
 Planning Commission Meeting Date: February 5, 2015

 Agenda Item

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Public Hearing on 145th Street Station Subarea Plan- Draft Environmental Impact Statement and Recommendation on Preferred Alternative		
DEPARTMENT:	Planning & Community Development		
PRESENTED BY:	Miranda Redinger, Senior Planner, P&CD Rachael Markle, AICP, Director, P&CD		
<input checked="" type="checkbox"/> Public Hearing	<input type="checkbox"/> Study Session	<input type="checkbox"/> Recommendation Only	
<input type="checkbox"/> Discussion	<input type="checkbox"/> Update	<input type="checkbox"/> Other	

BACKGROUND

The Commission received a presentation on the 145th Street light rail station subarea Draft Environmental Impact Statement at the January 29th meeting. The Draft Environmental Impact Statement (DEIS) for the 145th Street Station Subarea Plan (145SSP) was issued by the City on January 17th. The following is a link to the 145SSP DEIS <http://shorelinewa.gov\145DEIS>. This was followed by a community meeting on January 22nd hosted by the 145th Street Station Citizens Committee about the 145SSP DEIS Draft Environmental Impact Statement (DEIS). **The DEIS comment period is scheduled to close on February 17th.**

An Open House to learn more about the 145SSP DEIS will be held on Thursday, February 5th at City Hall 17000 Midvale Avenue North in the Council Chambers from 6:00 to 7:00 p.m. The public hearing, also on Thursday, February 5th at City Hall 17000 Midvale Avenue North in the Council Chambers will be conducted from 7:00 to 9:00 p.m. The Planning Commission is scheduled to make a recommendation to Council regarding the Preferred Alternative for zoning in the 145SPP, which will be analyzed in the Final Environmental Impact Statement (FEIS). Attachment A contains all DEIS comments received as of January 30th.

DEIS comments received between January 31st and February 5th will be provided to the Planning Commission in a desk packet prior to the start of the public hearing.

ATTACHMENTS

Attachment A- DEIS Comments received as of January 30th

Approved By:

Project Manager Planning Director 

Staff Report Attachment A - Public Comments

I want my same public comment to the 185th public hearing. As you well know, any zoning decisions that are made for 185th will automatically be carried over into consideration for the 145th area, so to hold of on inclusion.

I am also forwarding this on for inclusion in the public comment for the 185th station public hearing in 1/15/2015, because it applies to both equally, and any decisions that are made in regard to 185th will most likely be applied to the 145th area.

This is in relation to the 145th sub area SEPA, public comment period due date of 10/31/2014. **I am also forwarding this on for inclusion in the public comment for the 185th station public hearing in 1/15/2015, because it applies to both equally, and any decisions that are made in regard to 185th will most likely be applied to the 145th area.**

I, along with many other Shoreline residents, strongly oppose to the use of any minimum density zoning in MUR-35 or MUR-45. I would like it to be noted, and relayed to the public, that it has been clearly stated in October 2014 planning commission meetings that minimum density zoning should not be considered in the MUR-35 or MUR-45 zones, only in the MUR-85 zone.

By imposing minimum density zoning Shoreline council would not be using official eminent domain, but would clearly be bullying existing homeowners into selling their homes through the act of driving higher tax rates well before the true market would naturally increase them. Minimum density zoning would at the same time reduce the pool of private parties that can get a loan due to the "Grandfathered", or "Legal Non-Conforming" status that they are being told would not negatively impact them.

As Shoreline residents have already presented to the city council and planning commission, banks have in fact confirmed that the label would impact any buyers' ability to qualify for home loans for the purchase of these properties, requiring at minimum, additional paperwork requirements to qualify.

Shoreline council expresses interest in creating a walkable community within the station sub-areas. To create a walkable community requires social hubs like those found in Seattle neighborhoods such as Ballard , Phinney, Fremont, Capital Hill. These areas are popular to live in, and to socialize in due to the fact that they have a mix of housing. They are not all cookie-cutter townhomes, not all single family, not all row houses, not all apodments, not all mega-condos. The home owners and renters within each block span many generations, and socioeconomic dynamics because the existing residents have not been forced to sell their homes prematurely through act of imposing massive up zoning, while at the same time imposing minimum density limitations.

