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May 30, 2014

Hyeok Kim

Deputy Mayor

City Hall

600 Fourth Ave, 7th Floor

Seattle, WA – 98104-4749

Dear Deputy Mayor Kim,

Thank you so much for coming to the Lake City Future First event Wednesday evening. It was a wonderful gathering of neighborhood residents, organizations, and businesses. I'm sure you could sense all the positive energy in the room.

The Lake City Neighborhood Alliance, one of the sponsors of Lake City Future First, is a coalition of 22 neighborhood- and issue-related organizations supporting one another in their mission to protect and enhance the quality of life in the greater Lake City neighborhood. We have identified a number of critical issues that we hope will be addressed by the City in partnership with Lake City and other neighborhoods:

- 1. Establish neighborhood parity.** Lake City is a designated Hub Urban Village (HUV) without adequate infrastructure, amenities, or services to support its high-density, low- and extremely-low income population. Our very old, non-Parks managed/staffed Lake City Community Center is a major example of this lack of parity with other Seattle neighborhoods, both with and without HUVs. Not only is our Community Center ADA non-compliant but it lacks any sports courts. Because our Parks are so limited in Lake City and none have full sports courts, a Community Center with courts and programming is essential. Council Members Clark, Bagshaw, and Godden responded to the need by adding money for ADA compliance to the 2014 budget. Council Member Nick Licata then recommended a fully staffed Lake City Community Center to the Parks Legacy Committee, which LCNA strongly endorsed. But a new and fully staffed Lake City Community Center was not included in the Metropolitan Parks District proposal. Another major example of lack of parity is the fact that our community largely lacks the sidewalks other parts of the City take for granted. We will never correct this situation using limited Neighborhood Street Fund grants. The City needs to recognize our community needs and address them through fair resource distribution.
- 2. Broaden and strengthen communication and outreach strategies** by the City to neighborhoods. Lake City often fails to receive City notices or responses to expressed concerns. Recent examples of inadequate communication with Lake City are **(a)** DPD's January 14th public meeting on Lowrise, Multifamily Code Corrections that was never communicated to Lake City; and **(b)** SDOT's failure to seek input and inform us about curb/sidewalk configuration and street restriping on NE 125th Street east of 35th Avenue NE. This reconfiguration has led to significant safety concerns recently communicated to and subsequently dismissed

by SDOT. As one measure of improving communication, LCNA endorses restoring the number of Neighborhood District Coordinators to thirteen—one per District.

3. **Find a better way to help the growing population of people experiencing drug and/or alcohol addiction in our neighborhood and on our streets.** The large number of impaired and addicted individuals milling about Lake City's HUV contributes to alcohol thefts, shoplifting, nuisance behaviors, and vandalism, fostering the perception of unsafe streets and diminished quality of life for Lake City's residents, businesses, and visitors. These people need the City's help.
4. **Rebalance DPD's pro-development policies** with pro-residential neighborhood policies. LCNA recognizes the importance of development throughout our City but strongly advocates for that development to follow established Neighborhood Design guidelines. Recent examples of an unbalanced DPD approach are **(a)** the Design-Review exemption of a proposed 6-story congregate housing complex on NE 125th Street that will significantly shadow the immediately adjacent future Lake City Park; and **(b)** DPD's interpretation of height restriction of lowrise, multifamily zoned units, where the 40-foot height restriction of LR3 zoning actually can exceed 50 feet. We support clarifying all land use codes in order to eliminate or at least minimize DPD's need to interpret them.
5. **Support public transportation**, including Metro and Sound Transit. Lake City is highly dependent on public transportation and needs more transit. Most residents commute out of Lake City for work and play. Metro routes have been cut, diminishing both frequency of and access to transit for everyone; Lake City is home to many older adults (we have two SHAG housing developments with another being planned) and physically and/or mentally challenged individuals who require ease of access to public transportation; less parking is now required for multi-unit housing, thus fewer Lake City residents own cars; and Sound Transit appears to have dropped the NE 130th Street Station from their plans despite solid justification provided by this community to keep it. The City needs to take a stand on supporting public transportation.
6. **Maintain City infrastructure.** Of particular concern is the poor condition of many of our side streets throughout Lake City, compromising pedestrian, bicycle, and driver safety. Without sidewalks, pedestrians are forced to walk in streets that have chronic drainage issues. With standing water on street shoulders, pedestrians—often pushing strollers—must walk in traffic. Just last week, a woman pushing a stroller along 19th Avenue NE near NE 140th Street was struck and injured by a hit-and-run driver. She was walking in the street because there are no sidewalks. SPU and SDOT need to fund street improvements above and beyond limited neighborhood grant funding.
7. **Strengthen communication and collaboration between the City and Seattle Public Schools** to ensure the adequacy of infrastructure to support schools and students. Correct and timely demographic analyses are critical. The City's Comprehensive Plan should include projections of public school enrollment, acquisition of properties to support additional school capacity, and safe placement and design of new school buildings. The SEPA Checklist should be revised to add an evaluation of growth impacts to schools. Collaboration with neighborhoods is also critical but often missing. A recent example is that the Lake City community had no input into the Seattle Public Schools proposed plan for a Cedar Park Walk Zone that would require elementary-aged students living west of Lake City Way NE to walk across that arterial road—a State Highway—to get to and from Cedar Park School. Cedar Park School is being reactivated and will initially have the students from Olympic Hills Elementary School during its remodel. Conversely, students living east of Lake City Way that are now attending Olympic Hills Elementary School, west of Lake City Way NE, are all bussed to school. When Lake City residents brought this new walk zone to the attention of SDOT and DPD, they were appalled that these students would not be bussed across Lake City Way NE. SDOT has initiated conversations with Seattle Public Schools. The Feet First-sponsored and DPD-led Jane's Walk on May 4th was organized to identify challenges children might encounter. At present this situation is unresolved.

It would be great if you could keep our issues in mind as you tour the Lake City Hub Urban Village on the LCNA-sponsored walk. I regret that I will be out of town on June 5th and thus unable to participate.

I look forward to ongoing conversations with you about Lake City. Again, we greatly appreciate the time you spent with us at the Lake City Future First event and your willingness to take a walking tour of Lake City.

If you have any questions, please do not hesitate to contact me.

Very sincerely,

A handwritten signature in blue ink that reads "Sandy Motzer". The signature is written in a cursive, flowing style.

Sandra Adams Motzer
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