

WHAT WE HEARD:

Community Comments on the Preliminary Recommendations for Interbay



August 2013

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Background

Purpose

The City of Seattle Department of Planning and Development (DPD) initiated a land use study of an approximately three-mile corridor along Elliot Avenue W and 15th Avenue NW from Interbay to Ballard. Past development of the Elliot Avenue / 15th Avenue corridor has not been guided by a specific plan. Recent retail, residential, and office developments are pushing up property values, which could potentially squeeze out industrial uses and jobs. Some property owners would like more flexibility in how lands can be developed. Sound Transit and Seattle Department of Transportation are studying potential alignments for high capacity transit service between Ballard and Downtown including the 15th Avenue W corridor, adding another reason to study land use in this area.



Queen Anne Community Council meeting

Our study, conducted with input of the community, is analyzing existing conditions and exploring options for future land use along this heavily travelled, multi-functional route. The outcomes of the study may include proposed changes to the Seattle Comprehensive Plan and/or the Land Use Code.

Goals include:

- Clarify the desired mix and balance of land uses, both industrial (manufacturing, warehousing, and services) and non-industrial (retail, housing, and office)
- Assess how new transit investment might increase demand for new mixed-use (retail and residential buildings) development
- Identify where streetscape improvements might be needed to support future development.

Phase 1 focuses on Interbay, the area south of the Ship Canal. Work in Ballard will get underway in late 2013 or early 2014, and will build on other planning work– SDOT/ST Ballard to Downtown Transit Expansion Study and the Ballard Chamber’s Partnership for Smart Growth.



Feet First Walking Tour of Interbay

Public Engagement Overview

The intent of public engagement is to share information, identify issues and receive comments. Thus far DPD has used the following public engagement methods:

- Interbay Working Group – DPD invited representatives of property owners, local businesses, industrial advocates, Port of Seattle and adjacent communities to meet as a group to discuss land use, traffic, zoning and public realm, and potential actions for the Interbay Study area. DPD met with this group six times over a seven month period. The role of this group was advisory– to provide input, advice and comments. The group was not asked to develop a proposal, achieve a consensus or endorse DPD recommendations.
- Briefings for Organizations – DPD attended standing meetings of stakeholder organizations: Magnolia Community Club, Queen Anne Magnolia District Council, Ballard District Council, Queen Anne Community Council, North Seattle Industrial Association, Seattle Planning Commission, and the Freight Advisory Board.
- Walking Tour – Feet First Walking Ambassador and Working Group member, Adam Slivers, hosted a walking tour of Interbay on March 9, 2013 that was attended by 40 people.
- Interviews – DPD called and visited local businesses to learn more about their experience and locating and operating a business in Interbay. We also reached out to businesses that left Interbay to learn why.

- Project Website – DPD has posted all relevant information about the project on the site to be accessible to all who are interested. It includes meeting agendas, notes, materials, maps, photos and other project information.
<http://www.seattle.gov/dpd/cityplanning/completeprojectslist/ballardinterbay/whatwhy/default.htm>)
- Listserve – 266 people signed up to receive project updates via email.

Opportunities for Comment on Preliminary Recommendations

After studying the Interbay area for several months and consulting with the Interbay Working Group, DPD drafted Preliminary Recommendations for broader public review. These were posted on the DPD website, and presented to stakeholders and the broader community at ten events (see below). A survey to solicit feedback was distributed at meetings and available on the website until June 14, 2013, and generated 353 responses.

- North Seattle Industrial Association, Tuesday March 26
- Interbay Working Group, Wednesday April 3
- Queen Anne Magnolia District Council , Monday April 8
- Queen Anne Community Council, Monday April 15
- Freight Advisory Board, Tuesday April 16
- Seattle Planning Commission, Thursday April 25 and Thursday May 9
- Community Presentation/ Open House, April 29
- Ballard District Council, Wednesday May 8
- Magnolia Community Club, Thursday May 9



Interbay Working Group Meeting

DPD used multiple methods to invite residents, businesses and property owners to attend the April 29 Community Presentation/ Open House, review Preliminary Recommendations online, and complete a survey:

- Project Listserve
- Postcards mailed to businesses and residents closest to 15th Avenue
- Postcard /poster drops at high traffic retail businesses
- Media outreach (neighborhood blogs)
- Other DPD communication channels (Twitter, Facebook, DPD Info Newsletter)

The comments highlighted in this report reflect feedback from the ten events and the survey. Comments from the six Working Group meetings, summarized in meeting notes and available on the [project website](#), reflect the wide variety of opinions expressed at other community meetings and through the survey.

Highlights of Community Comments

Production, Distribution and Repair

Survey responses about existing production, distribution and repair uses in the area were supportive. About 74% agreed preserving opportunities for these uses was important. Many commented that the businesses and the family-wage jobs located in Seattle’s industrial areas are important but vulnerable. Some believed “no change” was the best way to encourage, support, and preserve this activity. Others thought it was possible to have these uses/jobs co-exist with other kinds of local businesses. New types of manufacturing, incubators, and artisanal businesses were mentioned as possible areas of growth and opportunity. A few suggested that industrial was no longer an appropriate use and new uses should be encouraged.

Small production, distribution and repair business renting in the corridor described Interbay as a good location— close to clients and where they live. They shared uncertainty about their future in the area – rising costs (rents, utilities), short-term leases, making do in less or sub-optimal space, a lack of options, and high prices that put ownership out of reach.



Sustainable products manufactured in Interbay— Bedrock Industries recycled glass tile and Meyer Wells furniture from reclaimed urban trees

More light industrial...where else do they have to go in Seattle. Family wage jobs are important more important that more retail!

Realistically assess, if possible, future demand for industrial uses - focus on 'artisanal' small scale, incubator manufacturing/production - provide tax incentives if possible.

Keeping industrial zoning will encourage higher wages jobs and will make the development of the Port property more likely.

The industrial area use in Interbay is more of an industrial waste land - dilapidated buildings, broken down vehicles, overgrown properties, rats, etc. These "industrial uses" need to give way to better use of these close in parcels.

Being next to the railroad gives me a sense of security –that maybe I'll be able to stay because no one will want to build housing here.

We've been looking to buy a small building for over 4 years, but couldn't afford anything. When the price on this building dropped, we put in an offer immediately, and there were multiple offers within 24 hours.

Retail

Survey responses about retail were mixed. Only 28% agreed that larger retail stores in Interbay were a good idea. However, 54% of survey respondents support the idea of neighborhood retail at 14th Avenue and Dravus Street. Individual comments revealed that many wanted more stores, restaurants, cafes, etc. in Interbay. Some expressed a preference for smaller or local businesses, while others cited larger stores or a University Village retail development. Those opposed noted the following disadvantages: large retailers draw customers from neighborhood business districts, add traffic congestion in industrial areas, promote a car-oriented/ unsustainable form of development, and fail to provide family wage jobs. Others objected to expanding neighborhood retail on W Dravus Street east of 15th Avenue W.

Retail businesses in the area believe more retail and housing will bring more customers, increase foot traffic and benefit their businesses. Other small businesses believe more retail signals a transition away from production, distribution and repair businesses, more expansive land values.



Interbay Urban Center retail development

I am absolutely opposed to facilitation of large format retail, AKA destination retail. Job killer.

Keep the large box stores out of the City. It's not what City dwellers really want and we don't mind driving out if needed.

Interbay needs a "university village" type retail. I would hate to see big box stores in Interbay....this is the wrong type of retail for this location.

Mid-sized retailers like Wholefoods and PetsMart feel like a better fit for our neighborhood and I wouldn't be opposed to seeing more of those opportunities along with other multi-use developments and small retail.

I would like to see more retail, preferably not big box stores. Please do not raise the existing height limit. Having retail on Dravus and 14th or 13th would be great. I would like to be able to walk to a variety of restaurants, coffee shops, etc. Having more apartments will increase likelihood of retail coming so apartments are fine with me :). Manufacturing, etc shouldn't really be in a place like Interbay anymore - land is too valuable for stuff like that.

Growth/ commercial creep up Dravus east of 15th should be avoided.

Anything that brings more customers to the area will help my business.

Housing

Survey responses about housing were mixed. About 42% agreed that Interbay was not a good place for housing. Some described a desire for "affordable housing" rather than "expensive condos." Some expressed concerns about housing near the railroad, and potential hazards, or conflicts with industrial businesses.



The Slate, a 236-unit residential development on W Dravus Street opening in August 2013, will include 21 affordable units.

Interbay has just added a huge number of new apartments. Growth needs to be managed to meet the needs of the residents currently living here. The use of the Interbay play fields, traffic congestion, and the danger of lack of planning are serious issues that must be dealt with.

Much of Interbay is a liquefaction zone. I wonder if it is wise to encourage housing in these zones. Is this ever a factor in decisions? Just because it isn't against any codes doesn't mean housing in liquefaction zones is a good idea.

Office

Survey responses about office were mixed. About 47% agreed that Interbay was a good location for more office development. Individual comments calling for the expansion of office uses were few. However, there were comments supportive of mixed-use development or expanding work opportunities outside of downtown.

A need for more space drove one growing tech company to relocate last fall from Interbay to a new building in South Lake Union. The renovated light industrial space had met their needs for over five years, but Interbay was not considered in their recent search. Their employees wanted to “be part of a neighborhood”, walk to cafés, restaurants and other amenities.



Older residential and light industrial buildings have been adapted for office use. New office space, Interbay Work Lofts, is under construction.

It would be great to have more office buildings to encourage companies to locate outside of crowded downtown. We need more jobs, not more housing.

There is a notable quantity of unused, vacant office space on 15th closer to Denny that has never been occupied to my knowledge, which makes me question why there would be a push for the development of even more office space in Interbay when existing space is not being filled (not to mention all of the mixed-use residential structures in area communities that have been unable to fill street-level retail/office space.

Traffic

Traffic congestion was a major concern. Yet only 17% of survey respondents agreed there should not be any change or new development in Interbay because it will only cause more traffic congestion. Individual comments about traffic and congestion were numerous. Many want the current traffic flow on 15th Avenue W and W Dravus Street to be improved, and offered a variety of ideas to ease traffic congestion. BAT lanes, cyclists and numerous curb cuts on 15th Avenue W were cited as problems. Some wanted to see traffic improvements in advance of any new development. Others noted that 15th Avenue is also a major truck street, thus congestion from more development may impact the movement of goods and materials.



Truck and vehicle traffic on 15th Avenue

Do not encourage business and industrial that will substantially increase traffic in the 15th Avenue corridor!

Please have SDOT implement access management on Elliott and 15th avenues West; consolidate driveways; channelize left turns; eliminate two-way left turn lanes.

The needed change is to transportation capacity. The 15th/Elliott Ave corridor is congested and getting worse. The recommendations need to be revised to add additional fixes to this corridor that address the additional traffic impact from new and redevelopment of more intense uses.

In short, maintain the status quo until all impacts are known and can be evaluated.

Pedestrian and Bicycle Infrastructure

Survey respondents recognized W Dravus Street W as more important for pedestrians than 15th Avenue W. 67% agreed that Dravus St should be a top priority for pedestrians while 55% thought the same for 15th Avenue. Over 81% of survey respondents agreed that the current bike route on 15th Avenue W was a problem, and an alternative route was needed. Individual comments about pedestrian and bicycle infrastructure cited a need for improvements generally as well as specific areas. Bridges, across 15th Avenue W., connections from Magnolia to Queen Anne, to existing trails (Waterfront Trail and Ship Canal Trail), and to Ballard were most often mentioned. Some felt that the current Waterfront Trail was sufficient and no new alternative was needed. New or improved pedestrian crossings at key intersections were flagged for W Dravus St at 17th Avenue W and 15th Avenue W, and at 15th Avenue W and Emerson Street.

Retail businesses mentioned the dangers of crossing W Dravus Street, and anticipate more problems after new apartments are occupied.

Better pedestrian and bike connections between Ballard and downtown via the Interbay.

Better bike infrastructure. Protected from busy 15th ave, but still convenient. Linking the locks to the Seattle waterfront should be a priority and not an afterthought of tiny paths and narrow bridges.

Please make it easier for pedestrians to cross 15th Avenue and Emerson. Going down the stairs, walking across under 15th Ave or Emerson just to get to the other side of the street to go to the different bus stops has been terrible.



Current pedestrian environment on 15th Ave. W near W Dravus Street

Transit

Transit service from Ballard to downtown was referred to as an asset in Interbay, there was much dissatisfaction with Rapid Ride and a desire for something more—street car, trolley, light rail. Many suggested better transit should be provided before encouraging more development in Interbay.

Local retail businesses viewed improved transit service as a benefit—better access for employees and more potential customers. Other businesses reported most employees and customers drive to Interbay, thus transit has less impact.

Because of its access to transit, Interbay would be a good place for more housing,

Interbay's future should be seriously considered in conjunction with Ballard's - with Ballard's density increasing at an alarming rate (considering the lack of transit infrastructure in place to serve the neighborhood), a possible light rail expansion to Ballard might involve Interbay (and serve Interbay well). Any plans to change 15th Ave should consider the transit question. This is THE MOST IMPORTANT thing this neighborhood should think about.