I look forward to the light rail station areas developing at their natural rate, and being part of the vibrant communities we all hope for. I will be doing so as a single family residential homeowner within that community; in the home that I chose because it was affordable, the home that represents many years of blood, sweat tears, and love. I have not, nor will I ever,

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entertain the idea of living in any kind of attached housing. I might reconsider my stance once every single member of the Shoreline city council has been forced to sell their own homes to developers, and to either leave their neighborhood or move into multi-family housing.

Dia Dreyer,

Shoreline resident, and property tax payer

Regarding the DEIS rezone information session that I heard on January 22 some thoughts come to mind.

First and foremost is that the projections of how fast redevelopment will occur are Pollyanna at best and misleading at worst. The Lynwood transit corridor around 164th Street and I-5 only took 15 years to totally change the character of the area, much of that construction taking place in the last five years.

This area had room to develop, it had rural land and roadway infrastructure in place LONG before the development took place. It displaced very few residents. The Shoreline rezone proposes to displace many.

One thing to note in the Lynnwood area as well is the fact that the most recent apartments have been available for at least six months and yet when driving past one can easily see that the vast majority have not been rented out yet. If there were such a high demand as to require the building of these *now*, why are they still sitting vacant?

The Ballard rezoning has changed the character of the neighborhood in less than seven years. The lack of parking has been a huge issue as well as it has underestimated how wed many are to their autos. The Roosevelt area has already been impacted in such a way to totally change the character of the neighborhood and light rail is not even close to being viable there.

If there is any question about cars and development one only needs to look to the apartments that now abut the freeway along 5th Avenue just south of 130th Street in Seattle. Those apartments are on a good bus line, they have limited parking available for the units, the street is now flush with parked cars where once there were only a handful.

To rezone an area so far in advance of when the actual station that is supposed to serve the expected new residents is then close to folly. The Shoreline station at 145th is not to open until 2023. Construction is to begin in 2018 and of course that does need an environmental review process prior, it will have a huge impact on the I-5 and 5th Avenue corridor. However rezoning the neighborhoods now and saying change will take twenty to forty years to happen is as stated, a Pollyanna view. History does not lie and there is enough recent history regarding how

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fast rezones change neighborhoods, no one should be ignoring these facts nor glossing them over.

There are many things that can change in the interim, including population projections. Just because things are booming now does not mean they will be come 2023. A more nuanced approach, a more phased approach would make more sense and set better with those who will be impacted by the City's decisions.

I believe the residents of the affected areas would best be served by **delaying** the process and NOT discussing both projects as if they are one.

It would make far more sense to have "**Phased Transitional Zoning**" that could be based on specifics such as having the infrastructure in place, *and this would include having the light rail station actually open*, and upgrades that can occur once the specifics are met. This is simple common sense based on so many unknowns. And there are MANY unknowns when one is trying to predict the future.

The only thing we know is that the light rail station is due to open in 2023, we do not know what sort of economic climate will exist at that time.

Regarding the actual community meeting and the presentation:

People do not like to be talked at, people do not like to be lumped, people do not like to be talked down to. The impression many received from the session was that all three points were in use. Many questions presented were not answered in a straightforward way, roundabout answers, non-answers, and obfuscation just serve to instill even more anger in those who are already angered.

To say "Millennials" like this or that ignored the fact that several of those who were expressing concern WERE Millennials. To assume that all of that generation will choose a certain path or pattern ignores human nature. To speak about current patterns ignores what happens when people marry and start families, many prefer to live in single family homes. Yes, things and attitudes are fluid and changing, but by focusing on one generation, while ignoring those of that generation who were present sends the message that the City does not see or consider its residents as individuals with individual opinions. And to ignore the concerns of an older generation who have lived here for many years and who helped make the City of Shoreline just that, a city, does not send a positive message either.

The concerned citizens understand that change happens. What they are questioning is why the City is pushing so hard, so quickly, to rezone an area in the face of so many true unknowns. **Once the area is rezoned change cannot be stopped**, so why not slow things down and take time to see just how things progress? There is nothing wrong with taking a more nuanced, a more phased approach. Better to do this than make a misstep that leaves a blight on the area.

