

## 35<sup>th</sup> Ave Business Districts Email Comments

Comments gathered between 6/2/2015 and 8/4/2015

Jorgen Bader  
6536 – 29<sup>th</sup> Ave. N.E.  
Seattle, WA 98115

July 15, 2015

Department of Planning and Development  
P.O. Box 34019  
Seattle, WA 98124-4028

Attn: Ryan Moore.

RE: "Making a Vibrant 35<sup>th</sup> Avenue N.E."

Dear DPD:

Most of DPD's proposals for the Bryant neighborhood south of N.E. 73<sup>rd</sup> St. are ill advised and should be withdrawn. These changes were not part of the *Future of 35<sup>th</sup> Ave.* Report. The Open House on June 24<sup>th</sup> was the first inkling Bryant residents had any idea of them, and, a show of hands at the Open House revealed that a strong majority of those voting opposed the plan as a whole. Much of the opposition came from Bryant residents.

### Overview

The proposals aim to make 35<sup>th</sup> Ave. N.E. in the Bryant neighborhood into a commercial strip mall like Market Street in Ballard west of 15<sup>th</sup> Ave. N.W. Such a goal of continuous commercialism is not the "vibrancy" that our neighborhood seeks.

Our neighborhood has long preferred a diversity of uses with housing along arterials and neighborhood shopping at the intersection of arterials. Commercial enterprise on 35<sup>th</sup> Ave. N.E. occurs in nodes at the intersecting arterials, e.g. N.E. 45<sup>th</sup> St., N.E. 65<sup>th</sup> St., N.E. 75<sup>th</sup> and only there. Ribbon development along arterials is contrary to the current pattern and recommended planning principles for urban areas.

Our neighborhood hosts six churches and three synagogues, all but one on its arterials. It has single family and multi-family housing along N.E. 65<sup>th</sup> St. at the N.E. 35<sup>th</sup> node and the former Theodora Home site and on the west side of 35<sup>th</sup> Ave. N.E. between N.E. 70<sup>th</sup> St. and N.E. 73<sup>rd</sup> St.

Many buildings on 35<sup>th</sup> Ave. N.E. have setbacks with landscaping out front because, in part, the sidewalk area is narrow and lacks trees. The residents enjoy the greenery as a differentiation from the concrete and glass dense structures of Seattle's urban centers and manufacturing zones where people work.

SDOT plans to end on-street parking on 35<sup>th</sup> Ave. N.E. and slow traffic flow. The Bicycle Master Plan slates 35<sup>th</sup> Avenue N.E. for a bicycle track in both directions; this will eliminate on-street parking on 35<sup>th</sup> Ave. N.E. now in the curb lanes. Bicycle activists are advocating for an "optimum configuration," of the street which calls for buses to stop

in the traffic lane while loading and unloading and for minimizing any driveways to abutting businesses, which would cross the exclusive bicycle lanes. Extending the neighborhood commercial zones runs at cross-purposes with SDOT's promotion of the bicycle track and its implementation of the "optimum configuration."

The rezoning to continuous NC zoning on 35<sup>th</sup> Ave. N.E. would add to parking congestion on neighborhood streets. Institutional uses currently take up the neighborhood parking at the hours of worship and of religious festivities. Loss of parking on 35<sup>th</sup> Ave. N.E. will shift the on-street parking now available on weekdays during business hours to the side streets and neighborhood streets. The neighbors are already very concerned about such a parking sprawl and object greatly to it. Loss of on-street parking in front of one's home, single file traffic flow on the abutting street, and blocking of driveways --- all very common now when religious functions occur -- do not (to quote your postcard) "enhance neighborhood character and livability."

In its slide, "What DPD has heard so far," DPD set out its four goals: more "Live/Work units;" more spaces for retail; remove zoning restrictions to business expansion; and "housing at the street level may not be the best use of space." The proposed rezones on 35<sup>th</sup> Ave. N.E. south of N.E. 73<sup>rd</sup> St. fail all these objectives in the immediate future, save on one lot which has a single family home on it. The drawbacks of the rezones exceed any supposed benefits.

#### **Theodora Home site**

DPD proposes to up-zone all the Theodora Home site from LR-2 (low rise residential) to NC1 (neighborhood commercial and to make corresponding changes to the comprehensive plan (<http://clerk.seattle.gov> Clerk's File 319369, proposal # 8). These changes enable the developer to make commercial uses along 34<sup>th</sup> and 35<sup>th</sup> Ave N.E. frontages rather than being all housing, and to make the buildings taller and more dense. The MUP board (Application # 301723, dated July 9, 2014) shows a building on the existing footprint and a three story building addition. At a recent meeting in the neighborhood, the developer told those attending residents that it had not asked for the rezone and it does not plan any commercial uses on site. The developer stands by its earlier application and agreement with the community. The rezone would introduce commercial uses on 34<sup>th</sup> Avenue N.E., which the community strongly opposes. Commercial uses would also change the character of the historic building. The proposal should therefore be dropped.

