

From: [Tom P](#)
To: [Keith McGlashan](#); [Keith Scully](#); [Shari Winstead](#); [Chris Roberts](#); [Doris McConnell](#); [Will Hall](#); [Jesse Salomon](#); [Debbie Tarry](#)
Subject: Concerning Map Amendments at 09-26-16 City Council Meeting
Date: Sunday, September 25, 2016 1:30:38 PM
Attachments: [CONCERNING ZONING CHANGES 09-26-16.docx](#)

Dear City Council,

Attached is a letter concerning my preferences for the map amendment choices. Thank you.

Tom Poitras

LETTER FROM TOM POITRAS CONCERNING ZONING CHANGES IN THE 145TH ST SUBAREA AT THE 09-26-16 CITY COUNCIL MEETING.

I will first list the map amendment letters I support, but won't provide much detail for.

1. Liz and I both support L and L1. Liz accidentally left these out of her list. I generally believe rezoning should occur in the original Compact Community footprint, with the business district around 145th ST and 15th Ave as the possible exception.
2. I support D and E as I have stated on a previous occasion.
3. I support N. In my opinion some areas should only be rezoned after important events have had time to occur.
4. I support F1. If there is a stream running through it, it probably shouldn't be rezoned.
5. I support F2 and G2. I agree with the stated principle.

I now want to go into detail about why I oppose M.

First, in the justification given for M, it was stated: "Provides a connecting corridor from station area to Ridgecrest Business District and zoning is along an arterial". 5th Ave NE already is a connecting corridor between the station area and the Ridgecrest Business District whether it is rezoned or not. Since 5th Ave is an arterial, zoning it MUR-35 means that either residential or commercial buildings could be located there. 5th Ave in that location is surrounded by modest single family homes, the only apartment houses near there are in the Ridgecrest Business District (RBD). MUR-35 on 5th Ave is not going to produce enough density to sustain neighborhood walk-in businesses. Even when MUR-70 gets built out down by the station, most walkers living near the station will choose to shop closer to home rather than walk ½ to 1 mile each way to shops above 155th St. Walk-ins will not be enough to keep businesses above 155th St afloat. Those businesses will have to be destination type businesses dependent on customers arriving in cars, a lot of cars, and in more bus traffic, to succeed. It is certainly true that high traffic volume on Aurora makes it a desirable commercial location. That applies to 5th Ave as well, the more car volume the more potential for a successful business. The categories of businesses that would succeed on 5th Ave between 155th St and 165th St without high volume are probably very limited, and they're not likely to be the trendy little third places the promoters of that corridor have encouraged people to dream about. It could take decades or generations before that Avenue becomes a pleasant pedestrian oriented commercial zone there. It may never happen. Is it the purpose of some members on the Council to turn 5th Ave into a super high volume arterial to insure business success in the Ridgecrest Business District and on 5th Ave? How will all that traffic affect the congestion at the 145th St station? It should be noted that the RBD is equal distance from the 145th St and 185th St stations. The same justifications used to rezone 5th from 155th St to 165th St based on proximity to the 145th station could have been used to rezone 5th from 165th St to 175th St based on proximity to the 185th station. But that was never suggested.

In all the light rail meetings I've been to in the last three years, I have never heard any person say they would like 5th Ave to become a high volume thoroughfare so destination businesses can succeed either there or in the Ridgecrest Business District. They say they would like cute little small shops they can walk to. I don't think that kind of small shops, relying mostly on foot traffic, can be profitable on 5th Ave between 155th St and 165th St until the distant future when most of Ridgecrest is filled up with MUR-70 or more likely even higher buildings.

It doesn't appear that what is needed for commercial success in Eastern Shoreline has been thought out very carefully. Even 15th Ave in Ridgecrest for the last 45 years has been a restaurant graveyard. At least 8 and maybe more have died there. Some were good restaurants. It seemed to me very strange at the time, that during the 2016 State of The City celebration Dan Eernisse chose to feature The Nomad shop in the Ridgecrest Business District, given all the successful Shoreline businesses he could have chosen. The Nomad has been defunct for a month or two now. Hopefully, that storefront won't sit derelict for an extended period of time, like the Dargey property between the Interurban Trail and Shoreline Place did, attracting squatters, graffiti and garbage for 10 or 20 years. Lobsang Dargey planned to build a very large residential complex there until the SEC shut it down. Mr. Dargey's project at Shoreline Place is now defunct also. This illustrates that even if a business dies, your problems don't necessarily go away. If Council passes M, we could end up with that sort of thing all along 5th Ave right next to current homes. MUR zones on arterials will have a much greater negative impact on homeowners than they would on other streets. This is because commercial is allowed on arterials. I doubt any Council member would want to live next to some of the businesses that will exist on arterials in the station areas. I'm sure I don't have to list all the reasons why. Homeowners on arterials will be hit harder than anyone else in the station subareas. If M passes, people on 5th Ave above 155th St who decide to sell won't even be compensated for their trouble. They won't be selling their home for twice or three times what it would have been worth without light rail like the people right next to the station. They will be lucky to break even, because they are ½ to 1 mile from the station outside the walk shed. For all of these reasons, I hope you will delay doing anything similar to M for as many years as is possible.

To rezone up 5th Ave beyond 155th St all the way up to 165th St, far out of the ½ mile walk shed, has nothing to do with light rail or TOD. Why are we considering the Ridgecrest Business District in this package when nothing substantial is gained by it? If you were willing to go that far from the station, you could have gotten way more bang for your buck by up zoning the 155th St corridor to Aurora. 155th St from Meridian to Aurora is within a 1/2 mile walk shed of one of the most complete shopping districts in Shoreline. It is a pedestrian oriented community where you can supply almost all of your daily needs on foot and it is open for business today. I do not understand the motives of those who support M because this does not appear to be logical to me. It may not appear to be logical because possibly the Council and Shoreline's staff are not providing the public with all the facts.

After the initial shock when first we heard about light rail rezoning, Liz and I have tried to be a positive force to help light rail development improve Shoreline, even on subject matter that had nothing to do with us. We have not continually fought it. We obviously have tried to look after our own interests, as anyone would, and we are in this case. However, we also believe that it is not in the best interest of Shoreline to rezone 5th Ave from 155th St to 165th St at this time. Please vote to reject M. Thank you.