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Better to do this than step on the citizens whose lives will be affected by the policies the city enacts. This is why a phased transition would make far more sense.

If the process is slowed down it allows adjustments to be made. So what if in forty years there might be a building built in a phased in process torn down and rebuilt? This was an example that was used as to why phasing the process wouldn't make sense ... yet it could happen anyway and is a more likely scenario given no one knows what will happen forty years from now, or even twenty. Why hurry into something when the end result is so far in the future, even if it is close at hand?

Once the character of a neighborhood has been changed by developers, we cannot get it back. And the developers are the ones who will be swooping in once a rezone is in place, that is the truth of history as is born out so many times, so many places.

Better to take it slowly and be more methodical and nuanced. That way the likelihood of stepping over the concerns of citizens can be mitigated and allow for adjusting, both of attitude AND policy.

I would request this letter, which is being sent to the Shoreline City Council and staff, also be recorded in the DEIS.

Respectfully,

Cathy Aldrich
resident for 34 years

Just reiterating the request that the council slow down the process for BOTH the 185th rezone and the 145th rezone. This is too important an issue, has raised too many red flags for those living in the neighborhoods involved, to be moved on as quickly as is now in process.

Things can be slowed down and given how many lives will be impacted by the Council's decisions, it seems imperative that the process should be slowed down.

Trying to cram all the meetings and decisions in a very short time period is a recipe for mistakes, a recipe for disaster, no matter that the issue seems to have been being considered for two years, for many, it is the first time they have been confronted with just how much impact these rezones will have on their lives.

Respectfully, Cathy Aldrich

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I ask that you support the strong affordable housing policies that require development contribute to meeting Shoreline's affordable housing needs. I am a long time, on going volunteer and advocate at Youth Care, Mary's Place, Homeless to Renter, tent city, and other organizations. I see them face to face and sleeping in cars here in Shoreline. The 2015 count has increased 21% from last year and more families than ever are living on the streets and in cars.

Sis Polin - Echo Lake

Greetings.

I am following up on the public comment I made this evening at the City Council meeting.

At the meeting, I noted that the February 23rd City Council meeting is going to go late into the night, because the schedule calls for major decisions on two hot-button issues. In addition, I noted that the Planning Commission's meeting to choose a recommended alternative for the 145th St. subarea is scheduled 12 days before the end of the public comment period on the DEIS. Neither of these is preferable.

This problem is apparently an unintended consequence of the Council's original schedule for the two subarea rezonings. The solution, therefore, is to postpone a final decision on the 145th St. subarea. By moving the final decision back from June until July (or later), the rest of the schedule can be similarly shifted. It may be too late to reschedule the Planning Commission vote on February 5th, but it is certainly not too late to reschedule the Council's preferred alternative vote.

There are several benefits to this move, including:

- Greater perception that the Council is interested in, and respects, public comment;
- Public input, and subsequent Council decisions, based on a total picture of the entire area, knowing what the northern subarea will look like;
- A much easier — or at least less difficult — February 23rd meeting; and
- Potentially, a wider view of the possibilities, particularly if the Council chooses to implement a phased approach to rezoning.

In contrast, there is no real down side to slowing down the process on the 145th St. subarea. As I mentioned in my comment, whatever Monday evening the Council makes its final zoning decision, nobody is going to start building the next Saturday, or a week from Saturday, or a month from Saturday, or a year from Saturday, because the light rail isn't coming for another eight years.

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I understand that there was a very good reason, one might even say laudable reason, for the current scheduling. I would put it to you that the original reason, given the unintended consequences we now face, is no longer sufficient, and a change should be made. I urge you to make the change.

Best regards,
Dan Jacoby

Mr. Norris,

I do not know how much you have to do with the Shoreline City Council's agenda to rezone the bulk of the Ridgecrest Neighborhood, but since they do not seem to be listening to the residence of this neighborhood, I thought since you are listed under "Community Engagement" maybe you would care.

I live near 145th and 5th. Yesterday I spent 4 hours talking to neighbors, and I only saw 9 in the time. Eight of the nine were very concerned over the massive rezoning that the city council is pushing through. The ninth person said he did not like it, but he is a fatalist and does not think we can do anything about it.

