

Gary,

Thank you for providing us an opportunity to respond to the Shoreline station area stories that ran on KIRO February 9 and 10. Below are points correcting inaccuracies contained in the stories and others explaining why the City is doing what it is doing. I have also attached FAQs that we recently released that address some of the concerns we have heard over the past two plus years, including one addressing Mr. Derdowski's comments about obtaining a mortgage for a "non-conforming" property.

One point I want to raise is that some of the people you showed from the meeting and interviewed are not even from the Shoreline community. They live outside of the area, but have been trying to cloud the issue with inaccurate information to fulfill their own agendas.

Below are some points correcting inaccuracies contained in the stories that ran on KIRO:

- City will not take any property for redevelopment because of the rezone.
- No one will be required to move because of the rezone. If someone wishes to sell their property to another party, they can. If they do not wish to, they do not have to. They can stay in their homes as long as they wish.
- Redevelopment of the station areas will be driven by market forces and willing buyers and sellers. If developers are interested in building in the area and property owners are willing to sell, the area will begin to see change over time. If no one sells their property, then the area will remain relatively the same as it is today, except for the actual light rail line, station, and parking.
- 24/7 construction occurring on Roosevelt would not be occurring in Shoreline. Tunneling operations are around the clock, but no tunneling will be done in Shoreline. While there may be instances of 24/7 work in Shoreline, it will be the exception and not the rule. The majority of the work would be done during regular construction hours.

Below are points about why the City is doing what it is doing.

- **Population growth** - Puget Sound region is growing. Growth Management Act (GMA), adopted in 1990, keeps growth to urban and developed areas, preventing it from sprawling into our valuable natural areas. Already established urban areas will need to absorb the growth. This includes Shoreline.
- **Proactive planning** - Shoreline is a first tier suburb located within 25 miles of major job centers north, south, and east. With the addition of light rail, Shoreline will become an even more desirable place to live. Question is whether to allow growth to occur haphazardly throughout city, or to plan for it and focus it in those areas that make sense, such as around transit corridors. Concentrating growth around transit hubs will allow the City to better plan for and serve growing population; help reduce Shoreline's greenhouse gas emissions; increase the likelihood of more amenities coming to Shoreline; and allow for more housing choices over time.
- **Change over decades** - No question the rezone represents change, but the change will be gradual over decades. Full build out of the most growth scenario considered would be 80 to 100 years.
- **Leveraging regional investments** - Region has invested and will continue to invest billions in light rail. Shoreline is leveraging that regional investment to make investments in our community by concentrating future growth around transit.

- **Shoreline is not unique** - Other cities across the region along light rail's path have been doing the same proactive planning and rezoning areas to encourage more transit-oriented development.
- **Property values increase** - Research has shown that property values generally increase, particularly when coupled with increases in zoning, for those properties within a half mile of a station. Some research has even shown property values increasing up to one and a half miles from a station.
- **Sustainability and climate change** - Transportation is the largest source of greenhouse gas emissions in Washington State. Allowing growth to occur throughout the city instead of concentrating it around transit-oriented developments will lead to more traffic and congestion, increasing Shoreline's greenhouse gas emissions instead of reducing them.
- **Increased amenities** - Concentrating growth in certain areas will help increase the number of amenities serving those areas, such as shops, restaurants, and gathering places. These are the type of places that Shoreline residents repeatedly say they desire.
- **Housing choice** - Redevelopment around the station areas will increase housing choices currently lacking in Shoreline. Shoreline is primarily a community of single-family detached housing. It also has second highest percentage of people 65 and older in King County at 15.2%. Seniors living in detached single-family homes have few options if they wish to downsize and remain in Shoreline. Increased housing diversity will also provide opportunities for people that work in Shoreline, but cannot afford to live here.
- **Public process** - For past two years, City has engaged in a public process to plan for station area at 185th and has been engaged in the planning for 145th for past year. Hundreds of residents have participated in the process up to this point. Two citizen committees have also been involved in the process, meeting monthly and providing input. Almost every issue of the City's monthly newsletter, which goes to every home in Shoreline, has had an article about light rail and/or station area planning. City has also sent out hundreds of postcards and electronic alerts alerting residents to different meetings and workshops.