

**Seattle Neighborhood Workshops**  
**ADMIRAL JUNCTION WORKSHOP SMALL GROUP NOTES**

**February 11, 2017**

*\*\* Please also see map of potential zoning changes discussed at the workshop*

Note: **Yellow highlights for consensus**

**GROUP 1**

**Zoning proposal**

- As density increases, we should force affordable retail space at the street level so independent business owners can continue to serve the community
- Too much boring architecture, more design review
- City staff need to look/walk more closely in areas proposed for changes
- Need to coordinate with infrastructure improvements (extra planning):
  - West Seattle bridge
  - Schools at capacity now
  - Link light rail scheduling
  - No hospital in West Seattle
  - Disaster preparedness
- On-site affordable required could be too much for landlords
- Existing affordable housing in neighborhood
- How to guarantee family-sized units?
- Need off-street parking requirements
  - No PR2 program or metered parking
- Transit is overcapacity
- Lack of impact fees – parks, utilities, transportation – could help make changes more acceptable

**Summary:**

- Infrastructure capacity needs to be addressed before or concurrent with the changes (schools, transit)
- Concerns about transitions to single family residential – want gentler transitions.
- Transition around Lafayette play area
- Possible village expansion to spread out density
- Require parking at new buildings

**GROUP 2**

**General Feedback**

- Would like to hear more general Q&A
- Parking concerns:
  - Are there parking requirements?
  - The C Rapid Ride does not have a park & ride under the freeway
- Homeless encampments

## **Transitions**

- The transitions are too abrupt
- Expand the boundary
- Concern the proposal is going too far
- Rents will go down with housing stock
- There are opportunities to improve transitions between zones
  - Expand boundary to envelope assets

## **Zoning changes**

- Not enough consideration for parking
- Not enough transit to support increasing density
- Traffic management
- Put more emphasis on small lot development
  - Counter point: Where is the incentive for development in those areas?
- Concern over single family McMansions

## **Summary:**

- There are opportunities to improve transitions between zones – expand UV boundary
- Not enough parking considerations
- Insufficient transit to support more density
- Traffic management
- Put more emphasis on the small lot development tool
  - Counter: Is there enough incentive to homeowners for this?
- Concern over McMansion development in single family lots

## **GROUP 3**

### **Assets**

- Community – but it is changing
- Neighborhood feeling, being able to walk to parks, businesses, views, etc.
- Homes are asset

### **Zoning proposal**

- Privacy concerns (fence height limited to 6')
- Daylight concerns
- Transportation
- Driving into/out of neighborhood is a challenge, transit is too slow
- Concern that recent development has had negative impact on traffic
- Change Admiral to one lane and bike lane
- People aren't using the park
- Concern about decrease in quality of life
- Bus service used to be better – we have lost service but gained people, have to time when to leave

- Neighborhood creates angry drivers
- Significant transportation concern – want more walkability and safety with changes
- Model after Portland
  - Garages are DADU/ADU opportunities
- California feels like a wind tunnel
- Parking
  - Currently free
  - Some interested in metered parking; some not
- Crime (property – Belvedere has been an issue)
- Traffic is notable
- Getting out is hard
- Earthquake – really isolated neighborhood, disaster vulnerability
- Reps. from Action Alki Alliance
- California – big buildings are ugly, lost the character of West Seattle
- Presentation feedback – increasing rentals
- Millennials are moving to buy – interested in condominium opportunities
- Crime concerns
- Presentation good but questions are important; table is good but limited question opportunity is not
- Can the developer pass on the fee?
- Tax credit
- Will 60% renter have to move with salary increases?
- Some buses don't run all day – need more robust service north-south
- Need step-back design of taller buildings to avoid canyon effect
- Artists – some support – this has helped in the neighborhood
- Also, consider opportunities/incentives for homeowners to stay in homes
- Condos are older buildings
- Townhomes – senior living comfort concern
- What about a green space requirement for development?
- Ecology/green space is an asset
- Concern that the city isn't mindful of keeping community in place
- Displacement concerns, especially low income
- Multigenerational units
- 35' high houses in SF
- Use of a community organization for redevelopment would be more sensitive to community issues (i.e. view protection)
- Topography and views – think about interaction, can make buildings feel higher
- Small business – want to protect – most southeast
- Not enough restaurants and business opportunities other than boutique retail
- Want affordable housing in the neighborhood

### Summary:

- Transportation – bus limited, traffic
- Views
- Concern that California is becoming too much of a canyon
- Want more walkability and safety
- Transition concerns between NC and SF (what can be done at building)
- Parking
- Want more opportunities for Q&A