I have been to about 6 meetings since November when I first became aware of the city's rezoning of this area. At each one, the council ignores our comments about slowing down the process, not rezoning everything right now, but wait to see what the build out of 5th does to our traffic, if 145th can keep up, how adverse the build out will affect the surrounding areas. The city planners and the city council all say – don't worry, it will take 30 years to all be built out. If that is the true assessment, then why not phase in the rezoning as the market dictates instead of all at once. I have heard that some of the council intend to buy property as fast as they can once the rezoning is law so they can "Make a Killing."

Great, the people we elect want to make a killing off of the very people how elected them.

Please – if you are truly someone that wants to engage with the community, please get someone to listen to us.

Jan Helde

To the Shoreline City Council

Re: Upzoning of single family residential areas for the 145th and 185th street stations of the Metro Link Light Rail build-out.

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I spoke briefly during the comment period of the Council's meeting on January 26th, 2015. Below is a fuller treatment of concerns that arise from the Planning Department's proposals. This material is also attached, with more consistent formatting, in an MSWord doc.

“The change in property value due to zoning is known as option value. This externality may or may not be positive. To account for changes in option value, good government must know specifically how and by what magnitude land use zoning affects the option value of property.”

“Effects of Zoning on Residential Option Value” Jonathan C. Young, Department of Economics West Virginia University Business and Economics.

To preface the remarks and questions that follow I wish you to know that, unlike developers, I already work sixty to seventy hours per week at a low wage. I have no staff. I have no lawyer, and I have no time. My neighbors, for the most part, are unable to make the commitment to stand up for themselves. Many of them have little more than their homes, whose appreciation in value is now very much at risk.

I am philosophically in favor of density, transit, low-income housing, and restoration of natural systems for storm water management, all of which are promised by the massive redevelopment proposed by the Shoreline City Council. But there are severe deleterious externalities inherent in growth that occurs: 1) with rapid upzoning, 2) when regulated by market forces. One need only read the New York Times and travel throughout the city of Seattle to see what occurs.

As an historian, I am a capable researcher, but I don't have the luxury of hours to spend in the University of Washington library to become fully informed about the impacts of upzoning in single family residential neighborhoods. In my online research I find no precedent for drastic upzoning of large areas of single family housing except in the case of airport construction. The documents I *do* find leave me with the concerns, questions, and suggestions detailed below.

My greatest concern is for externalities associated with rapid growth. These include loss of property values, increased tax assessments, and erosion of quality of life. With thoughtful planning these effects can and should be both minimized and mitigated. Leaving the character of development to “market forces” treats residents of modest means and the homes into which they have invested their lives as no-account victims of a “natural” process of growth. As a city and a society we have to do better than this. History may show us the way.

Aggregation Induced Blight is the result of incomplete planning. It results when zoning encourages developers seek to acquire property at the lowest cost possible and then aggregate holdings over time. They take advantage of tax write-offs for years of losses on properties while seeking over a decade or more to join parcels and build large-scale projects. Property whose fate is to be demolished is neglected, depressing values for residents whose choices become limited and costly. Furthermore, out-scale multistory developments diminish livability in numerous ways that are easy to imagine.

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- Limit the scale projects to one or two parcels. This discourages out-of-community developers whose immense resources allow longer time-scales to realize greater profits.
- Assess mitigation fees to secure the value of homes negatively impacted by development. Residents should be assisted in relocation to comparable homes.
- Municipal bonds could be sold, and county/state/federal funds may be available to establish a mitigation fund.
- Where large scale projects clearly serve the public interest, eminent domain may be the most just method of acquiring properties, but private profits must be limited in these cases.

While common in Western Europe, there is little precedent in North America for protections from the negative impacts of planned growth. One noteworthy case is New Jersey, which instituted a Department of the Public Advocate, reconstituted in 2006. The department's top three priorities for reform at that time were as follows:

-limiting eminent domain for private redevelopment to truly blighted areas, as the State Constitution requires;

-making the redevelopment process fair and transparent so people receive clear notice and have a meaningful chance to defend their rights in court; and

-providing adequate compensation and relocation assistance so families that lose their homes can rent or buy safe, sound, and comparable replacement housing in their own communities. (2009 Rutgers Law Record)

In a case brought by developers, a 2007 landmark Supreme Court decision there reined in overzealous redevelopment plans. Research in this and similar cases argues against provoking residents' oppositions and legal challenges. Shoreline could become a model of humane upzoning development, but this will require imagination, patience, and political will.