Adding big box, office and other similar uses along this part of Interbay will increase the demand for more RapidRide stops along this section. There are already too many RapidRide stops. It takes way too long to get from Ballard to Downtown along this route.

I want to see viable transit options down 15th that are NOT buses.



The Rapid Ride Stop at 15th Avenue W and W Dravus Street.

Other

Additional questions, issues and comments were raised at community meetings and interviews:

- More open space, recreation and green space: P-patch, sportsfields, swim center, indoor courts, swimming pool, small parks, tennis courts, off leash area, street tree planting on 15th Avenue.
- Magnolia Bridge: should be replaced before any rezoning occurs.
- Armory Site:
 - Preserve as industrial.
 - Rezoned now to assist the Washington National Guard's relocation.
 - Future use as a rail yard to support rail line to Ballard.
 - Develop a master plan that includes with all the adjacent sites (Interbay Urban Center, Armory Way, Port properties).
- Port Properties
 - Find better uses for Port properties.
 - Consider in redevelopment of Interbay.
 - Include as part of the study area.
- Rail road/ Railroad right of way
 - Reduce noise impacts
 - Suggest using the BSNF right of way for transit.
 - Locate a new pedestrian and bike path along the rail line
- Retail
 - Studies document the negative impacts of big box retail: [The Economic Impact of a Walmart Store in the Skyway Neighborhood of South Seattle](#)
 - Requirements for street level retail aren't working. There isn't sufficient market demand.
 - City lacks a comprehensive approach to location of big box retail.
- Zoning
 - Are there examples/ case studies from other cities of the "new zoning tool" suggested?
 - If there is an incentive to create new production, distribution and repair space, require it onsite, not an in lieu fee.
 - A new zoning tool is unnecessary.
 - Do not change the BINMIC boundary.
 - Use limits in the industrial zone should be linked to parcel size.
 - Why no change for the C1 parcels north of Whole Foods?
- Transportation
 - More coordination with SDOT studies.
 - More consideration of freight mobility.
 - Future pedestrian designation on 15th Ave. W is not appropriate.
 - More bus service needed for elderly at 15th and Dravus.

- A light is needed on 15th near Whole Foods.
 - Time the traffic lights on 15th Avenue W to improve traffic flow.
- How do Interbay's land values and assessments compare to other parts of the city?
- Density near Rapid Ride stations should be increased to support transit.
- Higher density in a narrow corridor may not be a good direction.
- Over development will overwhelm/ destroy the Interbay neighborhood.
- Homeless in Interbay: aggressive panhandling, camping.
- Why is this study necessary?
- More development is making the city harder to get around in.
- The DESC housing project on 15th and Boston will take another parcel out of industrial use.
- The minor change on 16th Avenue (QFC and office building) helps to create a mixed use zone on both sides of the street.
- Why doesn't the city do more to support local manufacturers—promotion, financial assistance, technical assistance?
- How will Magnolia Bridge construction affect businesses?

Appendix A

Survey for Feedback on Preliminary Recommendations



COMMENT

SURVEY

After reviewing the background information ([link to website](#)) and our preliminary recommendations ([link to doc](#)), please take our survey. Indicate your level of agreement with the following statements on a scale of 1 to 5.

- 1. Strongly Agree
- 2. Agree
- 3. Neutral
- 4. Disagree
- 5. Strongly Disagree

1. Interbay's industrial area would not be a good place for housing because of conflicts with industry and some environmental issues.

1 2 3 4 5

2. Interbay's industrial area would be a good location for more office development.

1 2 3 4 5

3. Preserving opportunities for existing and new industries—small manufacturers, repair workshops, wholesalers, food processing— to be in Interbay is important and should be a top priority.

1 2 3 4 5

4. It's a good idea to have large retail stores in Interbay so people wouldn't have to drive to the suburbs to shop at store's like Lowe's, IKEA, Home Depot or Costco.

1 2 3 4 5

5. Dravus Street is an important pedestrian street because it connects adjacent neighborhoods to each other, and to frequent transit. Making Dravus Street an active pedestrian street should be a priority.

1 2 3 4 5

6. 15th Avenue W is not an important pedestrian street because of the noise, speed and volume of traffic it carries. Making 15th Avenue an active pedestrian street would be difficult and expensive, and should not be a priority.

1 2 3 4 5

7. The traffic/bus lane on 15th Avenue W is not a comfortable or safe bicycle route for most riders. An alternative route or trail, parallel to 15th Avenue W, is needed.

1 2 3 4 5

8. Neighborhood retail stores with apartments above on W Dravus Street near 14th Avenue W at the edge of Queen Anne Hill would be a good addition to the neighborhood.

1 2 3 4 5

9. There should not be any change or new development in Interbay because it will only cause more traffic congestion.

1 2 3 4 5

10. Open Ended Question

Are there changes you would like to see in Interbay in the years ahead? Are there preliminary recommendations that you agree or don't agree with?



QUESTIONS? COMMENTS?

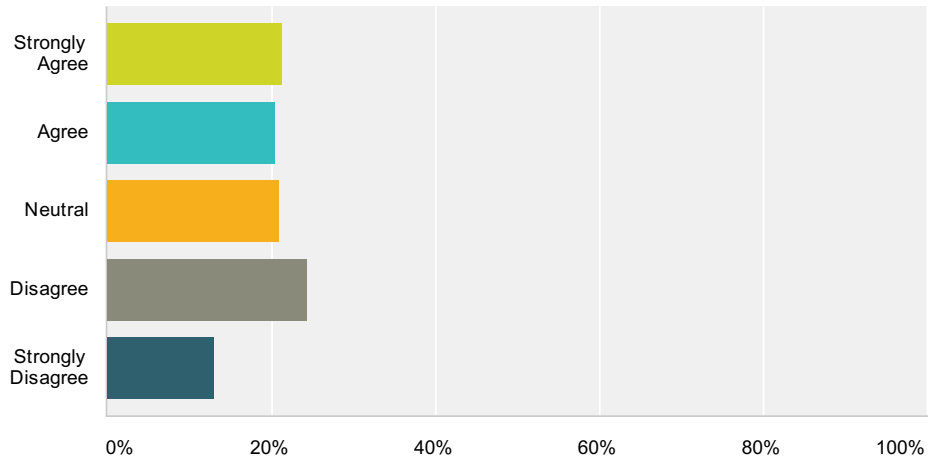
For more info visit: bit.ly/ballardtointerbayblog

You can also contact: Patrice Carroll, Planner, (206) 684-0946, patrice.carroll@seattle.gov

Geoffrey Wentlandt, Urban Designer, (206) 684-3586 geoffrey.wentlandt@seattle.gov

Q1 Interbay’s industrial area would not be a good place for housing because of conflicts with industry and some environmental issues.

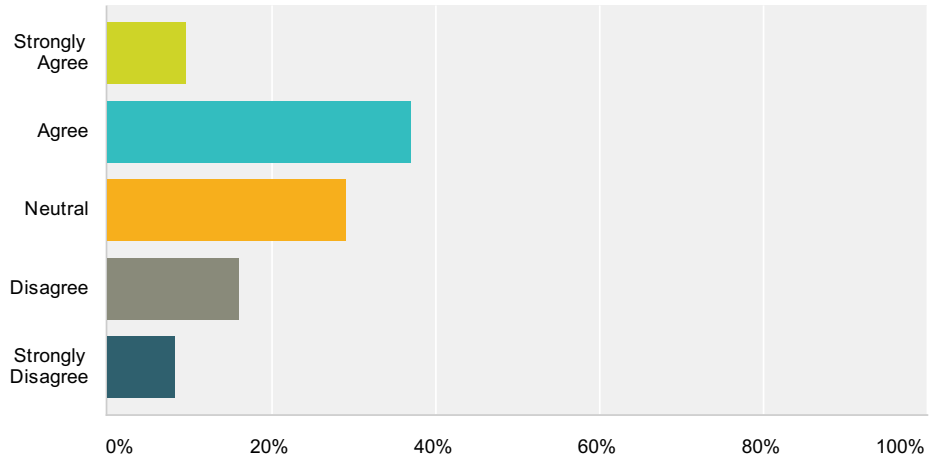
Answered: 353 Skipped: 5



Answer Choices	Responses
Strongly Agree	21.25% 75
Agree	20.40% 72
Neutral	20.96% 74
Disagree	24.36% 86
Strongly Disagree	13.03% 46
Total	353

Q2 Interbay's industrial area would be a good location for more office development.

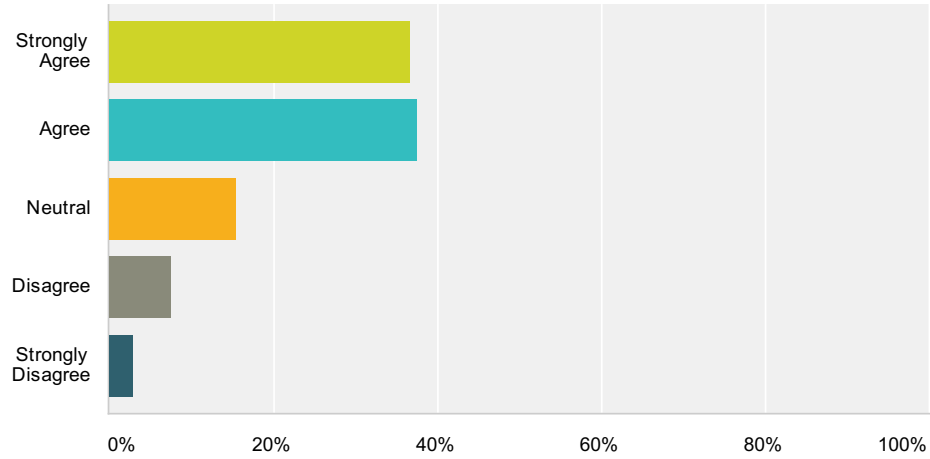
Answered: 354 Skipped: 4



Answer Choices	Responses
Strongly Agree	9.60% 34
Agree	37.01% 131
Neutral	29.10% 103
Disagree	16.10% 57
Strongly Disagree	8.19% 29
Total	354

Q3 Preserving opportunities for existing and new industries—small manufacturers, repair workshops, wholesalers, food processing—to be in Interbay is important and should be a top priority.

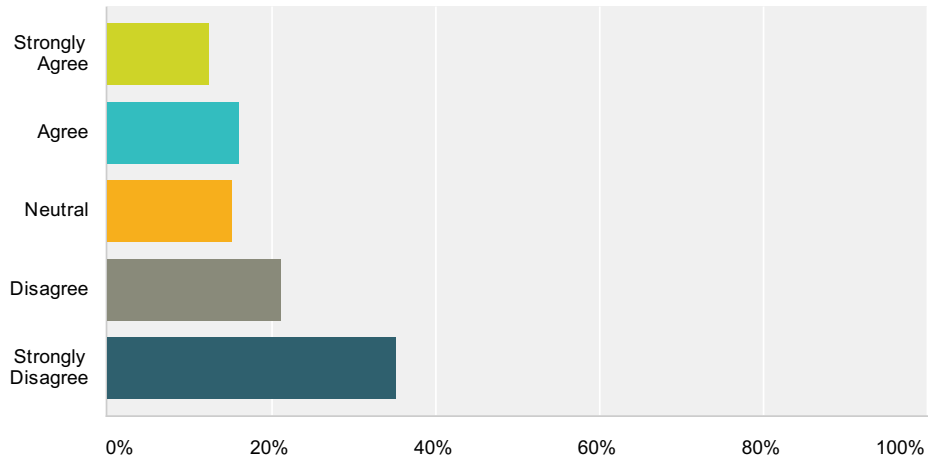
Answered: 349 Skipped: 9



Answer Choices	Responses	
Strongly Agree	36.68%	128
Agree	37.54%	131
Neutral	15.47%	54
Disagree	7.45%	26
Strongly Disagree	2.87%	10
Total		349

Q4 It's a good idea to have large retail stores in Interbay so people wouldn't have to drive to the suburbs to shop at store's like Lowe's, IKEA, Home Depot or Costco.

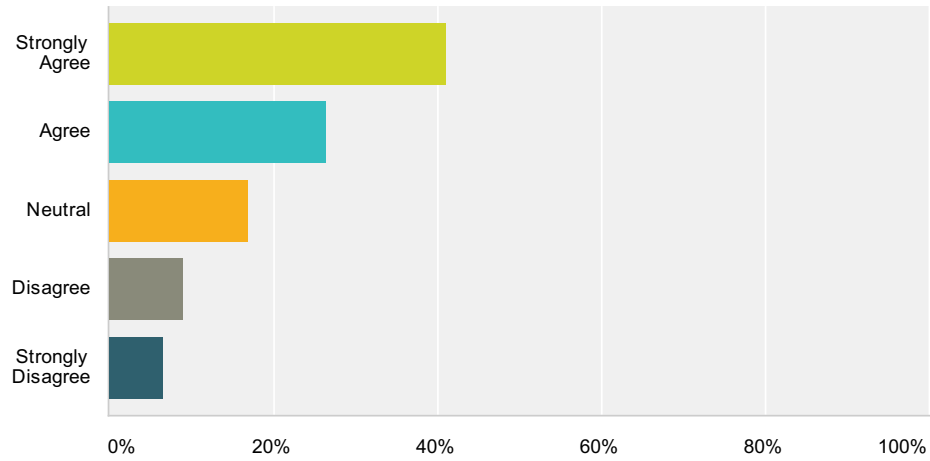
Answered: 355 Skipped: 3



Answer Choices	Responses	
Strongly Agree	12.39%	44
Agree	16.06%	57
Neutral	15.21%	54
Disagree	21.13%	75
Strongly Disagree	35.21%	125
Total		355

Q5 Dravus Street is an important pedestrian street because it connects adjacent neighborhoods to each other, and to frequent transit. Making Dravus Street an active pedestrian street should be a priority.

