

Community Meeting Comments

The Department of Planning and Development hosted a community meeting to discuss the Dravus Commercial Area Zoning Study on July 13, 2006. The purpose of the meeting was to present an overview of possible changes in zoning and height limits and to hear from participants about any concerns or questions they might have about the proposal. Seventy-nine people attended the meeting. The comments, below, are a summary of comments offered by meeting participants.

Traffic Comments

- Need to address inadequacy of 15th Avenue W./W. Dravus Street bridge for traffic capacity, movement, and for pedestrian safety and convenience.
- This proposal represents smart thinking about parking, traffic management. In favor of new 17th Avenue stop light.
- Traffic will only get worse with more residents.
- The potential 17th Avenue traffic light is a great idea.
- Support for all potential transportation improvements.
- Traffic control will be better, needed housing will be provided, and new development will greatly improve the entire interbay area.
- Please stay focused on pedestrian, cycle and public transportation options.
- Pedestrian overpass from Queen Anne around Ruffner Street.
- Require deep setbacks along W. Dravus Street for future widening.
- Do not widen W. Dravus Street. Widening this street will encourage even more driving and traffic.
- This project, including taller residential buildings, will transform an underdeveloped, unattractive area and create the impetus to improve traffic for the area and adjoining neighborhoods.
- Delivery trucks use the area north of Bertona on 16th to unload and load freight. Bike traffic may interfere with industrial activity.

- To address traffic concerns; reduce parking requirements in residential developments. Establish maximum parking allowances instead of minimum, i.e. 1 space max per 2 bedroom unit.
- The proposed development can improve traffic planning in the area. The proposed stop light at 17th street is a great idea.
- This development could greatly improve the walkability of the area if it includes improvement of the sidewalks. Currently, walking from business to business in the industrial areas of interbay is very difficult.
- Transportation Improvement Priorities:
 1. Transit access and improved BRT transit.
 2. Pedestrian movement across 15 Avenue, W. Dravus at 16th Avenue.
 3. General Traffic.
 4. Freight movement. Port should fund W. Armory way access to Thorndyke Avenue over BNSF right-of-way.
- This proposal does not address the need for a better bridge and interchange at 15th Avenue W./W. Dravus Street.

Land Use Comments

- Extend new height limits across 15th avenue to offset increased height limits w of 15th and to offset dip.
- Increase height limits for residential development in order to change neighborhood from a 'pass through' to a connection/destination.
- New development should include an off-leash dog park.
- Lower elevation on south end of area means new heights will have less of an impact.
- Design should include step-backs as buildings increase in height.
- Liquefaction may be a limiting factor in development of tall buildings.
- Max height in Ballard is 65 feet. This district should not have ta
- Put the tallest buildings at the lowest elevation.
- The entire interbay areas should be rezoned and planned for new development.

- Keep heights as they are. Limit density. Limit big box retail. Pursue quality design with existing zoning.
- What is 'affordable' when talking about affordable housing?
- Embrace density as proposed, because it fosters healthy street and neighborhood interaction and because it reduces the pollution what comes with 1 person/1 car commuting toward our urban core.
- This plan fixes traffic problems and new development will attract higher wage jobs.
- Need quality design.
- Support maximum building height of 85'. Locate tallest buildings on lots with the lowest elevation.
- Taller is better, better design, street level character. Strongly support 125 feet and am concerned there won't be enough urban opportunity.
- Seattle will gain more residents in the future with or without this project. New residential growth should be targeted sensibly in higher density areas near the center city.
- To help out with density in the area, zoning along 21st and 22nd Avenues West should be changed to allow multi-family development.
- Limit building heights to no greater than 65 – 85 feet which would allow for development of affordable housing.
- This concept should be expanded east to 14th Avenue W.
- Shift away from auto-oriented development.
- A mix of tall and short buildings is good.
- Locate greater heights in 'dip down'.
- 125 feet tall buildings will allow buildings that are out of scale with the immediate interbay location. This height limit is out of scale with typical mixed-use projects being developed throughout Seattle and is more appropriate downtown.

General Comments

- This project represents a trade-off between protecting views and achieving greater neighborhood vitality.
- Increases in residential density in the study area will result in increased demand for EMS & Fire protection services. Current levels of public safety services in this area are already worse than citywide averages. This disparity in service levels will increase as density increases in the Dravus Street area. Consider locating Fire Station No. 20 in the W. Dravus Street commercial area.