#### **Unitarian Church and Messiah Lutheran Church amendments**

DPD proposes to rezone the ownerships of the University Unitarian Church (now LR-2) and of the Messiah Lutheran Church block (LR-2, SF-5000 with a smidgeon of NC1-30) to NC1-30. The University Unitarian Church owns the east side of 35<sup>th</sup> between N.E. 65<sup>th</sup> St and N.E. 68<sup>th</sup> St. north of the Matterhorn Apartments; the Messiah Lutheran Church owns the northerly half block from 35<sup>th</sup> Ave. N.E. to 36<sup>th</sup> Ave. N.E. between N.E. 70<sup>th</sup> St. and N.E. 73<sup>rd</sup> St. The ownership of Congregation Beth Shalom Synagogue is

also included in the comprehensive plan amendments, but not the proposed rezone. The current LR2 zoning limits the use to institutional and related activity, such as places of worship, schools, daycare, book stores, manses, and the like. A rezone would permit unrelated business uses over the entire tract, including part of the Concordia School site extending to 36<sup>th</sup> Ave. N.E. The current uses (housing and faith-based services) serve the community better than adding stores/offices on the east side of 35<sup>th</sup>. Churches and the social services that they provide help make a neighborhood and provide the “mix of neighborhood ... services” that your proposals seek; they complement the “retail environment and design character of ground floor uses at the nodes” on N.E. 75<sup>th</sup> St. and N.E. 85<sup>th</sup> St.

University Unitarian Church site: In addition to the up-zone, DPD would add a “P” zone overlay. Such an overlay would prohibit setbacks on the Unitarian Church properties. The Unitarian Church currently is set-back with landscaping along its entire frontage on 35<sup>th</sup> Ave. N.E. The church has stunning architecture and serves as a landmark for the Bryant neighborhood. After the meeting, I met an active member of the church congregation. He told me that the church may expand on site in due course, and when it adds new facilities, it would retain the basic architectural theme of setbacks and landscaping to complement the church and fit into the neighborhood. The P zone is at cross-purposes with that aim.

The sidewalks are 4 to 5 feet wide; the planting strips are at most one foot wide and have no trees. Compare walking in front of the apartments/condos on the west side of 35<sup>th</sup> Ave. N.E. from 6519 to 6535 across the street from the church with walking in front of the Matterhorn Apartments on the east side of 35<sup>th</sup> Ave. N.E. south of the Unitarian church. The landscaping and setbacks make the west side much more pleasant. The P zone proposal is out of place and should therefore be dropped.

Messiah Lutheran Church site: This church also has beautiful architecture, a religious artwork, and landscaping out front. Commercial uses to the curb would detract from the pastoral institutional appearance and purpose, rather than improve it.

Residents on 36<sup>th</sup> Ave. N.E. strongly oppose any commercial zoning of the easterly section of the tract. 36<sup>th</sup> Ave. N.E. is a quiet residential street. Its north end dead ends at the Lutheran Concordia School. The slope from 35<sup>th</sup> Avenue N.E. is steep to the east. The only westerly access from 35<sup>th</sup> Ave. N.E. is by way of a stairway behind the Messiah Lutheran Church. At the meeting, residents pointed out that vehicular service to the easterly part of the up-zoned NC1 section (customers and delivery) would be by way of 36<sup>th</sup> Avenue N.E. It is contrary to city policy to put commercial zones as capstones on dead-end residential streets. This rezoning scarcely “enhances neighborhood character and livability” as measured by the quality of urban living. It too should be dropped..

#### **Upzone between N.E. 70<sup>th</sup> and N.E. 73<sup>rd</sup> - (Grateful Dead bakery to Starbucks)**

DPD would “change existing lowrise residential LR 2) to mixed use (NC30-1) at N.E. 70<sup>th</sup> – N.E. 73<sup>rd</sup>” on the west side of 35<sup>th</sup> Ave. N.E. Currently, the rezone covers ten lots. Eight of the ten are occupied by new apartments or condos that look like they’re been built within the last ten years. The ninth has a MUP board out front for a replatting

to minilots for housing. The tenth is a home that is no longer the highest and best use for the site.

All the lots are on an uphill slope. To get to the front doors, a visitor needs to climb more than five feet. Each is set back from the sidewalk more than five feet. The buildings have a rear alley. Some of the business traffic (customers and delivery vehicles) would shift to the alleys and their volumes will increase, especially if a bicycle track is installed as planned on 35<sup>th</sup> Ave. N.E. Residents on 34<sup>th</sup> Ave. N.E. (and some on 35<sup>th</sup>) are concerned about increased traffic on the alley behind their homes. Some residents are families with children.

