

**From:** [Jeff Eisenbrey](#)  
**To:** [City Council](#)  
**Cc:** [Shoreline Preservation Society S.P.S.](#); [SoundOff Shoreline](#)  
**Subject:** Re 145th Street Subarea Rezone  
**Date:** Monday, September 26, 2016 5:50:39 PM  
**Attachments:** [A Community.doc](#)

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## **A Community-based Alternative to Radical Rezone Scenarios**

-presented to the Shoreline City Council by Jeffrey Eisenbrey (Shoreline Resident)

Monday, September 26th 2016

--Do not implement or make active any "final plan" until it has been allowed 90 days of public scrutiny, study and comment.

The current model of frequent changes, conflicting standards and rules, poor delineations, and incompetent mapping make it impossible for the public to track and respond effectively to the city's process. Residents deserve a coherent and detailed presentation regarding the fate of their homes, families, and neighbors.

--Homeowners in rezoned areas should be guaranteed the value of their home relative to unaffected R-6 neighborhoods. Baseline values of two comparable homes in similar condition will be used to calculate mitigation payments to residents who are adversely impacted by redevelopment. The city should explore the funding options available through state, federal, and nonprofit sources to guarantee that residents do not suffer as a result of Council and staff decisions.

--Decide where the storm water retention and treatment facilities will be located.

Charge development fees to pay for the land aquisition, construction, and maintenance of this infrastructure.

--Provide detailed plans for the roads, sidewalks, public spaces, and trail connections first. Before developers are granted permits, the public needs to know what the city actually envisions. Residents have never been shown illustrations of 140 foot high developments of 20,000 square foot-and-greater foundations. The city has sprung this on us without adequate information. None of this has ever been a part of the public process.

--The city should aggressively protect the environmental assets of this community.

Paramount Park views, air, and light must not be traded away. Its existence as a park should be

guaranteed. The Integrity of the wild areas must be protected and enhanced. Any developments which might have adverse cumulative impacts—whether as point-source or nonpoint—are to be avoided. Rather the city must plan to expand and enhance the function of the watershed and the benefits derived by the wider community.

--Zoning must implement maximum lot coverage limits of no more than 80%. If any incentives are to be granted, these should be for provision of public space under strict, research-based rationale and demonstrable best practice. Lot coverage must serve to to preserve habitat, tree coverage, groundwater recharge, and access to street-level airflow and periodic horizon-line view-shed.

--Work with the school district to develop a realistic quantified plan for the impact of a full build-out of the city's student population. Base your plans and projections upon models of teaching and learning that are known, tested, and reputable —not on "possible changes in teaching methods." Do not degrade our schools by overloading their facilities. Where will new structures be sited at what costs, given which growth/impact triggers?

--Refrain from the use of tax giveaways to encourage development. Developers are rich enough. This existing low-income community must not be bled and gutted to enrich wealthy investors.

- Require provision of affordable (NOT "below-market-rate") housing.

- Require LEED certification or better

- Require the construction of owner-occupancy dwellings (condominiums townhomes and ADUs) to encourage saving and investment among low income residents

--limit the scale of buildings and encourage varied heights and characters of construction. We defy you to find examples of vibrant, pedestrian-friendly streets where whole blocks are taken up by a single development. Setbacks, plantings, and bike lanes are no replacement for the light and air provided by varied frontage heights and designs.

--Prohibit national chain restaurants as these establishments damage aesthetics and create an outflow of community wealth. We want local ownership and resident employment.

--Planning must account for the environmental impacts related to the interstate freeway. High concentrations of toxins are endemic in the immediate vicinity of 145th Street and 5th Avenue. The neighborhood already suffers high rates of autism spectrum disorder and asthma related to air stagnation.

Freeway noise issues have never been a concern of the city, yet the decibel levels are typically in the 60 to 80 decibel level throughout the neighborhood.

The FHWA advocates that local governments use their regulatory authority to prohibit incompatible development adjacent to highways, or require planning, design and construction of developments that minimize highway traffic noise impacts.

The city should have construction standards for noise abatement, and should plan building heights and frontage to promote air flow, thus minimizing hazardous air stagnation.

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**Jeff Eisenbrey**  
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