### GROUP 4

#### Neighborhood assets:

- Hiawatha Playfield
- Playground for kids at Lafayette
- Memories of people who lived here for a while
- Library
- Sledding hill
- Admiral Theatre
- Walkable school, K-12 represented
- Locally owned business
- Free parking
- Small town feeling
- Family friendly
- Economic diversity
- Lived her for a long time
- Walkability
- Schools, library
- Bus service
- See the sky, mountains, top of hill

#### Zoning proposal

- **Intangibles:** The “Neighborhood Feel” – There is no metric for that. Want to preserve history and the small-town feel.
- **45<sup>th</sup>:** Parking on one side of street only because of school buses, proposal single family to low rise
- No buses after 9 PM on Admiral
- Want diverse, family-friendly community.
- Don’t want to become Ballard.
- **What makes sense?**
  - Affordable housing is a noble goal
- **What doesn’t make sense?**
  - By the time the city votes on it

- Environmental impact? Need more:
  - Traffic studies
  - Bus access
  - Access to parks
- Sewers in North California 100 years old
- Springline traffic impact study when no school – not realistic
- Where is the green? Where is the open space? Playgrounds?
- 30% of Craftsman homes are in Seattle – how to protect our history?
- Destruction of Mom & Pop shops
- Traffic isn't working under the current zoning and parking is a big issue.
- **Suggestions:**
  - Keep 1 – 2 story buildings on California and upzone further back to preserve small businesses and older commercial spaces on California
  - RSL zones drawn on map were added to show what could be “fair” if upzoning near transit and providing reasonable transitions, and as a trade-off for preserving lower densities elsewhere
  - Upzoning near Admiral and California makes more sense than stretching intense zoning far south on California
  - Need gentler transitions
- **Trade Off:**
  - Would like to preserve small business along California, but not as a trade-off for single family homes along 44<sup>th</sup>, near ravine and Metro Market

**Summary:**

- Keep California existing zoning to preserve small businesses – upzone a block/half-block back
- Concentrate development at Admiral & California to make use of transit
- Green space, small town feel, traffic, amenities, preserving Craftsman homes, parking should all be addressed before considering more density
- Transition from 55' (LR3) to SF is too harsh

**GROUP 5**

**Assets**

- Views
- Schools
- Walkable

**Zoning proposal**

- Infrastructure needed:
  - Schools – where will the children of the new families go to school?
  - Parking needed
- Concern there will be a lot of increased density without getting affordable housing here

- **Consensus: Willing to give up some on single family lot if the affordable housing goes in our community**
- Do we get more green space in exchange for the density?
- Want pedestrian-friendly streets, setbacks, human scale, crosswalks, ped pass-throughs midblock
- Questions on how it will affect property tax
- Questions on how the Urban Village boundary was originally created, especially why some pockets were left out
- Concern there will be no middle of affordability between luxury and small cottages
- ADUs and DADUs require fees and inspections – costs to homeowner
- Suggestion to extend UV boundary on 41<sup>st</sup> Ave SW south of Admiral
- Concern about displacement of current residents and middle income
- The Neighborhood Plan says everyone should have parking
- Questions on zoning changes around Lafayette Playground; does it account for the big retaining wall there?
- More RSL and next to single family is fine
- Put RSL in more places
- Interest in more step-down zoning
- Concern about having a dark canyon on California
- LR1 area outside the UV – in a ravine
- Add transition from California on southwest and reduce the upzone/transition on the northwest to make the zoning balanced
- Consider that access to the neighborhood is limited by a bridge

#### **Summary points**

- Traffic in and out of the neighborhood is key – access is limited
- Symmetrical geographic balance: LR added in south and SFR in north
- Maybe upzone around Lafayette Playground
- Need for infrastructure, crosswalks, schools, open space
- Need to add open space
- Pedestrian friendly scale, add ped pass-throughs midblock (“mews”)
- Parking needed
- Concerns about taxes and displacement
- Market way will be OK. Under 60% will be OK, but what about in between?

See Attachment for notes from a participant who had to leave early

## ATTACHMENT: NOTES FROM A PARTICIPANT

- Transportation is a concern
  - Admiral, California
  - Form Holgate to Charleston increases transit, 50
  - More transit
  - 56 57
- More capacity – more vacancies, capacities, rental stock capacities
- New units going up – capacity
- Focus on Admiral as in and out, North Admiral
- I don't like the contribute part
- Over-capacity now, currently for rent
- Is the market oversaturated? As evidenced by increased long-term vacancies
- Plan[?] to increase routes
- Pledge on the swap, keep
- Transition issue – strategy of zoning is not needed
- Don't vacate Occidental