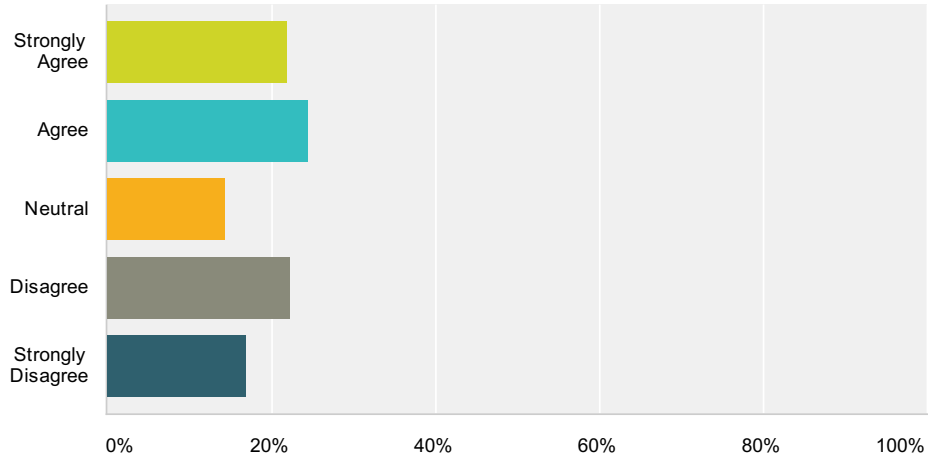
Answered: 355 Skipped: 3



Answer Choices	Responses
Strongly Agree	41.13% 146
Agree	26.48% 94
Neutral	16.90% 60
Disagree	9.01% 32
Strongly Disagree	6.48% 23
Total	355

Q6 15th Avenue W is not an important pedestrian street because of the noise, speed and volume of traffic it carries. Making 15th Avenue an active pedestrian street would be difficult and expensive, and should not be a priority.

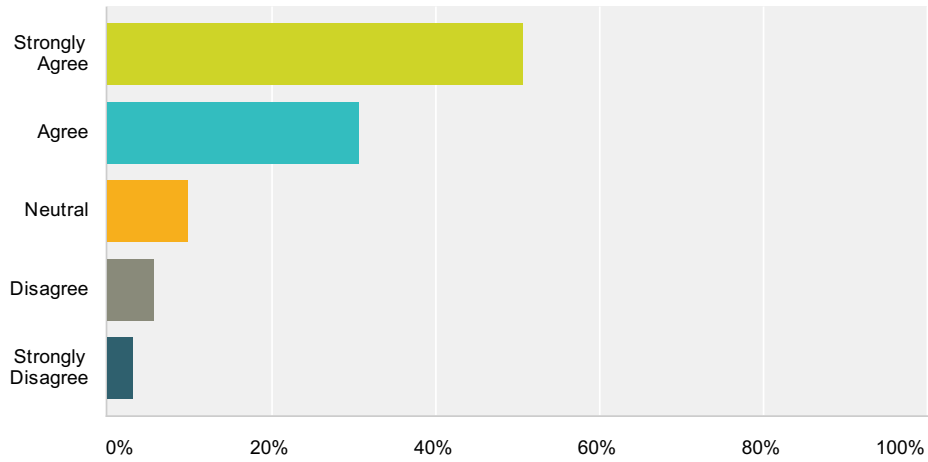
Answered: 355 Skipped: 3



Answer Choices	Responses
Strongly Agree	21.97% 78
Agree	24.51% 87
Neutral	14.37% 51
Disagree	22.25% 79
Strongly Disagree	16.90% 60
Total	355

Q7 The traffic/bus lane on 15th Avenue W is not a comfortable or safe bicycle route for most riders. An alternative route or trail, parallel to 15th Avenue W, is needed.

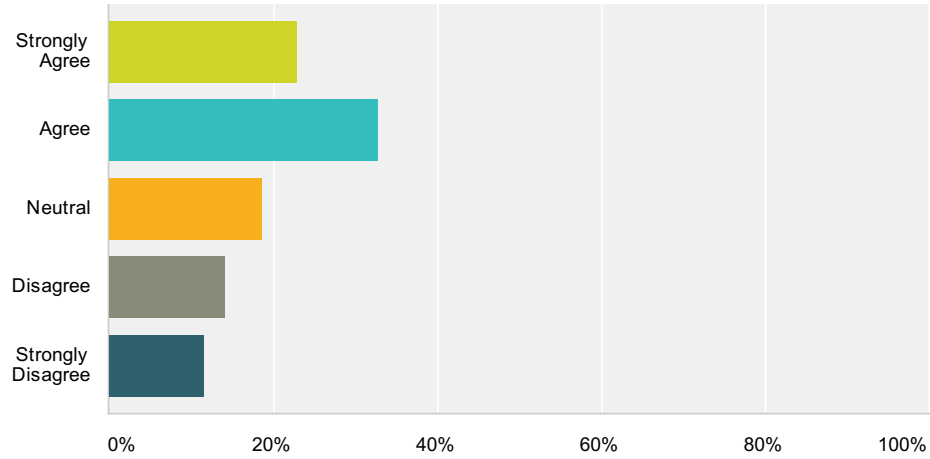
Answered: 355 Skipped: 3



Answer Choices	Responses	
Strongly Agree	50.70%	180
Agree	30.70%	109
Neutral	9.86%	35
Disagree	5.63%	20
Strongly Disagree	3.10%	11
Total		355

Q8 Neighborhood retail stores with apartments above on W Dravus Street near 14th Avenue W at the edge of Queen Anne Hill would be a good addition to the neighborhood.

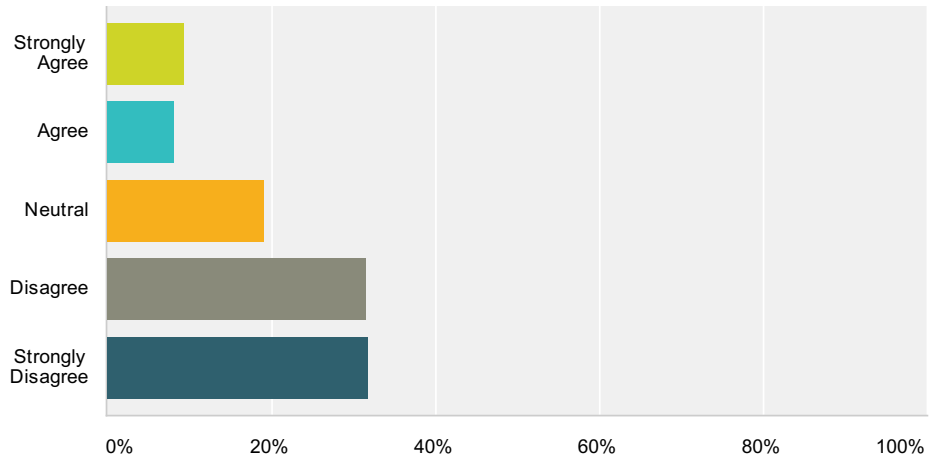
Answered: 354 Skipped: 4



Answer Choices	Responses
Strongly Agree	22.88% 81
Agree	32.77% 116
Neutral	18.64% 66
Disagree	14.12% 50
Strongly Disagree	11.58% 41
Total	354

Q9 There should not be any change or new development in Interbay because it will only cause more traffic congestion.

Answered: 355 Skipped: 3



Answer Choices	Responses
Strongly Agree	9.30% 33
Agree	8.17% 29
Neutral	19.15% 68
Disagree	31.55% 112
Strongly Disagree	31.83% 113
Total	355

Q10 Are there changes you would like to see in Interbay in the years ahead? Are there preliminary recommendations that you agree or don't agree with?

Answered: 213 Skipped: 145

Are there changes you would like to see in Interbay in the years ahead? Are there preliminary recommendations that you agree or don't agree with?

Housing

- The environmental challenges (fill, earthquake, waves, sealevel rise, etc.) make the are too dangerous for residential structures.
- Much of Interbay is a liquefaction zone. I wonder if it is wise to encourage housing in these zones. Is this ever a factor in decisions? Just because it isn't against any codes doesn't mean housing in liquefaction zones is a good idea. (I'm not against housing. I support housing, especially affordable housing, in Interbay.) Also, pedestrian/bike safety and access is critical!
- We do not want Section 8 housing in this area.
- No Urban Village.
- Growth that brings residential growth into conflict with industrial/ RR use should be avoided.
- Interbay lies next to the main rail line which is not going away. It is possible that many coal trains will be going through soon, Why would you want to put housing for low income residents there creating an instant slum. It was not fit for a new jail but would be good for families. Dravus Street and 14th is not a good location for retail and predestrian traffic. Try walking there This whole plan seems based on the developer memebers wish list.
- Interbay has just added a huge number of new apartments. Growth needs to be managed to meet the needs of the residents currently living here. The use of the interbay play fields, traffic congestion, and the danger of lack of planning are serious issues that must be dealt with.
- High rise housing allowed but keep it lower income
- If building apartments, they should be as taller than currently permitted. If a business building is commercial (offices) and not used for production/sending out freight, they should be more than one or two stories.
- More pedestrian friendly and more small business/commerce. This would help spruce up the area and would make it more of a place to live instead of just a pass through. It is a great location with so much potential. Preserve the small city neighborhood feeling. I sell real estate and it is a rare person who WANTS to live in Northgate. Most clients get stuck up there because it is cheaper... but those people would really want to love in a cute city neighborhood. Sure, we all shop ant Target, etc... but we don't want to live by it. I am all for in-city density, smaller lot sizes, building up and then making these areas charming and pedestrian friendly. This helps the property values in the area and makes for a vibrant core... I imagine people saying "yes! I want to love in the cool interbay area!" Susanne at SusanneRealEstate.com Thank for listening...
- Build more housing - great transit and bike access.
- I'd like to see more housing and pedestrian activity near W Dravus while I appreciate and want the industrial areas south of Dravus. With SODO's industrial area constantly shrinking, and SLU's practically gone, we need to preserve areas for industrial jobs and businesses. While I encourage the residential growth of W Dravus to provide a great urban/pedestrian connection between Queen Anne, Magnolia and even Ballard, it's important to allow industrial businesses to thrive especially within the city limits. We are losing too many of these companies to south end cities like Kent and Auburn, but there is a need for some of them to be accessible and convenient to a major population like we have in the area.
- zoning that allows for more housing that can take advantage of Rapid Ride.
- The large underutilized land mass north of Garfield Street needs upzoning to provide retail, housing AND light industrial services to the west and northwest areas of the city. It's common sense not to restrict development to low end, small industrial uses only. Retail and both market rate and affordable housing will combine to create a dynamic live work area that is entirely

sustainable because of land size, access, visibility and central location into what most perceive to be a brownfield.

- Please resist the urge to over-engineer the calls for low-income housing. That area has organic low-income housing in place, and we don't need LIH for every new urban development
- Transit Oriented Development with a center of activity at intersection of Dravus and 15th. It should be easier to get to this area by walking and bike and transit than by car. NO MORE CAR ORIENTED DEVELOPMENTS. We need density, not parking. Density is what makes transit viable.
- I'd like to see very tall, very dense buildings in Interbay. The Seattle Subway project will make this an excellent location for transit oriented development. Because it's geographically constrained, to bring enough people here to make this a success and to make it attractive and walkable, we'll need more than the usual amount of density for a transit node. The main disagreement I have with the recommendations is that they're not bold enough. Think of the form of our city in 50 or 100 years, not just 10-20.
- Because of its access to transit, Interbay would be a good place for more housing, and pedestrian- and transit-oriented development in Interbay would make both it and the West slope of Queen Anne a much more desirable neighborhood. Interbay could support high-density, multi-family housing with fewer objections than in many areas. It would not displace single-family homes, and it would not restrict views. Dravus has great potential as an urban village, and it should be supported.
- It seems like it would be a great area for affordable housing. More housing and a more walkable setting would be nice.
- Make sure you include lots of low income housing.
- Transit and pedestrian and bicycle oriented development, not "auto-oriented" development as stated in one of your plans online. This is a golden opportunity to create a new mixed-use neighborhood with commercial and retail and residential and light industrial uses. if done properly, these all can coexist.
- I would support new residential development along Dravus only.
- I think allowing more housing, especially housing that sits above business space, is a great way to get more bang out of the transit bucks we've already spent.