A study entitled: "Cost-Benefit Analysis: Ethics and Problem Boundaries," examined the effects of conflict upon transit-related redevelopment planning in the Bay Area of California. I quote the abstract in full:

Conflicts enlarge the scope of the considerations that need to be addressed by program and project evaluations. The enlargement of a problem's boundaries may include shifts in the ethical premises used to assign values to the plan's indirect consequences. This review of the conflict generated by a Bay Area Rapid Transit System station's potential land-use impact shows how the relevant issues expand beyond the boundaries ordinarily set in cost-benefit evaluations, and involve reassessment of the ethical premises that should be applied when determining the relative value of alternative land-use plans.

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In the vernacular, planners encountered vociferous opposition that required them to slow down and rethink their priorities.

Another case study is the sixty years of planning and explosive growth in Toronto. It makes for some very interesting reading, which I'm guessing the Council and its planning department would find enlightening. The title tells the story, I think: "Smart Growth and Development Reality: The Difficult Co-ordination of Land Use and Transport Objectives." This, again, is from the abstract:

Findings highlight the difficulties of pursuing such policies due to the power of neighbourhood-based interests, disagreement among jurisdictions within the metropolitan region and changes in priorities and intervention capacity. The article ends with proposals that seek to enhance the possibility of transforming the structure and dynamics of cities in ways that are compatible with smart growth principles.

With the information that I've found, I'm left to wonder if you are well served by your Planning Department staff. Rushing ahead with radical rezoning has the potential to turn our city into a war zone. The courts are an uncertain and expensive arena for the settling of "takings" issues, and some recent cases have been decided in favor of aggrieved property owners, as was seen in two cases in Minnesota: *McShane v. City of Faribault* [292 N.W.2d 253 (Minn. 1980)], and more recently in *DeCook v. Rochester Intern. Airport Joint Zoning Bd.* [796 N.W.2d 299 (Minn. 2011)]. **I believe there is a method that is more just, and more sane.**

I close with these questions that arise from the proposed rezoning surrounding the 145th street and 185th street Metro Transit Light Rail Stations:

- Where has a "Planned Action Process" for radical upzoning of this scale and degree change of density been carried out, and what lessons were learned there?
 - Where has public opposition had a significant effect on the scope of redevelopment in a neighborhood with existing dense single-family housing.
 - In the course of the decades approaching max "best" use, what is the course of property values in response to the introduction of large dev. blight?
 - What is the tax structure you intend to apply and on what time frame?
 - Will there be any Mitigation of negative economic and quality of life impacts upon residents who are unable to respond to growth?
 - Who is choosing the winners and losers in this process? Will it be the "free market" and the corporations best able to take advantage of it?
 - Will any attempt be made to preserve views from Paramount Park, as these are unique in all of the City of Shoreline and one of the chief amenities there?
-

Staff Report Attachment A - Public Comments

For the public record.

Dear Shoreline City Council members,

I feel the need to add my input as someone who has lived, worked and enjoyed this community since I was a child.

Until we get big banks and major developers into public ownership so the resources can be democratically used to provide housing for all, the most commitment, creativity and courage by you is needed right now to ensure there is enough high-quality housing that is affordable for all people.

Best scenario for the future would likely be-

"Paying for any significant expansion of affordable housing will require a reversal of current regressive tax policies and major expansion of taxes on developers and the wealthy. This is why the fight for affordable housing cannot be waged without a struggle against income inequality and the ending the billions in corporate handouts.

Publicly funded construction of housing has to be democratically overseen, by representatives of the communities, the labor unions, and the tenants. This will ensure the best use of resources and avoid waste and bureaucratic mismanagement."

