

From: [Robin Lombard](#)
To: [City Council](#)
Cc: [Robin Lombard](#)
Subject: Letter to Council from 145th SCC
Date: Tuesday, March 17, 2015 7:14:54 PM
Attachments: [City Council March 23-Final.docx](#)

Members of the City Council,

Please accept this comment letter from the 145th SCC in preparation for the March 23 Council meeting, at which you are scheduled to discuss the 145th Station Area.

Robin Lombard
Co-Chair, 145th SCC

Shoreline City Council
17500 Midvale Avenue
Shoreline, WA

March 18, 2015

Members of the Shoreline City Council,

We, the members of the 145th Station Citizens Committee (145SCC), are very concerned about the size and building heights of the rezone area as well as the speed at which the Council is moving towards rezoning. **We support the Planning Commission's 5-1 recommendation to not adopt the DEIS, to keep public comment open and to take no further action pending completion of the 145th Street corridor study.** At our last 145SCC meeting on February 26, an overwhelming majority spoke in favor of this recommendation. **This letter explains the reasons why we endorse this recommendation, and our suggestions for improving the re-zone plan.**

1. Planning Commission Discussion. The February 19 Planning Commission discussion that led to their recommendation hinged on both the ownership of 145th Street and the current state of traffic in the future station area. The discussion reveals their reservations about planning for development when we do not yet know the full traffic impacts. And residents living in the area report that traffic is already bad; we know that traffic will only worsen when the station arrives. We citizens believe it makes the most sense that traffic studies be complete and traffic mitigations be in place (except for 145th) before rezoning is implemented.
2. Lack of a Budget. One argument provided by staff for rezoning immediately is the need for grant money to provide amenities and improvements. A recent Currents article stated that 88% of the Aurora Corridor improvement funds were from grants. How much of the improvements and amenities planned for the 145th station area are we expecting will be paid for by grants? We citizens have seen no budgetary plans thus far, so we are confused by the logic that we must rezone before we have all the information needed to apply for grants (145th Corridor Study, Sound Transit FEIS, and budget). We also remind Council that we are in a much tighter fiscal environment, both in the state of Washington and at the federal level, than we were in the late '90s or early 2000's when the Aurora funding was secured.
3. Sound Transit Final EIS. Do we need to rush to rezone in order to get mitigations from Sound Transit? We don't have Sound Transit's Final EIS yet, so we don't even know how many additional housing units they are recommending, what they are offering to pay for, what environmental issues they have uncovered, and so on. We citizens think it makes sense to wait until we have all this information and have the time for citizens and Council to discuss together what will be best in terms of zoning.
4. Lack of evidence of the need for an immediate rezone. In the end, what will be accomplished by rezoning now? Shouldn't we wait for all the studies to be complete, for a budget for improvements and amenities to be determined? Won't the Council then be better able to decide how to direct developers, what sort of mitigations to ask for from them? We citizens think so.

While we are waiting for all of the information to come in on traffic, 145th Street Route Development Plan and the Sound Transit EIS, the City could do the following to help sketch out the budget implications of the rezone:

- Perform traffic studies on 5th Avenue and other feeder streets to the station. We need a very clear understanding of what those streets can handle now and what sort of mitigations we would need with hundreds of cars trying to get to the station at rush hour.
- Study current/future parking in the neighborhoods. There is a need to better understand the parking burden that the neighborhood streets will bear. The DEIS mentions parking, but mitigation plans are not clear. What if 1,000 cars show up the first day light rail service is available?
- Perform in-depth surface water studies to determine exactly how much more surface water will be produced in the station area and how surface water issues can be mitigated.
- Study how to plan for additional children in the school system, and additional police and fire services (can these services “scale up” if intensive development were to start immediately?). Ridgecrest Elementary in particular has been impacted already by multi-family development in North City. We need to know that plans/budget are in place to expand these vital city services.
- Embark on renewed outreach during this time, helping to ensure that all current citizens in Shoreline are aware of the rezone discussion.

As for implementation of the rezone itself, members of this group all agree that the zoning maps that have been presented thus far are too much rezoning too soon (in line with what this group, the Parkwood Neighborhood Association, the Ridgecrest Neighborhood Association, and the Shoreline Preservation Society have all publicly stated). We citizens would like to see:

- **A small area around the immediate station be rezoned first** (smaller/lower height than the existing maps, based on what traffic studies say the neighborhood can absorb). Ideally neighbors would like to work with staff on redrawing a map that better fits the existing neighborhood.
- **A milestone-based system for phasing in more rezoning.** We want to be sure that the completion of infrastructure improvements and environmental impact mitigation are the triggers for more rezoning, not reaching a date on a calendar. We citizens also want to see some sort of property maintenance code in areas that have been rezoned – we want to see the City do everything it can to prevent blight, which is a threat to existing homeowners.

The members of this committee want to live in a vibrant community. We have elected you to represent our interests, and we are participating on this committee so that we can help you clearly understand what neighbors in the affected neighborhoods would like to see. We do not purport to represent all residents living in the subarea, but through our involvement on this committee we have self-opted to stay abreast of the many issues related to the subarea to the best of our ability. We greatly appreciate the efforts taken by the very qualified individuals you appointed to the Planning Commission and ask that you follow their recommendation.

Please include this letter as part of the public record.

Sincerely,

Robin Lombard

Co-Chair, 145th Station Citizens Committee