Retail, Office, Commerical

- Very concerend about the possibility of big box retail and huge parking lots.
- Do not encourage big box retail. Do not extend retail up 14th Ave W.
- No large format retail at the Armory site.
- I don't believe big-box retail should be allowed.
- Question - Does anyone really want big box stores besides the developers and the retail companies themselves?
- I am absolutely opposed to facilitation of large format retail, AKA destination retail. Job killer.
- Don't allow big box stores in area e.g. Armory site.
- Keep the large box stores out of the City. It's not what City dwellers really want and we don't mind driving out if needed.
- Don't like the idea of huge retail stores like Costco moving in - we have enough of those with the Costco's downtown & on Aurora and the FredMeyers in Ballard.
- We also don't need more retail in this location, there are plenty of other places around the metro area to shop. Adding shopping will definitely increase congestion for people trying to transit between Ballard and downtown. Jobs yes, retail and housing, no.

- Also, I recommend making retailers adjust their model to fit within the neighborhood, not the other way around. You mention Lowe's, Costco, & Ikea...yet you leave out the Wal-Mart, Big Lots, and other big box retailers that are more likely to drive the development if the zoning caters to this model. If necessary write in the flexibility for alternate uses to be considered, pending review.
- Reduce big box retail because of added traffic impacts over current usage.
- The proposal is contrary to just about every other planning effort going on in Seattle. We don't need this amount of additional retail anywhere in Seattle. We've already got too much retail space. This is a neighborhood business district killing proposal. And, it's the death of both a viable north end industrial core, and will cut off the Ballard Hub Urban Village from down town because of congestion. 15th Ave and Elliot Ave cannot carry the vehicle traffic this proposal will produce.
- Re: #4 There are already Lowe's and Home Depot's within the city limits serving both North and South Seattle. This type of big-box store is not complemented by recent and planned transit investments in the corridor, as purchases at these stores are by necessity car-based.
- No warehouse sized stores ie: Ikea, Costco. Mixed use residential/retail, pedestrian/bicycle upgrades! Get people out of their cars and onto the city streets!
- Interbay is not a good area for increased residential density OR retail. DPD seems willing to overlook the fact that Interbay is a filled-in swamp that's going to totally liquify during a large enough earthquake. It's also a traffic bottleneck, for which no remedy is in the offing. I would like DPD to stop catering to city hall's social engineering agenda and the drooling developers who'd just love to get their hands on that land. The city has been slowly trying to push all light industry out of the city, I'm convinced. The locals don't need Lowe's, IKEA, Home Depot or Costco, or WalMart down there. PLEASE!
- Large box retail (i.e., a Wal-Mart, Target, Home Depot, etc.) or the development of a U-Village-like shopping center would adversely impact vehicular traffic through Interbay given the relatively low number of individuals who would travel to these types of shopping experiences by bus. A significant increase in vehicular traffic will also impact the ability of freight traffic to move through this critical freight corridor and would hurt the industrial/maritime businesses located in Ballard and other parts of North Seattle. In addition, development of large retail could adversely impact Ballard's retail/business core, which has been struggling to recover since the recession, and would seem to conflict with the Seattle's own initiatives to promote business districts. It's important to retain the industrial nature of these lands, which continue to diminish and will not be replaced (the trend is always away from industrial, not toward it).
- I believe that discouraging "big box" development in Interbay is beneficial to the industrial, commercial, and residential uses in the area; big box development will encourage increased automobile demand and waste significant valuable land on surface parking lots.
- I do not support the proposal for the Armory area. It sounds like the recommendation would allow for more commercial -- whether it be office or big-box ("large format") uses in an area that is adjacent to freight rail.
- Turning 15th/Elliott into a virtual strip mall would be a detriment to the neighborhood. It would be nice to have new outlets for local businesses that would benefit from the large parcels and would in turn be a benefit to the neighborhood like Arena Sports and SANCA (Circus Arts school), PCC or an Indoor Tennis Facility.
- I like the idea of small businesses in Interbay and having housing on the hills in Magnolia & Queen Anne.
- Retain and encourage small industrial and retail.
- It would be sad to see small businesses go in favor of large chains / box stores, like the neon sign place is gone and a giant building is going up in it's place

- I think bringing in local companies rather than big box stores would benefit the community more. Home Depot, Lowe's and Costco aren't really in what I'd consider the "suburbs" anyway. Big box stores would likely create a huge traffic problem.
- I would love to see its accommodation of locally owned businesses continue, but see it be cleaned up a little. It could be more vibrant and welcoming. More businesses and even some housing might be good...but I would hate to see it come at the expense of small businesses and I would hate for it to be overpriced condos with no character that force people out.
- Also, please make sure that retail is local and relevant to the neighborhood. Limit large retail and "big box" outlets.
- More big box stores.
- Interbay is a great location for large retailers and new business development.
- More large scale retail! I hate driving way out to get some things that should be closer. How about a Target!
- One large store like Costco or Ikea in Interbay could be good to have, but multiple would be very disruptive to traffic and the industrial space.
- I would love to have bigger retail in the area but traffic on 15th is far too bad already. If development includes ways to make that flow better then I'm for it, but if it clogs it up more please don't.
- More retail stores. I go to interbay all the time now that there is a whole foods.
- make it a corridor for light rail to QA/Magnolia/Ballard/Crown Hill in combination with hub for (big box) retail
- The large underutilized land mass north of Garfield Street needs upzoning to provide retail, housing AND light industrial services to the west and northwest areas of the city. It's common sense not to restrict development to low end, small industrial uses only. Retail and both market rate and affordable housing will combine to create a dynamic live work area that is entirely sustainable because of land size, access, visibility and central location into what most perceive to be a brownfield.
- I would love to see more shopping areas, bike routes and friendlier pedestrian walkways.
- As a condo owner near 14th and Dravus, I would very much like to see Dravus become more pedestrian friendly. I would also encourage small business to open to cater to nearby residents (small grocery store, mail store, restaurants/cafes, bar, etc.). I sometimes ride my bike to work in Ballard and find 15th Ave extremely tricky to ride with or across. Thanks for your time!
- Interbay needs a "university village" type retail. I would hate to see big box stores in Interbay....this is the wrong type of retail for this location. Heavy industrial uses seem like an inappropriate use for Interbay.
- yes, more commercial should be allowed with the possibility of a University Village concept along 15th.
- I think allowing for more retail may act as a buffer between the industrial noise of Interbay and the residential areas.
- I would love to see lots of change to this neighborhood! With our proximity to downtown and to adjacent neighborhoods (QA, Magnolia, Ballard) we are primed to have an evolution not unlike what we see in South Lake Union or Ballard today. I would love to see more mixed use spaces to bring restaurants and retail into the neighborhood - especially at W Dravus and 14th Ave W. I live at 3030 14th Ave W and would LOVE to see the parcels at 14th and Dravus zoned for mixed use space. I think making Dravus more walkable is a huge priority and will promote the warmth of the residential neighborhood and help make businesses in the area more successful. I'm not inclined to want large retail space like Lowes or Target (even though I love Target) in the area because those sorts of stores seem to promote lower-income residential areas which would be in

juxtaposition to the higher-income neighborhoods that surround us. I favor thoughtful integrated residential spaces for a range of income populations (perhaps through rent programs) but would hate to see property values lowered by ugly views of the back of a Costco and her parking lot.

- Mid-sized retailers like Whole Foods and PetsMart feel like a better fit for our neighborhood and I wouldn't be opposed to seeing more of those opportunities along with other multi-use developments and small retail. Thank you for taking care of our neighborhood. I'm very excited about the new possibilities. This thoughtful growth and development will be great for our 'hood and great for Seattle! Please contact me anytime. Erin Culbertson, erin.culbertson@gmail.com
- I would not want to see too many strip mall/box store developments that are highly autocentric.
- I would like to see more retail, preferably not big box stores. Please do not raise the existing height limit. Having retail on Dravus and 14th or 13th would be great. I would like to be able to walk to a variety of restaurants, coffee shops, etc. Having more apartments will increase likelihood of retail coming so apartments are fine with me :).
- the interbay thoroughfare is a busy one- I fully support adding businesses/housing to this area but needs to be better traffic planning to support growth.
- I'd like to see it developed similarly to Belltown, but slightly less density and ample parking for restaurants and businesses.
- Move the farmers market out of the whole foods parking lot to a more pedestrian friendly spot Saturday market on Dravis
- Improve ambient infrastructure for pedestrian access. No more box stores like Whole Foods! Keep retail in small businesses that nurture neighborhood values that would use public transport. Improve landscaping, lighting and store fronts.
- All streets should be safe for pedestrians, but that doesn't necessarily mean you have to have stores and apartments along it. 15th isn't connected enough to surrounding areas to make it a pedestrian commercial district. Aurora is the right location for IKEA, and Costco. It's not the suburbs, it's only a few miles away KMart is leaving.
- This is one of the last Seattle neighborhoods that has tremendous opportunity to become an active pedestrian and bike friendly community if planned properly. I loathe having to drive to Whole Foods because it's not safe to bike, and it's less than 2 miles from my home. It's easier to bike to Ballard or Fremont. Dravis is terrifying to bike on and is a poor connector from the neighborhoods. I would love to see small cafes and restaurants I can safely bike to in the neighborhood. "Walkability" matters, esp to home property values!
- If more viable business would like to move in please do not know to the railroad and heavy industry.
- I'd like to see an Asian grocery store and a PetSmart! But something should be done to make the left turns in and out of Starbucks safer. Those people are crazy as it is, and if you're going to add more people, it's only going to get worse.
- We also really, really need some good restaurants. Pandasia sucks, La Palma sucks, let's not even talk about Yasuko's....
- Do not include 14th Ave W in any change. Removing St. Margaret of Scotland Church from the area would be a more than poor idea. Is it historic?
- Growth/ commercial creep up Dravus east of 15th should be avoided.
- End of the strip type of development with more densely developed nodes at key intersections.
- I like the idea of diversifying the area so more businesses can move in. Allowing for a robust mix of light industrial, small and medium retail, and office space will maximize the potential uses and benefits.
- I would love to see Seattle retain existing small businesses and boutique high end manufacturers in Interbay. Right now I feel like there is a lot of underutilized space in the area because of an

incomplete transition from previous low tech manufacturing and resource extractive industries (and the awful pollution left behind from these activities) to higher end manufacturing (e.g., GM Nameplate). I think it would be good also see commercial expansion, but only where it makes sense (i.e., next to 15th).

- No more big office buildings.
- It would be great to have more office buildings to encourage companies to locate outside of crowded downtown. We need more jobs, not more housing.
- Finally, there is a notable quantity of unused, vacant office space on 15th closer to Denny that has never been occupied to my knowledge, which makes me question why there would be a push for the development of even more office space in Interbay when existing space is not being filled (not to mention all of the mixed-use residential structures in area communities that have been unable to fill street-level retail/office space.

Production, Distribution and Repair

- Retain and encourage small industrial and retail.
- start up manufacturing like is being done in NYC
- Realistically assess, if possible, future demand for industrial uses - focus on 'artisanal' small scale, incubator manufacturing/production - provide tax incentives if possible
- I'd like to see more housing and pedestrian activity near W Dravus while I appreciate and want the industrial areas south of Dravus. With SODO's industrial area constantly shrinking, and SLU's practically gone, we need to preserve areas for industrial jobs and businesses. While I encourage the residential growth of W Dravus to provide a great urban/pedestrian connection between Queen Anne, Magnolia and even Ballard, it's important to allow industrial businesses to thrive especially within the city limits. We are losing too many of these companies to south end cities like Kent and Auburn, but there is a need for some of them to be accessible and convenient to a major population like we have in the area.
- The large underutilized land mass north of Garfield Street needs upzoning to provide retail, housing AND light industrial services to the west and northwest areas of the city. It's common sense not to restrict development to low end, small industrial uses only. Retail and both market rate and affordable housing will combine to create a dynamic live work area that is entirely sustainable because of land size, access, visibility and central location into what most perceive to be a brownfield.
- I am interested in a zoning between IG & IC65. We need to continue to support and encourage industrial and light industrial.
- I am not interested in changing the IG zoning to IC. I am interested in seeing a new zoning that encompasses the existing and newer manufacturer. Keeping industrial zoning will encourage higher wages jobs and will make the development of the Port property more likely.
- Modernize manufacturing base to attract start-up operations which would stimulate creativity and innovative technologies. Like limiting/minimizing the negative environmental effects from train track transits, and NO to Coal Trains! For Sure, since it would negate any & all such advantages suggested above and from others. The grain elevators are enough ugliness to cope with, wouldn't you say?
- And, more importantly, having industrial areas in this city helps the city remain sustainable and hopefully have a few blue-collar jobs. Creating things other than software, in a city, is vital for a city to remain resilient in the coming decades, esp. with climate change
- Why not provide large/vertical warehouses that can be adapted for industrial use OR residential loft living? This building type can be easily modified to accommodate large or small scale industry, depending on demand.