What does the rezone to NC do to the residents, who live in those multi-family buildings now? They bought or rented on the appearance and likely representation that they would have other residential occupants. The rezone allows a tenant or owner to make a commercial use, which may be more intensive (strangers coming and going at different times, more parking in the rear lot, perhaps more wear on common areas etc.). Most would not consider that an "improvement" or adding "vibrancy." This rezone should also be dropped.

### **Refocus Needed**

Some at the Open House asked: whatever happened to the design guidelines that were such a prominent feature of the *Future of 35<sup>th</sup> Ave.* Report? This was a prime element that the 35<sup>th</sup> Ave. Committee used to sell its up-zoning proposal at its last two meetings. The only way to secure compliance with the design guidelines would be through a contract rezone. DPD is not recommending using that process. DPD should therefore tell the community that contrary to impressions given by the 35<sup>th</sup> Ave. Committee, the design guidelines have no official or legal status. They are simply suggestions by a committee of activists reflecting their deliberations and can be presented to the developer/owner for voluntary consideration.

In its comprehensive plan and in its zoning, DPD should address an underlying question: is the public interest better served by spreading retail into residential neighborhoods or concentrating it in the already designated commercial areas, such as the University District or University Village and its immediate corridor on 25<sup>th</sup> Ave. N.E. University Village is as almost as close to the areas south of N.E. 60<sup>th</sup> St. as the proposed commercial rezones further north. With METRO's restructuring of routes, University Village and its environs will have better and more frequent bus service than the University District from North East Seattle and than 35<sup>th</sup> Ave. N.E. It has ample parking on site and bicycle racks. Expanding commerce south of N.E. 73<sup>th</sup> St. on 35<sup>th</sup> Ave. N.E. may diminish somewhat the demand for such services at University Village and nearby business areas.

Your survey suggests that some Wedgwood residents want more commerce closer to home. The impetus for up-zoning along 35<sup>th</sup> Ave. N.E. came from the Wedgwood Community Council; the overwhelming majority of the membership of the 35<sup>th</sup> Ave. Committee and its leadership came from Wedgwood residents; and the publicity of the 35<sup>th</sup> Ave. Committee focused on the Wedgwood neighborhood. So does your postcard:

its subtitle cites discussing "how Wedgwood should grow." It talks about the "business districts" --- not the churches, synagogues, or housing. (It does not even use the key words "zone" or "rezone" or suggest any drawbacks.) The *Future of 35<sup>th</sup> Ave*, Report reflects the thinking of the Wedgwood activists who participated. The residents in Bryant on 34<sup>th</sup> Ave. N.E., 35<sup>th</sup> Ave. N.E. and 36<sup>th</sup> Ave. N.E. got very little notice and almost no voice whatever in the proceedings leading up to the drawing up in that Report. To satisfy the desire among those Wedgwood residents, who want more commerce, the focus of planning for redevelopment needs to shift toward making zoning changes in the unimproved and under-improved lots north of N.E. 75<sup>th</sup> St. and forego the changes south of N.E. 73<sup>rd</sup> St.

Yours truly

Jorgen Bader

**From:** [Katherine M.S.](#)  
**To:** [Moore, Ryan](#)  
**Subject:** Wedgwood Up-zoning  
**Date:** Friday, July 03, 2015 7:49:54 PM

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Dear Mr. Moore,

I am deeply concerned about the proposed up-zoning proposed for the Wedgwood neighborhood and the 35th Ave corridor. While I am not a homeowner, I have rented my apartment on 35th Ave NE since 2006 and I think that shows my commitment to my neighbors and my neighborhood.

I am not against density, although I think that term gets used for as much ill as good, but I do feel that the zoning here needs to be strengthened, not weakened. Many concessions have already been made to developers building or planning to build in this neighborhood, for example the rezoning that allows the "Bryant Heights" construction--which includes four story homes and townhouses. Along the west side of 35th Ave NE two single family plots are being turned into eight 3-story townhouses.

The area west side of 35th from 70th to 73rd is currently zoned as L2 and includes one commercial establishment and several multi-family buildings. Any up-zoning will surely displace the current residents, put further strain on the aging infrastructure (there have been three 5+ hour power outages along this corridor in the past 3 months), remove more trees and landscaping, and turn what is still a neighborhood into a commercial district that inspires little loyalty. And let's be clear, no development projects in this neighborhood are being designed as affordable housing, nonetheless housing for low income folks.

There is also troubling talk of up-zoning neighborhood church properties from low-rise to NC1. What possible good would this bring to the neighborhood?

Finally, the stretch of 35th Ave NE from 70th to 95th is not well served by mass transit and more commercial properties are certain to increase traffic, crowd buses, and increase the need for parking--there will be no street parking once the city puts in the protected cycle tracks. This route (35th Ave NE) is favored by emergency services vehicles and funeral processions and further traffic will hamper these, or worse, these will be hampered by the increased traffic.

I don't own property, but I feel for my neighbors who do. I love my neighborhood and I would welcome thoughtful development here, but NC1 up-zoning isn't the answer.