Limit land that developers can access (that would fall under the slow and limited area phasing category I assume) so they are forced to compete for it, pay a premium, but without encouraging a "highest and best use" type of tax hiking system for those inhabiting the low density neighborhoods now or even for those who inhabit after current residents move. We don't want to increase the land value/taxes for land that is now in much lower density zoning. It's imperative to ensure that "highest and best use" only applies to the properties that are being purchased for major redevelopment and big profit. INVESTOR class should pay biggest premiums - and they will when developers pass the costs on to them via sale.

Limiting open space for the poor is very bad idea. Again, it's necessary to create ample more natural green space for health and happiness...just ask any wealthy person! Poor and poorer does not equal having less right to health and happiness than others!!! That would equal being extremely prejudicial.

Thank you very much for taking time to read my comments.

Julie Houff

Lake Forest Park- basically on the border of Shoreline and LFP

Subject: Fwd: [SeattlePOSA] Outside City Hall: Why the ten year plan didn't end homelessness - Will the Mayor make the same mistake

Auto forwarded by a Rule

Staff Report Attachment A - Public Comments

Dear Council and Planning Commission,

This article highlights important considerations as you look at policies for affordable housing in the proposed Rezone areas.

Please include this as a part of the record on the EIS' for both Rezone areas.

Regards,

Janet Way
Shoreline Preservation Society

Sent from my iPad

Begin forwarded message:

From: "Seattle Displacement Coalition J-Fox jvf4119@zipcon.net [SeattlePOSA]" <SeattlePOSA@yahogroups.com>

Date: January 29, 2015 at 6:11:36 PM PST

To: Seattle Displacement Coalition J-Fox <jvf4119@zipcon.net>

Subject: [SeattlePOSA] Outside City Hall: Why the ten year plan didn't end homelessness - Will the Mayor make the same mistake

Reply-To: SeattlePOSA@yahogroups.com

please circulate please circulate please circulate our apologies if you received more than
one of these

Outside City Hall: Why the 10-year plan didn't end homelessness: will our new mayor make the same mistake?

**by Carolee Colter and John V. Fox Seattle Displacement Coalition
(reprinted from this month issue of Pacific Publishing Newspapers)**

Almost a decade ago, we wrote a column criticizing the "ten year plan to end homelessness". Launched in 2005 with great fanfare, the plan committed to dramatically increase spending on low-income housing, overnight shelter and other homeless assistance programs. A "Committee to End Homelessness" was established to implement the plan, run primarily by elected city and county officials and big shots in the non-profit sector and corporate giving world.

While we appreciated the increased attention and dollars pledged to the growing problem, the plan lacked any commitment or set of policies to prevent the continued loss of our existing stock of low-income housing to the forces of redevelopment.

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Even if the plan fulfilled its goal to add 9000 low cost units countywide over the period, for every one unit created, three to four units would be lost to demolition, condo conversion, and increased rents. Given that Committee membership included many with ties to developer interests, it was unlikely the plan ever would address the issue of displacement.

Ten years later, we have to add this story to our growing “we told you so” file. Since 2005, the ten-year plan takes credit for adding about 6000 housing units countywide. But in Seattle alone, over the same period, over 6500 low-income apartments have been demolished, another 3000 were lost to condominium conversion and at least another 6000 lost to speculative sale and rent increases. Thousands more were lost in the rest of the county to these forces.

Today homelessness has reached record levels--up 13 percent in 2013 and up another 20 percent last year. On any given night, there are 12000 homeless people, county-wide, including about 3000 sleeping in overnight shelters, 3000 in a longer term “transitional” housing, another 3700 counted on the streets in the annual shelter providers’ “one night count”, and at least another 3000 we estimate that go uncounted.

County and city leaders won’t acknowledge their plan has failed and to this day refuse to link the problem to the continuing loss of existing units to redevelopment and gentrification. Instead they’ve extended their plan out indefinitely, promising great strides in the future. Yet Seattle and King County together now spend over \$45 million annually on homeless programs. That's enough to hand each of those homeless identified in the “one night count” an annual \$15,000 check.

We are not saying stop committing these dollars for low-income housing and more shelter beds. But we're simply “shoveling sand against the tide” if displacement-induced housing losses are not addressed.