- I believe interbay industry can be preserved while still moving the area away from the pedestrian wasteland that presently exists (I have walked much of interbay over the 4 years I've lived nearby so know from first-hand experience). We need to highlight the uniqueness and value of interbay industry---which can be done through public art, small industrial parks/pubic spaces, walkable, safe, clean! (interbay is presently a rubbish dump!) spaces. Presently, most industries (e.g. Keller Supply) make zero effort to appeal to the public and are un-inviting (maybe intentionally so). I've travelled some in other industrial nations and have seen the art/industry/pedestrian mix working harmoniously first-hand: see Kaoshiung, Taiwan, Auckland, New Zealand for examples. They put their industry on display and make it somewhat accessible by the public. There is certainly an environmental/public safety factor to consider, but this isn't insurmountable.
- Keep the existng industiral commercial users.
- Industrial land needs to be preserved for industrial uses. DPDs deifinition of "industrial" is overly restrictive and seems to not include warehouse operations at least in the Shoreline zone.
- It should be a commercial/Industrial area. We need diversity in jobs. Not everyone can ride a bike to a green job. Keep some blue collar jobs in Seattle.
- Keep the area light manufacturing. There is to much traffic on 15th to make it a walk/bikeable area
- Modernize the industrial sector to preserve and revitalize that tax base...this sector should have it easier to do business in seattle not ougher
- I WOULD LIKE TO SEE MORE HIGH PAYING INDUSTRIAL JOBS AND LESS LOW PAYING RETAIL JOBS, I WOULD ALSO LIKE TO SEE LESS HIGH PRICED CONDO DEVELOPEMENT AND MORE MIDDLE CLASS HOMES AND DEVELOPMENT.
- Once maritime industrial land is converted to other uses, you can never get it back. Hands off.
- More iight industrial...where else do they have to go in Seattle. Family wage jobs are important more important that more retail!
- I do not agree with recommendations that change industrial land to residential or to office or retail uses (no matter what the size).
- This is the last area that is Industrial in the City and I hate to see it ruined for that usage. Alot of what is suggested could do that. What will be very important is parking requirements. Land values are high already so if parking requirements are high, it will price out Industrial/manufacturing from the area. It would also probably price out large retail operations. Angled street parking and maybe even parking structures could help. Also, keep in mind that there is alot of proerty around the land fill golf course perimeter that might only be good for parking or greenbelts and could be a huge help in the total development by clearing requirements on the rest of the land.
- Use what we got! There are tons of empty one story structures. I would hate it to turn into Ballards 15th and Market where expensive tall housing is built. Lets keep things modest as people with my income would be forced out of renting in Interbay. I have already been forced out of Ballard!
- Give us m ore jobs for blue collar people like GM Nameplate and less yuppies and stores like Whole Foods. I don't want Interbay to become like Ballard is now with overpriced conodos, overpriced restrants and not enough parking.
- I don't agree with trying to put condos or offices or an Ikea into our neighborhood. We have good businesses that make things and provide good jobs. We need more of these, not stores that sell expensive crap from China to people who ride bicycles. You need to make manufacturing easier, not make it easier to run my company out of the neighborhood.
- Retaining industrial areas in Seattle is ESSENTIAL to fostering a livable city with living wage paying jobs for people of various socio-economic backgrounds. Also, fostering more

development in InterBay like that closer to Pier 91 will create a hazardous wind tunnel corridor. Low rise structures in support of rail, maritime or related industries are preferred.

- I prefer to keep this part of Interbay in more industrial uses. Before long, people will need to go to Kent for any industrial jobs or services.
- The following applies to both the Interbay and Ballard sides of the ship canal (aka the Ballard-Interbay Industrial Area). I would like to see changes to make it more friendly to industrial business interests, such as easier and more streamlined permitting to replace existing facilities (that are worn out/obsolete) and most important, improvements to the streets to make the flow of traffic faster and more predictable for businesses and their suppliers and employees. Another nice change would be designated truck parking (for full-size semis) for trucks arriving to make deliveries. There are often trucks parked on the streets or in parking lots that arrive overnight or the night before they have to make a delivery or pick-up in the neighborhood. Some business owners are friendly to this, but others are not, and when the trucks park along the street they take up parking spots from people who arrive early at the businesses. This isn't the truckers' fault (and I am in no way suggesting there needs to be any enforcement actions), they need to park somewhere since trucks are what help keep the neighborhood moving, but it would be nice if there was a place for even 2-3 extra-long semis (think A-trains and B-trains) to park so the drivers could get in the sleeper and not have to worry about getting woken up and told to move. I think the biggest thing is for the city to recognize that the Ballard-Interbay Industrial Area is an industrial zone that supports a lot of high-wage, blue collar jobs in a symbiotic network of related locally-owned businesses. This network is like a chain, and if there is too much pressure on that chain from things like residential/retail/office development, noise and smell complaints, not enough parking, difficult traffic conditions, bike lanes, and high land values (that tempt property owners to sell out to condo/retail/office developers) then the chain will break, and those business will scatter elsewhere along with all those jobs. I am sure Tacoma, Olympia, Astoria or even Anchorage would love to have the maritime businesses we have in Ballard-Interbay, and I am sure that Kent, Tacoma, Portland or Southern California would love to take all of the manufacturing businesses we have. We should be doing everything we can to protect and promote these businesses, since the jobs they support pay good money and are not easily lost due to recessions, outsourcing, changes in consumer habits or technology. The only way we will lose these businesses and their jobs is if we let them go through neglect by focusing instead on things like pedestrian zones, bike lanes, green buildings, urban villages and attempting to put a big-box store in the middle of Interbay. Leave these industrial businesses and their neighborhood alone and let them grow and expand and attract similar businesses and we will all win.
- Enhanced pollution controls for rail and industry--levy could help support controls.
- Manufacturing, etc shouldn't really be in a place like Interbay anymore - land is too valuable for stuff like that.
- No heavy "dirty" industry (salvage, etc.).
- The industrial area use in Interbay is more of an industrial waste land - dilapidated buildings, broken down vehicles, overgrown properties, rats, etc. These "industrial uses" need to give way to better use of these close in parcels.
- Too many years of blight. This area has tremendous development potential with the heavy/ light rail, bike paths, Metro transit, views, etc. It shouldn't be saved for industrial uses if the market doesn't exist in the area.
- I think more Industrial is a BAD idea. I already hear loud machine noises all night long in my Magnolia home as I try to sleep.

Pedestrian and Bicycle Infrastructure

- friendlier/safer bike path or lanes for cars and bikes (I don't bike).
- I would like to see a focus on moving people by bike or walking
- More safe bicycle paths, signage, TAKE OUT THE RAILS on the Burke "Missing link".
- Much more bike and pedestrian facilities built.
- More Bicycle friendly and more pedestrian friendly.
- Keep bicycle access, build bike/ped trails. Industrial use is very important but needs to be clean, non-polluting. transit-bike-pedestrian connections are critical to this area. currently, it is not reasonably possible or pleasant to bike or walk to the whole foods in this area. that kind of development in the future is not acceptable.
- dedicated bike routes-
- sidewalks thru the area needed or need repairs. Many people walk.
- Interbay desperately needs a better bicycle transit route to connect Ballard to downtown.
- Because the area is well-served by transit, I'd like to see bike/ped improvements to make it easier to visit the neighborhood without a car.
- The idea that a street isn't important for pedestrians and bikes becomes a self-fulfilling prophecy; the same is true for certain kinds of businesses. If we promote Interbay as a location for large stores we should make sure pedestrian and bike access is great, that walking routes to transit across the street are great. We should promote designs that present main entrances to the street, rather than blank walls and parking lots... for one thing, because if we put pedestrian-oriented features front-and-center more people will come on foot... but for another, because we can't afford to drive everywhere forever, and when we have to change we'll have a head start on repairing our auto-dependent places if the buildings aren't set back so damn far from the streets.
- Better pedestrian and bike connections between Ballard and downtown via the interbay.
- I would like to see better bicycle connections in Interbay that connect neighboring areas. For example - there needs to be safer and better bicycle facilities that connect Ballard Bridge to Interbay, including connections to Magnolia and Queen Anne.
- Also, The Dravus St overpass at 15th is a deathtrap for cyclist. There needs to be an alternative for cyclists. Your plan does not address this.
- Connect Queen Anne and Interbay to the existing bike corridors. Make Ballard Bridge accessible and friendly to pedestrians and bikes. Improve Dravus St from 15th across the railroad tracks to be more friendly to pedestrians and bikes.
- Regarding Dravus, it is important to improve the pedestrian environment between the bus stop on the east side of 15th and the commercial node to the west. No one is going to visit commercial to the west of the Dravus/15th bus stop - the slope heading up QA hill is steep, and there is no pedestrian destination further east. However, the pedestrian environment on the Dravus Street bridge could use a LOT of improvement for those using the bus stop and needing to cross to the west. Please install a stoplight with crosswalk for use by pedestrians at Dravus and 17th.
- If/when Dravus overpass/bridge is replaced, make sure it includes wide pedestrian walkways. Continue sidewalk from said bridge north along Gilman (east side of street lacks pedestrian friendly option. No one likes to walk or ride their bikes across the bridge to Interbay as it is too narrow.
- Dravus Street should not be made into any pedestrian friendly street -- it is already a tremendous choke point traffic-wise -- making it more pedestrian friendly would just force people to take alternate routes through that area creating more of a safety hazard than leaving it as it is. I responded to the bike lane on 15th by strongly disagreeing on an alternate bike path along 15th. I would agree with this if, and only if, it kept bicyclists off the roadway itself.
- Make the Dravus St. overpass at 15 ave. W. more pedestrian friendly with quicker lights so pedestrians do not have to wait 4 minutes to cross.
- a safe bike connection from Dravus to existing bike routes.

- 15th is too busy for pedestrians. I've tried it and it isn't pleasant or safe. The walk between QA (13th and Dravus) and the shops of Interbay which I do regularly isn't particularly pedestrian-friendly in the present configuration largely because of the proximity to a heavy volume of fast-moving traffic. Not sure if there is any way around this...
- Getting bikes off 15th Ave.
- Better bike access on southbound 15th Ave NW where it lets off the Ballard bridge
- Please, please, please improve the bicycle options along the 15th street corridor! Thanks :) Caleb
- Route or trail parallel to 15th W should be bike and pedestrian friendly (not just bike).
- I would like to see physically separated bicycling infrastructure (i.e. cycle tracks) along the entire length of 15th Ave, from Ballard, across the bridge, and to the transition to Elliott Ave. The dedicated transit lanes are awesome, so they need to stay. It would be nice if all on-street parking on 15th is removed, so transit can have a dedicated through-way for the entire length of 15th (south of the bridge).
- 15th is terrible for pedestrians and bicyclists, but it is also a critical route between Ballard and Downtown, among others. A protected bike lane would both provide good bike access and make pedestrians feel safe walking on the sidewalk.
- Creating a safe link for non-motorized transportation between the south end of the Ballard Bridge and Dravus St. needs to be a huge priority as the current gap creates a huge barrier to non-motorized use of the Interbay area, which should be a key link between the NW areas of the city and downtown/waterfront. I also strongly recommend creating a separated bikeway parallel to 15th as part of redevelopment so non-motorized users can safely access the businesses along 15th (the Interbay bike path is nice, but it's not sufficient for users who aren't interested in going all the way downtown). The current lack of safe bicycle/pedestrian access to the Whole Foods complex is a crying shame. Access for non-motorized users needs to consider use by all people, including children and less experienced bicyclists. The current bus lane is o.k. for very experienced cyclists, but remains a deterrent for most non-motorized users.
- 15th Ave W is a major cycling commuter route that is, sadly, extremely dangerous, especially near the Galen, Garfield, Dravus, and Emerson/Nickerson overpasses. The parallel Elliott Bay bicycle trail is laughably indirect, narrow, and dangerous itself. The Ballard bridge is a nightmare. A direct, safe bicycle trail is critical to improving cycle commuting options.
- A lot of pedestrians cross 15th ave W (just north of the Ballard bridge) in a very unsafe manner - standing in the middle of the road and darting between cars. I recommend finding a way to either discourage such behavior or make it safer.
- 15th should remain a major arterial, but we should provide pedestrian crossings from residential on the east side to transit stops on the west side. People trying to get to work in the morning are placed in perilous conditions crossing the street. Bicyclists entering 15th from the Ballard bridged are placed in a similar, precarious condition with car traffic.
- And cyclists should be prohibited from riding in this corridor on the roadway at all times. There already is a parallel bike path from Ballard to downtown. Cyclists should be required to use it for their own safety and to assure better (and less polluting) traffic operations on the roadway from all other modes of transportation
- Need bike route and not 15th Ave.
- The pedestrian and bicycle environment definitely needs to be addressed. While 15th is a noisy and somewhat unpleasant route to walk, it is still a vital connection and should be improved. Making the bus/bike lanes all hours through the entire corridor would help. Larger setbacks for the sidewalks and more plant life would go a long way. For bicycles, 15th avenue can be a bit of a challenge. I myself ride it sometimes, but I'd rather not if I could avoid it. I'm not sure what the best

solution is for that area, but investments in improving the existing interbay bike trail would be a good first step. Also, connecting the new Ship Canal Trail to Thorndyke would be very helpful.