Thank you for your time and your consideration of these matters.  
Sincerely,  
Katherine Seidemann  
Wedgwood

Act as if the maxim of your action were to become through your will a general natural law -Immanuel Kant

**From:** [Kathleen Alluise Forgette](#)  
**To:** [Moore, Ryan](#)  
**Subject:** Comment re: Future of 35th Avenue NE (Wedgwood)  
**Date:** Friday, July 31, 2015 2:49:07 PM

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I strongly disagree with the proposed changes presented by the City regarding the potential zoning changes to 35th Avenue NE. (As an aside, I was present at the June 24th meeting and was disappointed as to the structure and lack of time for questions and concerns. The presentation left a lot of questions unanswered. It is hard to imagine what the point of "community meeting" is if you do not allow the community to voice their concerns.) That being said, I believe that the height increase at 75th Street will attract developers looking to overbuild and congest another one of Seattle's neighborhoods. It is my strongest desire that the Wedgwood neighborhood remain a peaceful and quiet area, and not become a hot bed of trend, such as we have seen in Ballard. I hope that the City will strongly consider the additional congestion, that increased living spaces will bring. Decreased availability of parking spaces will be a problem for all residents with these proposed changes. The City really needs to seriously consider the issues that other neighborhoods have faced, such as decreased parking spaces, congestion, traffic noise, and increased crime, and create realistic solutions to these problems. Another issue that will need to be addressed is the availability of city transit. Northeast Seattle is currently very poorly served by the Metro bus system. As a longtime Metro rider, I would like to see the City respond to growth of a neighborhood with increased transit services. The City cannot simply adopt these proposed changes and leave the residents to deal with the consequences of congestion, increased traffic, noise, and other adverse effects without presenting solutions to these problems.

July 22, 2015

Ryan Moore, Senior Planner  
City of Seattle Department of Planning and Development  
PO Box 34019  
Seattle WA 98124-4019  
[ryan.moore@seattle.gov](mailto:ryan.moore@seattle.gov)

Subject: Legislative Rezone Proposal 35<sup>th</sup> Ave NE

I am writing to oppose the proposal to rezone areas along 35<sup>th</sup> Avenue NE from approximately NE 65<sup>th</sup> to NE 95<sup>th</sup> Streets.

My main point of opposition is the absolute lack of analysis completed for both "*The Future of 35<sup>th</sup> Ave NE*" plan and the zoning amendment proposed by DPD. For example:

- How much square footage could be constructed at full zoning buildout? What could be the possible range of dwelling units constructed?
- How many dwelling units (owner and renter occupied) exist along 35<sup>th</sup> Avenue? How many of these dwelling units could be considered affordable? How many affordable units could be displaced due to upzoning of existing residential parcels?
- Why was so much emphasis put on upzoning only 35<sup>th</sup> Avenue NE without considering the impacts to adjacent residential blocks?
- Why are some parcels on a block included while others excluded? What was the rationale for these decisions? The explanation given on one page in the "Future" plan is inadequate.

Along a majority of 35<sup>th</sup> Avenue the blocks on each side of the street do not have alleys separating parcels. How will the proposed upzone ensure that single family housing along 34<sup>th</sup> or 36<sup>th</sup> Avenues will not be adversely impacted? How will existing single family housing be impacted by building shadows? How will multifamily buildings be serviced by waste pickup, delivery vehicles, etc.? It would appear that these new structures only option is access from 35<sup>th</sup> Avenue NE. How will this be resolved especially since the Seattle Bicycle Master Plan calls for protected bicycle lanes on each side of 35<sup>th</sup>.

Note too that no analysis or data was presented on how this upzone relates to the Seattle Comprehensive Plan. Would this proposal supply more retail or housing than is actually needed for north Seattle?

The upzone proposals presented by both the 35<sup>th</sup> Avenue Committee and DPD do not provide enough data or analysis for citizens to reasonably determine the full impacts. Please report to the City Council that these proposals should be terminated. On the other hand, if the city was willing to fund a more comprehensive and inclusive planning effort, I'd be willing to participate.

Sincerely,

**From:** [Lisbeth Nielsen](#)  
**To:** [Moore, Ryan](#)  
**Subject:** 35th Ave Business District  
**Date:** Sunday, July 19, 2015 8:23:17 PM

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Hello Ryan,

I attended the June 24th meeting about rezoning 35th Ave and I was disappointed in the content of the meeting and how we broke out into the 4 neighborhood groups. It was impossible to hear any conversations let alone see the boards with the proposed rezoning. It could've been more productive to have had each neighborhood meet in different rooms where a facilitator could help control the discussions. The biggest thing I heard that night was there are a lot of concerns about parking if the future of 35th is to bring in that many more residents. I left the meeting very disappointed, not just in the content but in the effectiveness of the meeting.