Mayor Murray seems to be making the same mistake. He pledged to come up with a bold new plan to for affordable housing in our city and created a housing advisory task force charged with recommending new strategies. Unfortunately, the task force is top-heavy with corporate, downtown, and developer interests and conspicuously short of neighborhood or tenant advocates or the homeless themselves.

The Mayor will have to look elsewhere for real solutions. For starters here are our ideas:

- Require developers who demolish low-income housing to replace one-for-one the units they remove and at comparable price. This should apply in every discretionary land use decision such as where a developer seeks an upzone, master plan permit, alley vacation, air rights or acquisition of public land. Impose a citywide moratorium on demolitions until this is adopted.
- Pass a "Right of First Notice" ordinance requiring all owners of existing lower-income apartment buildings to first offer them for sale to non-profits representing the affected tenants before they put the property up for sale to speculators and developers. Impose a moratorium on further upzones until this is adopted.

Staff Report Attachment A - Public Comments

- Create a Housing Preservation Commission to inventory our remaining stock of privately owned low-income buildings at risk of being lost, and then recommend strategies for quick acquisition of these buildings. Consider selective use of the city's condemnation authority to acquire “at risk” buildings the Commission has prioritized.

- Inventory unused public lands in Seattle and the County and make them available for low-income housing development. Free land would save millions, stretching public dollars so more units can be built.

- Identify and create new dedicated sources of funding.
 - (1) Seattle and King County should issue \$600 million in long-term bonds for the development of housing for homeless people, (no more than both governments have done for sports stadiums, parking garages and office buildings.)
 - (2) Re-establish the Growth Related Housing Fund discontinued by former mayor Greg Nickels. Each year, 20% of the incremental increase in property tax revenue from new construction city-wide should be dedicated to the development of low-income housing. Adopt developer impact fees to replace these revenues that otherwise would have gone into the general fund.
 - (3) Dedicate 20% of the city's Real Estate Excise Tax revenue - about \$10 million a year - to the production of housing for homeless people.

The Mayor has said he'll listen to the community, not just his appointed task force. We hope so or he'll simply repeat the failures of the ten year plan and past administrations.

JAN 28 2015

Council Rachael
Debbie Miranda
John Lisa

January 27, 2015

City Manager's Office

An open letter to: Mayor Shari Winstead, Deputy Mayor Chris Eggen, Councilman Keith McGlashan, Councilman Will Hall, Councilwoman Doris McConnell, Councilman Jesse Salomon, Councilman Chris Roberts

The Garden Advisor

Susan Ragan-Stuart
15008 9th Pl. NE
Shoreline, WA 98155

In 1980 we bought what we thought was our "starter" house. A cute, clean, move-in-ready rambler in a quiet cul-de-sac--150th & 9th NE in Shoreline. After 2 children we looked for a larger house (wanting to stay in the Shoreline School District) but couldn't find one that offered what we already had--a quiet neighborhood where the kids could play freely, and the advantage of property that abutts the Paramount Park Green Space (thank you Janet Way). Over 34 years later, after two remodels, we're still here and we don't want to leave.

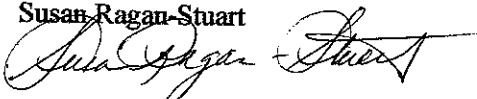
I have attended some meetings -- even the first one almost two years ago -- on the light rail planning for our neighborhood. Not once have I heard a member of our community support the zoning/building plans you have presented to us. Not one! Please, please take into consideration the voice of the community. Go slower; phasing changes. The re-zoning DOES NOT have to happen all at once. Let the community adjust and grow in steps. Then you will get growth that is manageable.

Keep in mind that all of this is based on *projections for growth--projections* being the operative word. It is a guess, not a fact. All things considered, being overly generous in your projections (Option #3) can have disastrous effects. A simply downturn in the economy could interrupt everything. Everyone knows "if you build it, they will come". If you don't, they won't. Controlled growth (re-zoning in phases) seems the only logical solution. Slower growth is much more manageable for all concerned--schools, utilities, police & fire, etc., as well as the impact it will have on our taxes. "There is clearly a relationship between assessed values and changes in zoning".* As well as the added taxes from various bond issues that will eventually appear due to increased population.