- If any bike lanes are added down the 15th corridor, please make them separate from bus and truck traffic.
- Buses and bicycles need dedicated, separate lanes. Cars often appropriately use the bus lane.
- There could also be improvements to a variety of transportation corridors - why is that you either have to feel imprisoned (on the EBT) or risk life and limb (on 15th) when you commute by bike through the area?
- Re: #7 While I agree that the traffic/bus lane on 15th Ave W. is not a safe bicycle route, there isn't a need for a parallel trail because there is negligible bicycle trip generation along that route. There is already a well established bicycle route to Belltown/Downtown via Fremont/Dexter, and improving the Ballard and Mercer/Downtown tails of that corridor is more worthy of bicycle infrastructure investment.
- As far as bike paths along 15th Ave West, there already is a great bike path to downtown if you take the exit at the end of Ballard Bridge and cross past Fishermans Wharf and take the left at that first street in Magnolia. This path takes you all the way to downtown. I don't think much more investment in bikepaths along 15th is needed unless it provides ways to connect with this existing Magnolia path to downtown.
- Remember to incorporate safe pedestrian & bicycle access to the neighborhoods, not just through interbay. The Pier 91 bike path is useful, but does not connect to any of the businesses on 15 Ave W. You literally can't get there from here.
- There is a route- Terminal 91 bike path through Magnolia over the Locks
- There already is a parallel bicycle route to the west.
- Lastly, there is a wonderful bike path through the train yard, connecting to Pier 90, already running parallel to 15th Ave. W--this could be improved/resurfaced/signed to direct bicycles to this already-existing path, minimizing further traffic impact to the neighborhood.
- While Interbay is a neighborhood unto itself, it's also a very important crossroads - between Magnolia and Queen Anne, and between downtown and Ballard/Fremont to the north. Keeping long-distance pedestrian and bicycle connections in mind, please please please do whatever possible to ease the transitions around the Interbay interchange at the north end, making it easier to get to/from the Ballard Bridge, Ship Canal Trail and trail south through Interbay toward downtown.
- Connect the bicycle trail from Interbay to the Ship Canal Trail on a dedicated bicycle trail that is safe for all ages and abilities. Not a mixed use trail that just increases conflict between peds and bikers. This is a golden opportunity that will help with livability.
- Connect the Ship Canal Trail with 16th or 17th Ave- for bicycles & pedestrians. Take bike lanes off 15th Ave, most bikes use coastal route to Thorndyke and Gilman.
- safer bike lanes, better pedestrian access between Nickerson st and Fisherman's terminal. Current access is confusing and not safe.
- Ballard Bridge is completely horrible to ride a bike on and 15th is not a good street to ride a bike. Further the bike path that cuts through the rail yard is not sufficient for bicycle transit connecting downtown and Ballard. A better developed bicycle transit route running parallel to 15th ave would improve bicycle transit times and encourage more people to stop driving.
- if there were a bike-friendly path separate from traffic and expanded bike bridge separate from ballard bridge car traffic would decrease a lot. Ballard bridge is scary to walk or ride over given its narrowness and dumps out onto 15 abruptly
- BETTER CYCLING OVER BALLARD BRIDGE
- Please, please provide a safe bicycle route across the Ballard bridge to get to interbay/ballard.

- Safe dedicated bicycle access across Ballard/15th Ave bridge, with tall barricades separating bicycles from traffic, and separate access for pedestrians.
- Ballard Bridge needs to be more ped/bike friendly and accessible as there is no other way across the ship canal except for the locks or fremont
- The Ballard Bridge is far too narrow and dangerous to cross on foot or bike.
- The segregated bike lane on the sidewalk that currently terminates along W. Emerson Place by Cafe Appassionato (across the street from it) needs some kind of continuation to get to and from Gilman Ave W. Riding on the street between Gilman and where that segregated bike lane picks up is not a comfortable experience, particularly westbound, where a bicyclist has to deal with the semi-blind curve and impatient motorists passing by - very stressful!
- Please make it easier for pedestrians to cross 15th Avenue and Emerson. Going down the stairs, walking across under 15th Ave or Emerson just to get to the other side of the street to go to the different bus stops has been terrible. The stair treads are frequently flooded with puddles, it is too dark, and there is frequently someone sleeping there. (I haven't been bothered by them or I have not bothered them, but they could be startling.)
- The bicycle connections between the ballar locks, the ship canal trail, and myrtle Edwards park and the cruise ship terminal need to be improved. We are missing a huge opportunity by not having better walking and bicycling connections to the cruise ship terminal.
- Bike lanes, bike lanes, and more bike lanes. 1) W. Emerson between 15th and Gilman to connect Burke-Gilman & Ship Canal trails with Elliot Bay trail. 2) Upgrade Gilman/20th with bike lanes 3) Find someway to improve pedestrian/cyclist crossing of Ballard bridge.
- improved pedestrian and bicycle lanes would be welcome - especially would appreciate an off-street bike lane (rather than on gilman/thorndyke) connecting the new bike trail which starts at fishermen's terminal to the existing bike trail over by the cruise ship terminal
- Improved bike/ped crossings at 15th & Emerson
- Better bike infrastructure. Protected from busy 15th ave, but still convenient. Linking the locks to the Seattle waterfront should be a priority and not an afterthought of tiny paths and narrow bridges.
- 1)Please do not let Interbay become a pawn in the effort to route all Uptown bike traffic along Roy St., through Lower Kinnear Park, and along 15th W.
- May be south of the study area, but a bike route from Roy St through Lower Kinnear Park and along the unused Van Buren Ave W right-of-way to the Magnolia Bridge would be really sweet, and potentially avoid biking in the Elliot Ave bus lane for some bike routes.
- Would love to see further bed/pike improvements on 14th Avenue NW in Ballard.

Transit

- How does this planning effort tie into transportation planning currently underway? Any development in this area must consider transit, walking and cycling as primary modes of transportation, NOT driving.
- No more office/retail development in Interbay until SDOT studies and plans to fix 15th transit from Ballard to Downtown. My commute has gone from 15 minutes to 30 minutes in the past five years. BAT lanes are a disaster!!
- Also improved bus stops along 15th which allow quicker stops on Dravus.
- Buses and bicycles need dedicated, separate lanes. Cars often appropriately use the bus lane.
- make it a corridor for light rail to QA/Magnolia/Ballard/Crown Hill in combination with hub for (big box) retail
- sharing of the transit lane by bikes and buses is not working well for buses or bikes.

- The RapidRide lane/sign changes of the last few years don't seem to have improved transit speed there, and it seems crazy to have bicycles riding in the same lanes with buses and widely different speeds. Why not improve connections from 15th Ave W to the Interbay Bike Trail, for example at the Magnolia Bridge?
- It seems to be the only north south street that can handle heavy trucks easily, that come from the waterfront. I think leaving it pretty much as is, with a trolley line is what we need.
- I think a Park and Ride in the area is very important. I think it would encourage people on the hills to use mass transit and help reduce traffic in the congested area.
- Fix the D rapid ride so that it alternates stops and does not take as long to get downtown (D-1) and (D-2);
- by the way the "rapid corridor" isn't rapid.
- Seattle and Metro could improve the service frequency of the D Line; it could be split from the C Line for improved reliability and access of south downtown Seattle.
- Allowing bikes to use the bus only lane has been a safety issue. Please review this in your planning.
- Mass transit ...bus, light rail
- Streetcar system running down 15th Ave, between downtown/Seattle Center and Ballard.
- In regards to point #7 (alternate bicycle route) I commute by transit (Rapid Ride D, or #32) to my workplace in lower QA. Frequently, the bus has to travel much slower due to bicyclists in the bus/bike lane on 15th. Due to heavy traffic volumes, the bus rarely has an opportunity to pass the riders. I believe if the bicyclists has an alternate route, or were discouraged from using 15th, transit would be a much more efficient use of this lane.
- A streetcar loop connecting Magnolia, Interbay, Queen Anne, Fremont & Ballard would be nice, I doubt the ridership is there to support it, but I would ride it.
- I would like to see additional buses or a tram installed on 15th so we can REDUCE the amount of traffic. Rapid Ride is not working. Also, I would like to see the number of lanes reduced from 4 to 2 (1 each way), similar to what was done on Nickerson. We should not be encouraging more automobile traffic on 15th.
- More buses to/from Ballard! Our neighborhoods are becoming more disconnected with the current/planned reduction in public transportation.
- I want to see viable transit options down 15th that are NOT buses. We need light rail on this side of the city that is not at grade. Building it below grade would increase ridership and connect a part of the city that is not adequately connected to the rest of the city via mass transit.
- Get rid of or change the signage/hours for the bus lanes on 15th Avenue
- What if the monorail had been built? Imagine. Another opportunity missed as the so-called rapid ride sits stuck in traffic.
- prioritize frequent transit with connections to new development in interbay and dravus
- Get bikes out of the bus line. Less bus stops for the rapid ride.
- Dravus is a major transit area. There needs to be more accommodation for mass transit. Currently, it's a nasty bottleneck that gets backed up very easily.
- Get some mass transit going that doesn't use 15th (i.e. not bus). Will Ballard/Interbay ever get light rail?
- Get us some real rapid transit that doesn't run in the car lanes and doesn't run through lower Queen Anne. It takes me 3 times as long to take the bus as it does to drive to my job in Pioneer Square.
- I would like grade-separated train service to run between Ballard and Downtown via Interbay.
- In addition, adding big box, office and other similar uses along this part of Interbay will increase the demand for more RapidRide stops along this section. There are already too many RapidRide

stops. It takes way too long to get from Ballard to Downtown along this route. With industrial, a few stops could be provided and there would not be much demand for stops and pick-ups there. Already you can see increasing demand and slowing transit service as the City remakes this industrial and light industrial area into a shopping and office complexes to rival those of Any Suburb USA. You guys are doing a great job of re-creating Tukwila and Lynnwood in Seattle!

- Interbay's future should be seriously considered in conjunction with Ballard's - with Ballard's density increasing at an alarming rate (considering the lack of transit infrastructure in place to serve the neighborhood), a possible light rail expansion to Ballard might involve Interbay (and serve Interbay well). Any plans to change 15th Ave should consider the transit question. This is THE MOST IMPORTANT thing this neighborhood should think about.

Traffic

- I'd like to see interbay transformed into a nice neighborhood with plenty of green space, or failing that with some nice big name stores..BUT it's already so difficult to get out of the ballard/magnolia neighborhoods via 15th ave that I don't want any development without making traffic flow a top priority in the planning.
- yes - if you build apartments - limit their access to 15th - too many driveways on and off that road create conflict for traffic and pedestrians.
- Keep traffic flowing through there. Only non-highway alternative route to downtown.
- Better traffic management along W Dravus St between 15th Ave W and 20th Ave W. This would include more traffic lights and possibly some left turn arrows in order to increase throughput. I am very concerned about the new development on the south side of W Dravus St in Magnolia. There had already been an existing traffic congestion problem on these blocks that is especially bad at rush hour and certain high volume times. Now, the congestion is becoming intolerable with added volume associated with the new buildings. Vehicles seeking to turn right from onto eastbound Dravus from 16th Ave W (near the Starbucks) are finding it nary impossible to do so and I predict road rage incidents when these cars (during rush hour) try to "jump" into the long line of backed up cars waiting to turn left onto northbound 15th Ave W. There should be NO additional development of the Interbay area until the traffic issue has been addressed. The Dravus corridor is already dangerous due to high volume and speeds and it is only getting more so.
- Please have SDOT implement access management on Elliott and 15th avenues West; consolidate driveways; channelize left turns; eliminate two-way left turn lanes.
- W. Dravus St from 16th W to the railroad tracks is already a heavy traffic area which will only get worse. Getting in and out of QFC and the new apartments is already a nightmare and will only get worse. Yet your plan does not address this.
- This survey is flawed because it does not take into consideration the various challenges to land use planning for Interbay due to the distinct problems caused by issues & challenges with the three roadways in/out of Magnolia (Emerson, Dravus, Galer). DPD MUST address those challenges with any planning related to Interbay.
- The intersection at Dravus and 15th W, just west of the bridge needs to become "no right on red". Too difficult entering and exiting the retail locations on that street due to never ending line of cars leaving the offramps.
- While I disagreed with prohibiting all development due to traffic, I do agree that traffic on 15th is awful, and I think we should prohibit big box stores that require people to drive (ie Lowes or IKEA- -you really need your car for these, and it would be a disaster for traffic flow.
- Zoning changes at this time do not make sense. We need to see what the effects of current development are in terms of traffic and congestion.