As a homeowner in the first block on 85th & 35th I have huge concerns about building my intersection up to 5 or 6-story buildings especially after the Jasper went up and is worthless in regards to bringing in retail space at ground level. I am all for bringing in more retail and restaurants but I do not want our wonderful quiet neighborhood to look like the "new" Ballard or Lake City Way. That kind of density has no place in Wedgwood's quaint community where we can buy our Christmas trees just down the street at Hunter's Tree Farm and walk to QFC to buy or groceries.

85th Street is a heavily walked street with people walking to QFC for food to cook that night for dinner, with people walking to the bus stop to go to a Sounders game, with tons of children who walk daily to Wedgwood Elementary. There are people with walkers and electric wheelchairs who walk in the street around the chicaines because the sidewalks are old and the aggregate/concrete is so sunken down off the curbs and cracked which are probably the original 1942 sidewalks. The sidewalks are only on one side of 85th St and the homeowners on that side can't afford to install new sidewalks and shouldn't have to since all pedestrians have to use the one side. Altho 85th is not a through street it is traveled heavily and quickly by school buses, delivery trucks, parents dropping off and picking up at Wedgwood Elementary. At times it's scary to be working in my yard with the cars zooming down to beat a car through the chicaine.

The summaries of the rezone proposal state that to support bringing in more restaurants and retail into Wedgwood we would need to bring the density up by adding 5 to 6-story buildings. I totally disagree with that statement. For 13 years I lived in the Madrona neighborhood and at the intersection of 34th & Union, 2 blocks in each direction the neighborhood supported 7 restaurants and several boutiques with no more than one 3-story apartment building. I frequented The Madrona Ale House, St Clouds and The Hi Spot a lot during those 13 years because I could walk to them as did many of my neighbors. I recently was back in Madrona and it is still thriving and has only added one new 3-story building. I think Wedgwood could definitely support more restaurants without exploding the density of the neighborhood. Rezone to help encourage restaurants and retail to come into neighborhood without increasing the building heights so much or increasing the

traffic greatly. I would love to see this area become more pedestrian friendly with the likes of East Madison, like Madrona. Don't rezone and make 35th a nightmare of traffic to drive down like N. 45th St or N. 85th St. I avoid those streets because they are always backed up with heavy traffic.

I look forward to hearing more about the possible rezoning of the 35th Ave business corridor but please do it with care and concern for those of us right off the avenue because we're the ones who will be affected the most. Rezone for 3-story max building with retail space below is what I'm hoping for.

Thank you,  
Lisbeth

Lisbeth Nielsen  
Nielsen\_Lisbeth@yahoo.com

**From:** [Lisbeth Pisk](#)  
**To:** [Moore, Ryan](#)  
**Cc:** [Lisbeth Pisk](#)  
**Subject:** re. Wedgwood Community Meeting  
**Date:** Monday, July 06, 2015 6:14:11 PM

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I attended the June 24 Wedgwood DPD meeting June 24, 2015 and heard expressed that you have the interest of our community in mind. Many issues lie in our future; however, What would really help NOW, would be addressing the following:

1. On 35th NE & NE 65th, 35th NE & NE 75th; 25th NE & NE 65th left-hand arrows must become part of the traffic signals.
2. Signs posted to prevent traffic back-up from blocking side-street access to busy arterials.
3. Addressing building codes to prevent builders from creating a new construction from "building a wall" in front or back of an existing home, i.e. the live-work structure on 35th NE is creating such a wall close to the lovely home on 34th NE.
4. At one time we praised the concept of neighborhood diversity. We had it here: The Children's Home, The Theodora Home. If there had been a will, these could have been updated and occupied for diversity.
5. Consideration of traffic issues to "explode". Many drivers are now using side streets at unsafe speeds to avoid traffic back-ups on the main streets.

These are issues a Community Council needs to address BEFORE any further developments are allowed to protect and preserve quality life. PLEASE GIVE IT SOME THOUGHT, THANK YOU.

Lisbeth Pisk

**From:** [Paul Witt](#)  
**To:** [Moore, Ryan](#)  
**Subject:** Our future and 35th Street  
**Date:** Tuesday, July 07, 2015 2:10:15 PM

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Hello Ryan,

The "Plan" for 35th Street assumes population size increase. We know that the human population size cannot continue without a further reduction in quality of life for ourselves and other species. Already we see the impact of our population size on climate, water, fires, and all resources. Any effort to "improve" 35th Street, without including population stabilization or reduction measures is shortsighted. About half of the 6.6 million pregnancies a years in the U.S. are unintended. There ought to be a component of the plan to address our population size and also our level of consumption. The NY Times ran an article on July 5, 2015 on what Colorado did to dramatically reduce unplanned births: [http://www.nytimes.com/2015/07/06/science/colorados-push-against-teenage-pregnancies-is-a-startling-success.html?\\_r=0](http://www.nytimes.com/2015/07/06/science/colorados-push-against-teenage-pregnancies-is-a-startling-success.html?_r=0)

Please bring this matter to the planning department, health department, city officials and city council and incorporate it into the 35th Street Plan.

