

From: chicken-little@comcast.net
To: [City Council](#)
Subject: Fwd: Public Comment related to Item 8a of 9/12/2016 City Council Meeting (Discussion of Ord. Nos. 750, 751, 752 and 756)
Date: Monday, September 12, 2016 2:19:41 PM
Attachments: [MUR35 Public Comment 9-12-16.pdf](#)

Public Comment for 9/12/16 City Coucil Meeting from Dia Dreyer.
City of residence = Shoreline.

**** There should be no minimum density imposed in MUR-35. ****

This has been the concensus decision noted from multiple Commission and Council meetings on the topic of the 185th and 145th subarea planning since October 2016. However, in the August 22, 2016 Commission meeting the Commission pulled a complete 180 based on one member's suggestion that imposing minimum density would "prevent McMansion". (the August 22nd proposal was based on an offline discussion between a single commission member and staff where visual aides used to support this argument were quickly drawn up, using a **very non-typical lot shape**. This all occurred **after** public testimony had been closed on August 18th, and **after** August the 18th meeting).

***So now, through MUCH persistance on staff's part, minimum density in MUR-35 is included in tonight's packet (for both 145th, and 185th subareas).**

If minimum density is passed in MUR35, and **skewed** base rounding math that is also being proposed is implimented, then **base density for MUR35 should be reduced to 10 units**. This could support the goal to prevent the "Mega Homes" on large lots, without having the negative long term financial impacts and limitations to the typical existing property owners, the majority of which live on lots that are less than .20 acre.

**** If phased zoning is passed for the 145th subarea, the Phase1 boundaries should be adjusted. ****

Page 139 of agenda item 8a (Chapter 5- page 11 of the Draft 145th Street Station Subarea Plan) states "**The most successful transit-oriented developments typically are located within a one-quarter mile (five minute) to one-half mile (ten minute) walking distance from high-capacity transit.**"

Page 134 of agenda item 8a (Chapter 5-page 6 of the Draft 145th Street Station Subarea Plan) states "**The proposed Phase 1 zoning boundary focuses the potential area of change more closely around the future light rail station.**"

275 MUR35 lots exist in the proposed 145th Subarea map.

Over 92% of the MUR35 lots East of I-5 are excluded from Phase1.

Of the MUR35 lots included in Phase1, ONLY 2 LOTS East of I-5 would be forced into higher density if owners choose to develop

Virtually all MUR35 development over the next 20 years would be forced into less than 3% of the entire 145th subarea... burdening the most distant two blocks on the opposite side of the freeway, into 2 blocks that are in fact beyond one-half mile walking distance from the station.

Meanwhile the MUR35 area East of I-5, where the majoity of lots are a **closer walking distance** to the station would remain almost entirely unimpacted until 2033 or later.

If MUR35 East of I-5 is excluded from Phase1,
then why would the MUR35 area West of I-5 not also be excluded from Phase1?

Condensing the burden of MUR35 development over the next 20 years to such a small area, in the furthest subarea distance opposite of the station location is contradictory to the stated goal of targeting immediate density closest to the station.

****** If VIRTUALLY ALL of the MUR35 East of I-5 is to be excluded from Phase1, ******

****** The MUR35 area West of I-5 should also be excluded from Phase1 ******

Impacts to MUR35 homeowners in 145th Subarea Phasing	~Acres	% of All MUR35 Acres (Phase 1&2)	Total Lots	Homeowners Impacted by Min Density + 20 yr Phase1	Note
Phase 1 <u>West</u> MUR35 lot size >7260 SqFt	10.23	18.6%	48	48 lots >7260sqft (median lot is only ~12% larger than 7260 sqft)	The vast majority of MUR35 owners west of I-5 will be negatively impacted by Min Density+RoundingUp, though the median lot size is only 12% larger than 7260sqft. <u>All of these lots are further than a half mile walkshed (.57-.85 mile walk).</u>
Phase 1 <u>East</u> MUR35 lot size >7260 Sq Ft	0.36	0.6%	2	2 lots >7260sqft (both only 6% >7260 sqft)	Only 2 of the 20 MUR35 owners in Phase 1 East of I-5 would be negatively impacted by Min Density+Rounding based density calculations up. With the new placement of the station, both lots are less than .42 mile walkshed, and they make up only 1/3 acre.
Phase 1 West MUR35 <=7260 Sq Ft	1.92	3.5%	12	0	12 owners included in MUR35 Phase 1 west of I-5 would not be impacted due to their lot size. These lots will never be negatively impacted if not aggregated. With the new placement of the station, these lots are all >.57 walkshed.
Phase 1 East MUR35 Lot size <=7260 Sq Ft	2.96	5.4%	18	0	18 owners in the small block included in MUR35 Phase 1 east of I-5 would not be impacted due to their lot size. With the new placement of the station, <u>all of these lots are all closer than .42 walkshed.</u>
Phase 2 MUR35 (all are east I-5)	39.39	71.8%	195	0	195 MUR35 lots, which make up over 39 acres will not be impacted in any way over the next 20 years, because they have been excluded from Phase 1. <u>Half of lots being excluded from Phase1 are a shorter walk than the closest MUR35 lot west of I-5.</u>

*Stats based on King County parcel data and distance measurement tool on King County web site. Calcs based on feet, and SqFt to arrive at most detailed distance and area measurements.