

Adam Zack

From: Rhea Miller <lcltda@rockisland.com>
Sent: Friday, September 28, 2018 5:47 AM
To: Comp Plan Update
Cc: Linda Ann Kuller; Erika Shook; Adam Zack
Subject: Lopez Workshop

Greetings—Thank you for a good workshop last night. I have a few comments about the presentations, which overall, were very good.

As an introductory note, I think it is important to tell people that we do this Comp Plan to comply with the Growth Management Act, and we are judged in court on our compliance. I really think a lot of the public think we can just make up whatever we want.

Moving to the slides on land use and affordable housing—The largest factor in affordable housing, as far as I can see, was not articulated on the presentation. For us on Lopez, the single largest factor, AFTER land is acquired, is the cost of infrastructure. Before the foundation is laid or any board put up, it costs at least \$50,000 for infrastructure—water, septic, stormwater, driveways, electrical, internet—even for 400 square foot homes. Post WWII, the government put in much of the infrastructure to further housing for building up the U.S. I don't have an answer for it today, but the public should know where the costs lie. All of this is required even for a trailer.

The idea that frontage road costs should be borne by the local businesses is grossly misunderstood in rural communities. Our businesses are not Amazon, Microsoft, Boeing, etc. Our businesses reside in the UGA's, which is where there are SMALL businesses, often owned by people in affordable housing—sometimes 16 of Lopez's businesses are owned by people in affordable housing. Moreover, the UGA resident population that could be taxed to provide services utilized by the entire island falls on the poorest—those on fixed incomes and low or seasonal wages.

Citizens do not understand the undertaking involved in separate pathways, and this should be presented. Separate pathways involve leasing or gaining right away of property owners all along the pathway. Even a greater issue is an off-road bike path that conflicts with people's private driveways. Vacation rental people, vacationers, or even locals would not be on the lookout for a bicyclist barreling down the pathway across driveways as they exit from their homes.

On to rural residential clusters—aside from the issue of sprawl, is again the high cost of infrastructure, where each unit must comply with all the infrastructure costs and not be allowed on shared systems (Group B or A water systems) that you find in a UGA.

Regarding desalination—my biggest concern was not listed. Desal is expensive, which means development with desal as the source of water means upscaling the population that lives with desal. There will not be affordable housing on desal units. It will drive up the cost of housing.

I do like your creativity around ADU's. I like both 2 & 3—allow a greater number of ADUs, provided they are permanently affordable housing. I also like increasing the distance beyond a 100 feet, especially since privacy continues to be such a rural priority, especially among the elite. There are also often environmental factors that preclude the 100 feet rule. I prefer a rule that stipulates a small footprint on the land, including roads and infrastructure, so that most of the land remains undeveloped.

Thank you again.
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