Thank you.

Paul

Paul Witt

**From:** [Peter/Sandra Kaestle](#)  
**To:** [Moore, Ryan](#)  
**Subject:** Rezoning along 35th Ave.  
**Date:** Monday, July 27, 2015 6:26:07 PM  
**Attachments:** [IMG\\_0014.JPG](#)  
[IMG\\_0041.JPG](#)

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Hello Ryan,

I was out-of town this past June 24 and thus unable to attend the open house during which DPD outlined their proposed up-zonings along 35th Ave NE. I was told by several attendees that the audience was 2-1 against rezoning by show of hands. I trust this strong message is accurately communicated to the City Council rather than allowing a handful of neighborhood activists and developers to inaccurately convey the true community sentiment. It is disappointing these "advisory groups" are not representative of the residents and community but rather hand picked to reach a forgone conclusion. The Mayor's HALA Committee is a good example of this practice with little to no neighborhood advocates included to provide a street level view point.

The survey you distributed was slanted to try to get local residents to sign off on up zoning along 35th Ave- walk to restaurants etc. In point of fact we do have restaurants along 35th Ave today which seem to do very well along with grocery stores, banks, coffee shops, insurance agencies, haircut, financial advice, Top Pot, Grateful Bread etc. etc. We can easily access a wide variety of restaurants at UVillage, Roosevelt, UDistrict, Northgate, Lake City Way, Sandpoint Way, all within a 5 minute ride. We are NOT a designated high density area, we are a thriving neighborhood. We are NOT near a mass transit station. We have enough traffic congestion, auto pollution, parking problems, crime and graffiti already in place today and the DPD proposals to change long established zoning laws to allow high rise construction is breaking a pact the City has with the residents who bought homes and decided to settle here. Don't get me wrong I am not against growth but it needs to be well thought out and supported by the local community- we can call it managed growth. There are proposals in the works to increase the availability of backyard cottages and mother-in law units and the like (renting rooms for example) which I fully support to not only increase housing but also keep rents down. But high rise construction along 35th Ave is a huge mistake and runs counter to this community's wishes. I own a rental home on 34th Ave directly above 35th Ave and already struggle with street parking near my home as many of the current businesses on 35th do not have adequate parking for their clients. And you are actually considering allowing developers to build with less in-house parking. Do you think people will simply give up their cars because they cannot find street parking- reminds me of a Seinfeld episode.

Ryan, what I am most opposed to is DPD's blatant disregard for homeowner rights. I've attached 2 photos of the new commercial development on 35th Ave approximately 73/74 ave intersection. One photo taken from 34th Ave and the other from 35th Ave. We now have a long time resident on 34th Ave. (gray house) looking directly (20 feet away) into a new commercial complex which is grossly out of scale for the property, no aesthetic appeal whatsoever and the poor homeowner has lost

their view, privacy, Eastern sunlight and now gets to look out face to face with one of your new up zones. Frankly you have screwed this Wedgwood homeowner over but good in the name of growth at all costs. I hope this is not a snapshot of what is to come to our neighborhood.

The City of Seattle recent survey of developable land in Seattle found there's enough capacity under CURRENT zoning to add 224,000 housing units- 73% more than the current stock of 308,000. We need more flexibility and diversity of housing options spread across the entire City. What we do not need nor want is high rise construction at any point unless in a designated high density living area near light rail- think Roosevelt, UDistrict, Northgate. Seattle is a great City with a vibrant downtown core and great neighborhoods but we will soon lose that neighborhood appeal if the politicians continue down their growth at any cost approach.

I'd ask you to correctly convey this community's strong opposition to wanton growth (think high rises) to the Seattle City Council. I would also like to be added to the DPD project mailing list.

Thank-you for listening.

Peter Kaestle  
206 437-1398  
kaestle@comcast.net

**From:** [Rebecca Nelson](#)  
**To:** [Moore, Ryan](#)  
**Subject:** Proposed Wedgwood rezoning  
**Date:** Friday, July 17, 2015 1:04:18 PM

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Ryan,

I received and reviewed the proposed plan for the 35th Ave. NE corridor. I was not able to attend the June 24th meeting, but I did complete the survey prior to that meeting, and I have spoken to neighbors who attended the meeting.

First, I would like to state that I like the proposed plan to improve the walkability of the area, especially the "planted curb bulbs, bulbouts" and increased traffic friction to slow down traffic, but I'm not sure of the impact this will have on commuters. I also like the idea of improved stormwater drainage through use of raingardens, which not only makes sense environmentally but also adds to the beauty of the neighborhood.

Secondly, I understand that Seattle is a rapidly growing city, and I also understand the development of more 4 story buildings along 65th and 75th, as these areas are major through streets and have more commercial/higher building zoning not only running North/South along 35th but also East/West along 65th and 75th. These streets are already better designed to handle the increase in traffic that some development would bring.