- Better traffic flow (not just buses) between downtown and ballard.
- Pain points should be looked in to like the end of Elliot when it heads up denny and where it cuts up to queen anne (i dont know the road its need a tool shop.) During off hours the road is nice durning rush hours its current fine. Increase in traffic would suck but it would like to see more business. Growth is hard. Good luck.
- More development will create more traffic. The Ballard bridge is getting very congested from 7-9 am and 4:30-6:30 pm. Stop allowing shipping to through until 6:45 p.m. at the earliest.
- Reconnect Elliott/15th Northwest with the planned Highway 99 tunnel so that there is direction connection between Interbay and points south of downtown.
- With the apartment and condo units being added to both sides of the Ballard bridge the only reasonable transit solution is to have dedicated north and south bus-only lanes on 15th Ave NW/W/Elliott all the way from downtown Seattle to NW 85th St, even if the use of eminent domain is necessary. Then the Ballard bridge can be expanded to 6 lanes as a follow on project. Any future development of apartment housing should be delayed until this can be completed. For the love of Pete, through us a bone here, the neighborhoods are about to be FUBAR.
- Cars are already allowed into the curb lanes on 15th Ave if they turn off before or at the next intersection. Thus, they are already interacting with buses and bikes in that lane. To improve traffic flow and safety, allow cars to continue in the curb lanes even through intersections, and remove the bikes from that lane, at least during rush hour.
- The needed change is to transportation capacity. The 15th/Elliott Ave corridor is congested and getting worse. The recommendations need to be revised to add additional fixes to this corridor that address the additional traffic impact from new and redevelopment of more intense uses. Parking should be eliminated along 15th and Elliott and the bus lane should be open to all vehicles at all times, not an exclusive bus lane. If the bus lane remains (but it should not), then the bus lane at least should be eliminated south of Mercer Place because too few buses use it to justify the 33% reduction in road capacity.
- The significant increase traffic is simply not being addressed. It is delusional to think that adding a Rapid Ride that saves a total of 1 minute transit time will take people out of their cars. The number of Left Turns on 15th and Elliott due to the construction of housing and office complexes on both sides of those streets has been totally ignored, along with the increased volume between Ballard and downtown. If you build it - they will come and they have done so without a realistic view of the traffic impacts.
- Get rid of the school bus depot in the port parking area. This would reduce unnecessary traffic on 15th. Also, it would be great to find a better use for the giant port parking lot.
- Any future development along Interbay/Elliott needs to be carefully planned regarding access to parking lots. For example at the WholeFoods, cars pull out heading north on 15th and create quite a traffic problem. There is a light just north of the shopping area with easy access to a light to head north or south. Shoppers leaving the shopping center should not be allowed to exit to the left, if heading north.
- Do NOT make any changes that will add to traffic congestion in that area.
- Dravus Street has already gotten to be much busier because of the narrowing of Nickerson and it can't support any more traffic.
- Parking is a major problem for stand-alone businesses along 15th. Almost impossible to turn against the flow of traffic when entering/leaving a business.
- The 15th Avenue W./Elliott Avenue corridor is the lifeline for Magnolians and northwest Seattle, and is already heavily congested. That congestion will increase due to the West Mercer Project consturction and, beginning in early 2016, demoiliton of the viaduct and the relocation of Alaskan Way. In addition, studies have been initiated which could lead to light rail and/or high speed transit on this vital artery. I strongly urge DPD and the City Council to delay any decision on the

zoning and land use recommendations until all elements are before them and the public, rather than proceed piecemeal. In short, maintain the status quo until all impacts are known and can be evaluated.

- Also, 15th is a major congestion problem as people bottleneck at the Ballard bridge. Besides adding more pedestrian/bike safety, that bridge needs to be widened as well so there is no bottleneck and traffic flows properly.
- Do not encourage business and industrial that will substantially increase traffic in the 15th Avenue corridor! I do not agree with proposals for upzones!
- Traffic is a nightmare everywhere. Interbay was always kind of a blighted area but with all the boxlike apartments it is getting worse.

Open Space

- Would like to see more P-patches in this corridor.
- Would like to see some new P-patches, community recreation areas; not just office/industrial/commercial.
- Emphasize rec/park. Armory site is perfect for rec-swimming, wave center.
- Leave Dravus as is. More recreational opportunities.
- More recreational lands- possibly for a swim center, sports fields, etc.
- I would love to see a Seattle Parks sport facility there. That way noise and lights from outdoor games would never be in conflict with residential. Or a large outdoor exhibition/amphitheater. How lovely to have night-time activities in this corridor. Also---please do not move the lovely Interbay P-Patch. What an amazing asset to our city. They raise thousands of pounds of food for our local food banks each year and have for 15 years! To move them would be a disgrace. Thank you so much for allowing me to comment!
- Reserve more green-space.
- If we are to expand the density there - there should also be amenities - like community spaces - possibly a community swimming pool -
- Make keeping Interbay Golf Center a priority.
- Small parks are needed along 14th on both sides of Dravus. It's important to have green space very close to residential clusters. (Having to cross 15th is an alternative only for larger park needs.)
- More recreation options such as tennis courts and improved bike ways especially thru rail yard and over ship canal. Relocate national guard and develop along with other underutilized property. Improve pedestrian/bike east/west access.
- Green spaces, gardens.
- There should be a concerted effort to find and curate more open green space in Interbay.
- Would also like to see 15th with more trees and plantings between Denny and the Ballard Bridge.

Other

- The Magnolia Bridge should be replaced before you rezone Interbay.
- Magnolia Bridge should be replaced before any rezone.
- Rezone the armory property now
- Rezoning the Armory land now would facilitate getting the Armory out and provide for much needed development there sooner.
- Armory site should be upzoned now to facilitate a move by National Guard.
- Suggestion - a better connection from Interbay to Upper Queen Anne.

- re: interbay as a district, there have been good ideas thrown around about establishing an energy district and building a rail transit stop. As growth continues, these ideas have merit and are worth consideration.
- more density near stations would help support Rapid Ride.
- Would like to see it develop along the line of Granville Island, Vancouver BC.
- I like the mixed use area; parking is an issue, but if there is a robust bus system from Ballard via Interbay to Downtown, that would be great. I would love to stop by on the way home via 15th and have a happy hour or bite to eat. It seems like there could be great things done with the corridor.
- I think the Ballard area has already been overdeveloped and that development is wrecking the neighborhoods. The interbay area still feels like a neighborhood and I would hate to see that destroyed by adding big box stores and high rise developments. For once think about the people who live in the neighborhood rather than what the developers want.
- I wouldn't mind seeing more development on the Magnolia side of the tracks, along Gilman and Thorndyke. And I would like to see a better connection between Magnolia and Interbay. Tracks are a real moat right now.
- My strongest feeling is that there shouldn't be any more tall buildings on the West side of 15th. There are already several view obstructions that make the area less pleasant.
- The recent addition of RapidRide, and the economically diverse (growing) industrial neighborhood of Interbay deserves positive growth and a pedestrian/transit oriented future. Shying away from working on this issue because it's "too expensive" is just more of the same regressive ideology that kept rail transit out of Seattle until the last decade. Build it! Do it well.
- Better transportation options between Ballard, Interbay and downtown. Interbay can't be treated as an island it needs to be looked at in context with the rest of the areas.
- I would love for the Seattle School district to look into the possibility of claiming some of the undeveloped land in the area in the hopes of creating a new High School to serve the exploding population in the area. With Queen Anne high school closed there needs to be another high school north of downtown to serve the Queen Anne / Magnolia area. I think that would be an excellent use of the land and much more beneficial to the surrounding areas than more retail/housing.
- Noise mitigation for nearby residential areas should be high priority.
- Over the last 100 years the area has changed. Please mitigate the railroad by addressing the noise it produces.
- Measure noise generation by rail and Port, and determine appropriate land uses, like residential uses.
- Whatever the city's plans, BNSF will dominate the Interbay Corridor, and so zoning changes need to keep the all-day noisy train operations in mind.
- Additionally, it would be a great benefit to the community to see the railroad re-routed or moved underground.
- Reopen Hooverville
- No coal facility
- Also, we should be more vocal *against* the proposal to use the railroad that goes through Interbay for transportation of coal.
- I hope Interbay unites with Seattle's opponents of the proposed coal trains, as Interbay will be drastically affected by the 24/7 passage of and coal dust from those trains. Thanks for this opportunity to have a say.
- Just a general notion: find ways to make Interbay less of a place you have to and want to travel through quickly and more of a place you may want to slow down and spend some time.

- Agree with diverse development, pedestrian and bicycle considerations. Just be careful about slowing traffic too much as this is a commuting corridor. Then again, maybe more people living in Interbay would mean fewer commuters from the suburbs.
- More art studios for rent!
- small businesses to support tenants and workers in the area
- I would also like to see small businesses, high paying jobs and parks, as opposed to yet more big retail stores.
- Keeping jobs there where people earn a living wage -- which then allows them to live in the city is very important.
- Also, you have the only animal shelter in the city which attracts thousands of people to the neighborhood every year. That's why Petco is there, not because of a developer's "vision".
- Permit the Seattle Animal Shelter to expand westward to alleviate its current overcrowding and inhumane housing of cats. Turn the remainder into a green space with walking and biking trails.
- I'd love to see an expansion to the Seattle Animal Shelter, which does such good work in a small space.
- Why not try rebuilding the Seattle Animal Shelter, a building that's older than most voter's vehicles? LA was able to rebuild multiple locations.
http://eng.lacity.org/projects/animal_bond/map.htm Seattle can't seem to even remodel one building.
- What is Interbay? Maybe explain what it is at the top of the survey or put a question up there asking if I know what it is. I know it's something to do with ballard, but I work at f5 on Elliot and I don't know if Interbay extends here or not.
- Now I'm sure you don't care about my response because it doesn't fit with your desires to make this such a happening place -- and the City doesn't want any opposition. Remember there are very active train tracks there, people won't live by them long, so you will have a very transient community.
- Safety issues with aggressive panhandling.
- Undergrounding the powerlines would make the area more aesthetically pleasing,
- Traffic flow, sidewalks and other improvements in and around the Fred Meyer/Trader Joes. Also the railroad seems obsolete and is a major hazard and nuisance for relatively little benefit.
- In question #5, not sure which area of Dravus St you are talking about.
- Slides are hard to read - green and white.
- The biggest change I would like to see in the Interbay area is better surveying techniques. Seriously, guys, these questions were incredibly loaded.

Appendix B

Copies of Letters Submitted to DPD

June 19, 2013

City of Seattle Department of Planning & Development
Patrice Carroll
PO Box 34019
Seattle, WA 98124-4019

RE: BDC COMMENTS ON INTERBAY REZONES

Dear Patrice,

Thank you for presenting the proposals for Interbay rezoning to the Ballard District Council. We have comments and concerns about the planning process and about the specific proposals. Procedurally, there appears to be a lack of coordination between related planning efforts raising concerns about potential future conflicts between the Port of Seattle and the Industrial Development District (IDD). Substantively, we are concerned about several of the proposed zoning decisions which appear to permit using industrial land for office and retail commercial purposes. We detail our concerns below.

LACK OF COORDINATED PLANNING EFFORTS FOR SUBJECT LANDS

We encourage you to coordinate this initiative with other planning efforts in this area, including those of the Port of Seattle and of the IDD. The IDD is a partnership involving the City of Seattle, King County, and the State of Washington that seeks innovative proposals for industrial development that have thus far been challenging to implement in this area due to regulatory, policy, or financial issues. We understand the IDD has received three proposals for the district that are currently being evaluated. Coordinated and compatible objectives between these efforts are needed.

IC ZONING CLASSIFICATION

We value the industrial base of North Seattle as an important component of our civic environment. Maintaining the delicate balance of residential, industrial, and commercial uses in close proximity is important. We think that some of DPD's recommendations for zoning changes within Interbay threaten this balance. In a fragile economy and a local land boom we must be careful not to damage the important industrial base of our city and state.

We would support a land use designation which encourages small-scale production, storage and distribution beyond the possibilities of current IG zones. Such a designation does not exist now, so whether the alternative to IG is better or redundant is unknowable. Heavy industry is neither desirable nor likely in Interbay any time soon, so a re-designation which forbids it is not necessary at this time.

We do not support revising zoning of industrial lands within Interbay to the IC classification, except perhaps on the smallest scale. The IC zoning classification leads directly – indeed has led - to the conversion of industrial land to either office use limited only by height or to large format “big-box” retail.

WE OPPOSE LARGE FORMAT RETAIL IN THIS AREA

The Urban Village planning strategy is predicated on the belief that people live near shopping areas; promoting walking or biking to shop to neighborhood business districts. An IC zone could triple the allowable floor space

for retail stores, which typically provide large parking lots. We see this as inimical to neighborhood business districts.

DRAVUS WEST OF 15th

There is a proposal to convert a small parcel of land near the QFC supermarket to mixed use. This seems appropriate due to its minimal size and its long-standing current use.

We do not support rezoning for the rest of the Dravus area, west of 15th, preferring instead to preserve the industrial designation. This area is strategically located between major auto/freight and rail corridors, ideal for production and distribution facilities.

The 2007 re-designation from commercial to mixed use of adjacent lands was negotiated within and by neighboring groups. The rezoning of the area around W. Dravus was made possible by a consensus, which included commitments to preserve all industrial lands to the west. The commitments made as part of these negotiations should be honored

THE ARMORY

We support the DPD recommendation to retaining the current zoning designation and do not favor additional retail development in this area.

EAST OF THE ARMORY, and south and north of it

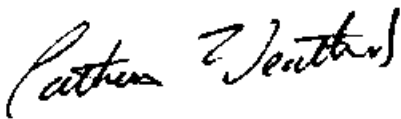
We oppose re-designating this area an IC zone, for the same reasons stated above.

LACK OF AVAILABLE TRANSPORTATION CAPACITY IN THE CORRIDOR

Transportation statistics for the corridor indicate that 15th Ave NW has even more usage on the weekends and operates more hours at high utilization than on weekdays.

For these and other reasons, we believe the changes proposed to the land use map of Interbay (other than minor adjustments) are premature and require more input and research.