Your plans for what could be are ideal -- if you were starting with a clean slate, which you are not. Your pictures of what could be are beautiful -- and I'm sure the Greenwood area had similar pictures (isn't it lovely now?). Woodenville also (cute but a growth nightmare trying to get in & out, or from point A to point B!). I am a horticulturist by profession (put in over 10 years at Sky Nursery) and my first reaction to the compact community plan (#3) was that I was going to lose the winter sun. Unacceptable. Option #1, which you have decided is "no changes" should have been one that incorporates some of the enhancements, with considerations for re-zoning at a later date. Give it some thought. Please. With what you have presented to us, you are going to destroy my home, my community.

In closing, I'm hoping that you will respect the political process; listening to those you represent and act accordingly. I am not opposed to growth or the light rail system, but "it is much better to do a few things well than to do many things badly".*

Susan Ragan-Stuart



*William & Mary Law Review, Vol 17/Issue 4 *Upzoning, Public Policy, and Fairness. A Study and Proposal*. Richard W. Bartke, John S. Lamb

COMMENTS



THIS WILL BRING CHANGE TO YOUR NEIGHBORHOOD
Now is the Time to Get Involved and Help Plan for the Future!

Check a box:



Official comment for the EIS



Do not include in EIS analysis

Comment on the 145th Street Station Subarea DEIS:

Alternative 2 (B) Solbws the Shoreline Comprehensive Plan-housing. ~~But~~ I prefer the 2nd alternative.

(use back of card for additional space)

COMMENTS



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- Check a box:
- Official comment for the EIS
 - Do not include in EIS analysis

Comment on the 145th Street Station Subarea DEIS:

The city, county, and state must mitigate financial impacts to residents who are forced out by the "pain of construction" (Miranda R^{sq} terminology)

(use back of card for additional space)

COMMENTS



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Check a box:



Official comment for the EIS



Do not include in EIS analysis

Comment on the 145th Street Station Subarea DEIS:

I disagree that there are no significant unavoidable adverse impacts on parks, recreation, open space + sensitive areas. Relying on parks too far from neighborhood or a walking trail or after hours school yard will not be adequate for people to
(use back of card for additional space)

COMMENTS



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Check a box: Official comment for the EIS
 Do not include in EIS analysis

Comment on the 145th Street Station Subarea DEIS:

I did not see that you looked at traffic patterns on the Seattle side of 145th and how much that will increase with people driving to the station. Mitigations must be more stringent and done before any development.
(use back of card for additional space)

Anthony Valgarnett - over -

COMMENTS



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Check a box:

Official comment for the EIS

Do not include in EIS analysis

Comment on the 145th Street Station Subarea DEIS: *(continued from another sheet)*

Lack of real consideration for needs of families — "towers" with no direct street access + green space are not good family housing options [playground with a jungle gym or a sports playing field do not meet these *(use back of card for additional space)* needs.]

COMMENTS



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Check a box:



Official comment for the EIS



Do not include in EIS analysis

Comment on the 145th Street Station Subarea DEIS:

- ① Study suffers from same types of process & data gaps as previous Southeast Subarea Plan
- ② These proposals all change the essential character of the city - things that residents in the area did not want in all previous discussions.
(use back of card for additional space)



COMMENTS



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Check a box:

- Official comment for the EIS
- Do not include in EIS analysis

Comment on the 145th Street Station Subarea DEIS:

Combine Alt 2+3, more development
to make good use of station!

(use back of card for additional space)

COMMENTS



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Check a box: Official comment for the EIS
 Do not include in EIS analysis

Comment on the 145th Street Station Subarea DEIS:

for the worst

(use back of card for additional space)

COMMENTS



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Now is the Time to Get Involved and Help Plan for the Future!

Check a box:

- Official comment for the EIS
 Do not include in EIS analysis

Comment on the 145th Street Station Subarea DEIS:

We'd like to see an alternative between One and Two. Less impactful, but some change in some blocks. Not so much and nothing over MUR 35 & 45.

Please break the zoning into stages.
NO high rises in Shoreline.
(use back of card for additional space)

Residence owners on N. 149th St.