However, I have some questions and concerns about the plan regarding the 85th area where I live.

First, when did the proposed rezoning shift from rezoning to 5-stories to rezoning to 6-stories? I already thought that 5-stories seemed too high, and now I am surprised to see 6-stories as the possibility.

Why would the area around 85th be increased to 6 stories (or even 5 stories), when the 85th street does not seem suitable for handling the increase in traffic? I understand that the 85th street area is disproportionate in terms of retail square footage compared to residential units, but that is mostly due to the grocery store and Rite-Aid.

I'm concerned about potential development of 6-story buildings in the 85th street area (even though the original plan posted only showed a rezoning to 5-stories in this area) and the impact that may have on the character and traffic Wedgwood. I don't want to be a NIMBY individual, but I do see rational reasons for my concern.

I do accept that there will be growth. I certainly accept (even if I don't fully support) that there will be more 4-story development in the future as the city grows, and I support an increase in the first floor commercial height restriction to allow for more diversity in ground floor retail. (The Jasper building is a solid example of the problems of limiting first floor height as none of those businesses are much of a draw for people living in the area.)

However, I am strongly opposed to the allowance of 5-6 story buildings in the 85th area for the impact it will have on existing residents. 5-6 story buildings would dwarf the single-

family residences east and west of them. Despite the promises made on page 34 about "respect for adjacent sites," butting 5-6 story buildings up against single-family homes puts those homes in the shadows of those buildings (I will take being in the shadow of the large, old trees instead thanks) and will destroy the backyard privacy that is part of this neighborhood.

I also don't think that the 85th area can safely handle the traffic increase. Unlike 65th and 75th, 85th is not a direct through street. It also does not have well-developed sidewalks which leaves many people, especially those with strollers or walkers choosing to walk in the street rather than on the single, narrow sidewalk on the south side of 85th. Also, 85th is signed and well-used as a primary bike route, and typically those greenways are established on quieter, less car-trafficked streets in NE Seattle (such as the route on 39th). NE 85th also has many elementary students walking in the area to Wedgwood elementary and should thus be protected as a safe walking street for those students. Finally, it is entirely residential running east/west except for the small area along 35th and the school, and many of those residences are homes to families with children who want to feel that their children can be as safe playing in their front yards as in their back yards.

In speaking with a neighbor who attended the June 24th meeting, she stated that she was told that a previous survey showed that people in the area supported the increase to 5-story buildings. In speaking with speaking with neighbors and in reviewing the comments posted in the plan (most of which address the rezoning proposals for the 85th node), the vast majority strongly oppose the idea of even 5-story developments, let along 6-story developments. Most don't even want to see more 4-story buildings. I am wondering what the more recent survey shows and if there still is support for 5 or 6-story developments. If there is support, is that coming from residents, business owners, or developers who are likely the major push behind this plan?

In speaking with my neighbor who attended the meeting, she said that the format of the meeting was not particularly well-organized and could have been set up better (such as breaking into smaller groups in separate rooms) to allow for more interaction and feedback from community residents. I hope that you take the feedback provided by residents into consideration. We chose to live in Wedgwood for the smaller, community feel of this neighborhood. We don't want it to become another Ballard.

I strongly hope that the comments posted by residents in this area are listened to, that the safety of the children traveling to Wedgwood elementary school and cyclists riding along the street be considered, and that the proposed rezoning of the 85th node to allow for 5 or 6 story buildings be rejected as a result of these factors. Thank you for considering my questions and concerns regarding the proposed rezoning of the 85th street area.

Sincerely,  
Rebecca Nelson  
85th Street resident

**From:** [Roberta Gardner\\_romari3@comcast.net](mailto:Roberta.Gardner_romari3@comcast.net)  
**To:** [Moore, Ryan](#)  
**Subject:** 35th Ave Survey Comments  
**Date:** Thursday, July 23, 2015 4:18:07 PM

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I am writing to express my opposition to the 35th Avenue expansion plan.

Many people move to this area of Seattle for its particular qualities: a small town feeling, neighborhoods of single-family homes, nearby parks, a sense of open space, quietness. Close by we have ample grocery stores, schools, restaurants, banks, post offices and libraries as well as a variety of other businesses.

The proposal to bring in more density along the corridor of 35th Ave would drastically change the nature of this area. 35th Ave, mostly a two-lane road, is currently well traveled. To add more business and residential growth along it would make the road nearly impassable resulting in people taking alternate routes, driving through residential neighborhoods and increasing traffic into areas with many single-family homes and children walking and playing nearby. Driving through this area would be a nightmare of clogged and dangerous traffic.

Though this plan emphasizes a pedestrian way of life it is foolish to think all the people currently driving along 35th Ave are going to take to foot to carry on their way. We all lead busy lives and yet supposedly we're going to slow down to a walking pace to get to where we need to go for our work and daily activities?

