
planted in the "No-Planting-  
Zone"

**This would satisfy both my  
need for a visual barrier  
and the terms of Shoreline  
Development Code  
20.50.490-C.**





Bird's-Eye View of my property (outlined in Magenta) and surroundings. The location of the elevated track is shown and the different colored polygons correspond to the various vegetation mixes identified in ST's current vegetation plan. Note that Mix-K (Blue, vegetation  $\geq 50$  ft. tall) ends just south of my property at the "No-Planting-Zone" (Purple). **I propose that ST extends the existing tall mix (Mix-K) 300 ft. farther north into the "No-Planting-Zone". This would satisfy both my need for a visual barrier and the terms of Shoreline Development Code 20.50.490-C.**

## Jennifer Wells

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**From:** vishaka smith <vishakaws@hotmail.com>  
**Sent:** Wednesday, October 24, 2018 10:22 PM  
**To:** Jennifer Wells  
**Cc:** Jeff  
**Subject:** [EXTERNAL] Public Comment for the special use permit: Lynnwood Link Extension Light Rail Project

Hi Jennifer,

Thanks a lot for the e-mail. I Just got a chance to provide public comments for the special permit.

We request the city of Shoreline and Central Puget Sound Transit Authority to not to use the NE 162nd street as a haul in nor out route due to the following reasons:

1. Unlike the NE 161st street the NE 162nd street is at a steeper slope near the 3rd Ave NE. Having trucks go in and out from that street will be a safety hazard for the homeowners who need to come out from their garages or driveways to NE 162nd street because of the slope. We might not see the trucks coming or the truck will have a higher speed coming down the street. Also, when trucks going up the street will emit a lot of air pollutants due to the higher slope.
2. The current speed limit of NE 162nd is 25 MPH and the homes are closer to the street than ones on the 3rd Ave NE and even the NE 161st (I believe). Therefore, there is a possibility of great effect on the foundations of the homes due to high and frequent vibrations from the street as well as the back yards (due to light rail work) that they have not used to for over 69 years (since they were built in 1950s).
3. The surface quality of the street will be compromised and the ability for the home owners to park on the street will be lost?
4. Also, there is a sharp bend where NE 162nd meets 3rd Ave NE and it will be more energy efficient and less time consuming to go directly via NE 161st or 3rd Ave. NE.

Therefore, due to safety, health issues, cost effectiveness and efficiency reasons we hereby request the above authorities to consider the use of 3rd Ave NE and NE 161st street (which directly connects to the parking area) as truck routes instead of using NE 162nd street.

However, whatever streets are chosen for the construction route the homeowners should receive assistance to mitigate for adverse consequences of this project. This includes assistance in mitigating noise that will disturb the neighborhood and vibrations that could damage structures. For this, assessment of the conditions of the foundations (and roads) before and after the use is needed.

Thank you very much for your consideration.

Vishaka Smith, Ph.D., P.E. and Jeff Smith

## Jennifer Wells

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**From:** PCD  
**Sent:** Monday, November 26, 2018 8:20 AM  
**To:** Jennifer Wells  
**Subject:** FW: [EXTERNAL] A tree worth saving? #spl 18-0140  
**Attachments:** 20181122\_112843.jpg

I believe this message was meant for you.

Thanks,  
Trevor



Planning & Community Development  
17500 Midvale Avenue N, Shoreline, WA 98133  
P: 206-801-2500  
[PCD@shorelinewa.gov](mailto:PCD@shorelinewa.gov)

**From:** Scott, Ian <ian.scott@davey.com>  
**Sent:** Thursday, November 22, 2018 11:57 AM  
**To:** PCD <PCD@shorelinewa.gov>  
**Subject:** [EXTERNAL] A tree worth saving? #spl 18-0140

Good day Jennifer.

Walking along the proposed site, I noticed the cedar on the attached image. It's young and I suspect it's a good specimen for the site as a future big tree.

Can the tree protection fenceline come in a little closer so this tree (middle right of pic) is protected?

I am capable of making a more lengthy case for this tree if anyone on your team is willing to read it.

Regards,  
Ian Scott (neighborhood resident)  
ISA BCMA