Respectfully,



Catherine Weatbrook, President

cc: Seattle Planning Commission
Seattle City Councilmember Richard Conlin
Magnolia/Queen Anne District Council
King County Councilmember Larry Phillips

Member Organizations

15th Ave NW Assn • 36th District Demos • 36th District Green Party • 36th District Republicans • Ballard Chamber of Commerce • Ballard High School PTSA • Ballard Historical Society
Ballard Landmark Residents Assn • Ballard Northwest Senior Center • Ballard Rotary • Ballard Place Condominium Assn • Canal Station Condominium Assn • Crown Hill Business Assn
Crown Hill Neighborhood Assn • East Ballard Community Assn • Friends of Burke Gilman Trail • Groundswell NW • Nordic Heritage Museum
North Beach Elementary PTA • North Seattle Industrial Assn • Norwegian Commercial Club • Olympic Manor Community Club • Seaview Neighborhood Assn • Shilshole Liveaboard Assn
Sunset Hill Community Assn • Sunset West Condominium Assn • Sustainable Ballard • Whittier Heights Community Council



Magnolia Community Club

MAGNOLIA'S COMMUNITY COUNCIL

May 23, 2013

VIA EMAIL

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Magnolia
Community Club
P.O. Box 99564
Seattle, WA
98139-0564
206.283.1188

Patrice Carroll
Senior Planner, City of Seattle
Department of Planning and Development
700 Fifth Avenue, Suite 2000
Seattle, WA 98121

Re: Ballard-Interbay Land Use Corridor Study

Dear Patrice:

The Board of Trustees of the Magnolia Community Club is very concerned about the proposed timeline for the issuance of final recommendations this Fall relating to the Interbay half of the study, with action by the Seattle City Council expected in early 2014. We are very appreciative of the efforts to date by DPD to involve the affected communities, through the Interbay Working Group, public meetings and other outreach. The 15th Avenue West/Elliott Avenue corridor is the transportation lifeline for Magnolia and Northwest Seattle, and is already heavily congested. There are currently underway a number of studies and initiatives, which will result in recommendations that have a direct impact on this corridor. These other projects include Phase 2 of the DPD's study of the corridor – the Ballard portion; the Sound Transit study to consider high capacity transit between downtown and Ballard, to be completed by mid-2014; SDOT's Industrial Area Freight Access Study, also to be completed by mid-2014; finalization of the draft environmental assessment for the replacement of the Magnolia Bridge; and an updated traffic study by the Port of Seattle for the Cruise Terminal. Until such time as the results of these other studies are known, it would be premature to finalize the recommendations for the Interbay segment. We therefore strongly urge you to delay your next proposed step.

Sincerely,

Stephen E. DeForest
President

cc: Richard Conlin,
Chair, Planning, Land Use and Sustainability Committee

Queen Anne Community Council

June 28, 2013

Patrice Carroll, Senior Planner

City of Seattle, Department of Planning and Development
700 5th Avenue Suite 2000, P.O. Box 34019
Seattle WA 98124

Transmitted via email

Re: Ballard Interbay Land Use Corridor Study

Dear Patrice;

On behalf of the Queen Anne Community Council and our Land Use Review Committee, we'd like to thank you, Geoff and your staff for your work in assembling stakeholders, finding recommendations, and presenting them to our community several times in the last few months. Many of us have met and discussed the opportunities associated with your recommendations and agree that the timing is right to advance new planning work for the corridor, which many of us travel regularly by auto, transit, and bike but sadly seldom by foot for obvious reasons. Certainly there can be improvements. Please accept our comments below:

North /Ballard Bridge to Dravus

1. We are in favor of protecting the industrial uses off Dravus as they mostly represent an eclectic mix of mostly small businesses and incubators that serve our entire city.
2. We believe that there can be a rich mix of housing and retail as well since the Dravus/15th intersection is both heavily travelled and offers one of the best transit connections in the city. We should work hard to activate this neighborhood to best leverage these unique opportunities.
3. We should consider enhancing the pedestrian experience so neighbors along Dravus and 15th within new adjacent residential communities and businesses feel safe in utilizing new local shopping opportunities, transit and bike connections, and a wealth of accessible open spaces.
4. We question the extension of the NC zoning east from 15th up Dravus due to topography and realistic neighborhood concerns about use, bulk, and potential height and scale changes.

South/Dravus to Magnolia Bridge

1. We are in favor of analyzing the larger parcels of land to ascertain if new land use policies many offer greater opportunity to develop new businesses that leverage the existing transit and access investments.
2. We encourage you to further review and seek opportunities to influence the better use of the Armory site for the good of the National Guard and our communities. This land and its adjacent neighbors have been a blight upon this corridor and badly in need of bold thinking and possible changes that can add vibrancy in activating an underutilized section of this important corridor.
3. The QACC was split on opinions regarding zoning changes south of Dravus and we need further information in order to render a firm and consensus opinion.

Thanks again for your serious efforts to begin the discussion. We look forward to continuing our close relationship in collaborating with DPD to best ascertain the most appropriate solutions moving forward.

Sincerely,

Ellen Monrad, Chair Queen Anne Community Council

Martin Henry Kaplan, AIA, Chair Queen Anne Community Council Land Use Review Committee



WASHINGTON ARMY NATIONAL GUARD
ARMY ELEMENT, JOINT FORCE HEADQUARTERS
CAMP MURRAY, TACOMA, WA 98430-5000

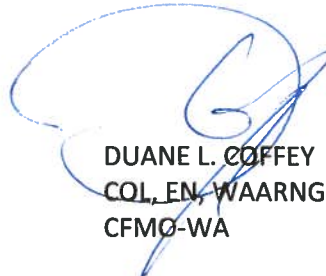
CFMO

1 May 2013

MEMORANDUM FOR City of Seattle, Department of Planning and Development, ATTN: Patrice Carroll, Senior Planner, 700 5th Avenue, Suite 2000, Seattle, WA 98124

SUBJECT: Rezoning Initiative of Seattle's Interbay Corridor

1. The Washington Army National Guard (WAARNG) is supportive of the initiative to rezone the Interbay corridor to an Industrial Commercial (IC) zone, to include the 26-acre parcel the WAARNG owns and resides at with its Readiness Center (RC) and Field Maintenance Shop (FMS) that is currently zoned as General Industrial 2 (IG2.)
2. The WAARNG Readiness Center in Seattle was constructed in 1972, and would be programmed for replacement on or about the year 2022 based on the National Guard Bureau (NGB) 50-year lifecycle replacement model for readiness centers. The WAARNG plans to continue its use of the existing 26-acre site for readiness training purposes to support the state and federal mission(s) of the National Guard. The WAARNG currently has no plans to change the purpose or use of the facility and the vehicle and equipment parking areas.
3. The existing 26-acre parcel of land is not an ideal location for the WAARNG to be located to provide the best response for an incident in the city of Seattle. The WAARNG would prefer to be located on the outskirts of King County in order to properly muster our soldiers and equipment to provide the safest and most efficient response to an incident within the greater Seattle area. To that end, the WAARNG will, if possible, pursue in the future an arrangement for land and a facility outside the city limits.
4. The WAARNG supports the initiative to rezone the Interbay corridor with the intent to provide increased land value and future improvement options to the community. Rezoning will provide alternatives to the WAARNG to avoid replacing the existing facility at the same site and continue operations in the Interbay area for an additional 50 years beyond the year 2022.
5. The WAARNG requests that the 26-acre parcel be rezoned as IC.
6. The POC for this memorandum is LTC Adam Iwaszuk, at 253-512-8702, or e-mail at adam.m.iwaszuk.mil@mail.mil.


DUANE L. COFFEY
COL, EN, WAARNG
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May 28, 2013

Ms. Patrice Carroll
Dept. of Planning and Development
City of Seattle
PO Box 34019
Seattle, WA 98124-4019

Re: *Port of Seattle Comment Letter - Ballard to Interbay Land Use Corridor Study*

Dear Ms. Carroll:

The Port appreciates having participated in the stakeholder outreach program for the Ballard to Interbay Land Use Corridor Study. DPD staff has put together a thorough process to engage all interests in the study area. We offer the following comments on the April 3, 2013 Preliminary Zoning and Land Use Recommendations.

New Industrial Development. We welcome DPD's effort to encourage additional industrial development in the study area focused on "local production" uses. The Port's Century Agenda strategic plan calls for maintaining a vibrant and thriving maritime base by positioning the Puget Sound region as a premier international logistics hub. As part of this broader effort, the Century Agenda plan also seeks to promote local small business growth as a key priority. The emphasis on local production industrial uses supports this aim.

Freight Mobility. Improved freight mobility through and within the study area should remain of paramount importance in planning for and accommodating new industrial development. The Elliott Ave/W 15th corridor is the main freight route connecting the City's two remaining MICs. Its freight carrying capacity should not be compromised. Dravus Street should be examined more closely for its capacity to effectively handle more traffic both from the proposed zoning changes and existing development projects ensuing from the 2008 zoning changes in this area (Ordinance 122835). The Port requests that the City complete a thorough traffic study of both the Elliott/W 15th and Dravus corridors' capacity to handle additional traffic, and to develop measures that will maintain and improve freight mobility.

Development Incentives. As the proposed zoning changes are considered, we also urge more attention to other mechanisms that can effectively incent development of the intended industrial uses and discourage the more traffic intensive commercial uses that have followed IC rezones in other parts of the City. We recognize that zoning is only one tool to foster the desired development and that there is a delicate balancing act between encouraging new industrial development while not undermining the viability of the existing industrial uses in the area. We are concerned that without other mechanisms to encourage industrial uses, we could see a similar development pattern. We welcome further conversations with DPD and other City staff about

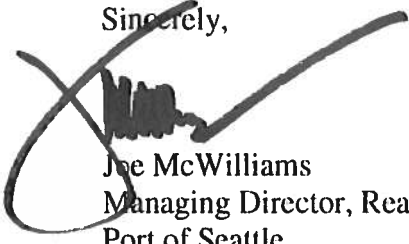
Ms. Patrice Carroll
May 28, 2013

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how we can attract new industrial development similar to the Industrial Development District discussions we participated in last year with staff from the Office of Economic Development.

Thank you again for the opportunity to provide these comments. Please do not hesitate to contact Joseph Gellings, 206 787 3368, gellings.j@portseattle.org with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe McWilliams", is written over a large, stylized checkmark. The signature is positioned above the printed name and title.

Joe McWilliams
Managing Director, Real Estate Division
Port of Seattle



Terry Finn
Executive Director
State Government Affairs

BNSF Railway Company
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Seattle, WA 98134-1451
tel 206.625.6135
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February 14, 2013

Ms. Patrice Carroll, Planner
Seattle Department of Planning & Development
Seattle Municipal Tower
700 5th Avenue, Suite 1800, P.O. Box 34019
Seattle, WA 98124-4019

Dear Ms. Carroll:

I write to urge your department and the City Council to oppose any proposed rezone of property for residential use near our Interbay rail facilities as part of the ongoing Interbay to Ballard Land Use Corridor Study. Interbay, also known as the Balmer Yard, has been a working BNSF rail yard and home to railroad mechanical shops for many decades. Rail cars are sorted and switched 24 hours a day with the usual noise and lighting attendant to a major rail facility.

We do not believe this industrial activity so important to the economic well-being of our port and the city is compatible with any rezone that would allow adjacent residential development. BNSF has learned from long experience that housing built too close to rail lines and rail yards results in conflicts and pressures to curtail our operations at the expense of our business and, in this case, could lead to interference with commerce and the international trade flow of Seattle and the state of Washington.

BNSF asks you to ensure that the study recognizes the economic value of Interbay operations and works to protect industrial and trade-related activity so important to the economy and heritage of our city. We strongly oppose any rezone to allow for residential development along our facilities.

Please feel free to contact me if additional information is required.

Sincerely,


Executive Director, Government Affairs

Appendix C

Outreach Postcard and Poster



BALLARD

INTERBAY

LAND USE CORRIDOR STUDY

<http://bit.ly/ballardtointerbayblog>



- Should there be more industry, housing, offices or retail in Interbay?
- Can existing businesses thrive as Interbay grows and changes?

BALLARD TO INTERBAY LAND USE CORRIDOR STUDY COMMUNITY MEETING

APRIL 29, 2013

5:00 - 7:00 p.m.

Presentation at 6 p.m.

Q Cafe 3223 15 Ave W (near Dravus Street)

- Drop by the Q Cafe
- View displays
- Talk with city planners
- Learn more about the project
- Grab a seat at 6 p.m. for a brief presentation
- Review preliminary recommendations and options
- Fill out a comment form and let us know what you think

<http://bit.ly/ballardtointerbayblog>



Should there be more
industry, offices, retail
and housing in Interbay?

Can existing businesses
thrive as Interbay grows
and changes?

COMMUNITY MEETING
Monday April 29 from 5:00 to 7:00 pm

Q CAFÉ
3223 15th Ave W (just north of W Dravus Street)

- Drop by
- View displays
- Talk with city planners
- Learn more about the project
- Grab a seat at 6pm for brief presentation
- Review preliminary recommendations and options
- Fill out a comment form and let us know what you think

Over the past six months the City of Seattle Department of Planning and Department (DPD) and the Interbay Working Group have been thinking about and discussing the future of Interbay.

Have your say about the future of Interbay!

seattle.gov/dpd/Planning/EnvisioningInterbay