Surely the people who would move into the proposed residential units on 35th Ave could walk to all the new businesses along their street. But what about the residents who live in surrounding neighborhoods and use 35th Ave as a main corridor to get places. It would not be feasible for us to walk to these new businesses nor would we desire to drive to them -- as what used to be a 10 minute or so drive would become with the increased traffic an hour-long headache.

With the increased density in our neighborhood would come increased stressors to return home to instead of a quiet sanctuary in which to restore our spirits and bodies. Though this area is not part of the city's original urban village plan it would become one if this proposal was implemented. It's a shame the city no longer values its single-family neighborhoods and the benefits they provide their residents.

Please leave this community as it is. Seattle is on a fast track to develop dense urban villages but not everyone wants to live in such a place and that's why we need places like the Wedgwood area which is already a vibrant and livable community; please do not change the character of our neighborhood which would lessen the quality of life for its residents. We are fortunate to have found such a lovely area in which to live and chose it for the very qualities you want to change.

Please take a broad view by accepting a variety of housing options for Seattle's residents; if you completely change the way of the land against the wishes of a huge segment of the population you run the risk of losing them. I doubt many residents in

the surrounding areas of Wedgwood are aware of this rezoning proposal and believe they would strongly oppose it if they knew the impacts it would have on their daily lives.

I trust you to do what is truly best for the residents of our great city keeping our health and well being in mind and not implement a theoretical plan that might look good on paper but in reality would destroy the livability of another wonderful Seattle neighborhood.

Roberta Gardner

**From:** [Mary Beth O'Neill](#)  
**To:** [Moore, Ryan](#)  
**Cc:** [Jennifer Stormont](#); [Per Johnson](#)  
**Subject:** Fwd: Development on 35th NE  
**Date:** Tuesday, June 30, 2015 9:10:54 AM  
**Attachments:** [mbo logo small for email.tiff](#)

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Hi Ryan,

Here's an email from a resident of Wedgwood supporting the Audubon's rezone.

Mary Beth

Mary Beth O'Neill  
[www.mboExecutiveCoaching.com](http://www.mboExecutiveCoaching.com)



Begin forwarded message:

**From:** Ruth Powers <[wackyruth@yahoo.com](mailto:wackyruth@yahoo.com)>  
**Subject:** Development on 35th NE  
**Date:** June 30, 2015 6:50:37 AM PDT  
**To:** "[MBO@Seanet.com](mailto:MBO@Seanet.com)" <[MBO@Seanet.com](mailto:MBO@Seanet.com)>  
**Cc:** "[huskies1446@comcast.net](mailto:huskies1446@comcast.net)" <[huskies1446@comcast.net](mailto:huskies1446@comcast.net)>  
**Reply-To:** Ruth Powers <[wackyruth@yahoo.com](mailto:wackyruth@yahoo.com)>

Hello Mary Beth,

I'm Ruth Powers, Bob Caldwell's neighbor to the south and he shared your email with us. We have kept our heads down during this planning process but Jim and I totally support the effort of the Audubon Society in their effort to change the zoning to add an additional floor. We feel that as long as residences are allowed an additional floor it is fair to allow the commercial buildings on 35th the same.

Sincerely,  
Ruth Powers

**From:** [Shelly Crocker](#)  
**To:** [Moore, Ryan](#)  
**Subject:** 35th Ave NE  
**Date:** Friday, July 17, 2015 11:19:23 AM

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Dear Ryan,

I am a small business owner and longtime resident of northeast Seattle. I currently operated my business out of my home in Meadowbrook, but as a business consultant and turnaround manager, and in my previous job as a lawyer, I have worked with many small businesses in the region. I also have served in the board of Congregation Beth Shalom, and a small school that used to be located on 35th. I bank on 35th, I meet clients on 35th, and I shop regularly at many places along 35th. I attended the recent open house.

I strongly support increasing density and business development along 35th Ave, and throughout northeast Seattle. While I love our neighborhood and its single family character, Seattle needs to adopt smart growth strategies. The economic development of this area will enrich our quality of life and enhance our neighborhood.

A few specific comments. The blocks along 35th between 68th and 70th should be zoned neighborhood commercial, like the rest of the neighboring blocks, particularly on the east side where Beth Shalom owns most of the property and especially if the area around 70th is all zoned NC. The city should make sure to coordinate this planning process with the transportation and parking planning also currently being considered. Losing parking along 35th would be devastating to the small businesses along the road.

In addition, I have noticed the 3 over 1 buildings that have been added do not attract very good tenants many times. If apartment buildings could be built a block off main streets with no commercial element, it might be better. Extending the ability to build 3 or 4 story apartment buildings a block off main arterials would make better living conditions for apartment dwellers as well.

Thank you for your consideration,

Shelly Crocker  
3815 NE 98th Street  
Seattle, WA 98115  
206-920-5552

Sent from my iPad