

Seattle Neighborhood Workshops

EASTLAKE: TABLE SHEETS

March 6, 2017

TABLE 1

Assets:

- Funk of the neighborhood
- Marine environment
- Close to hospitals
- Close to the UW
- Close to many amenities
- The views
- Houseboat community

Comments on proposal

- Send this proposal to SDOT and other city agencies – lack of coordination
- Views will be blocked by the new development
- Franklin Street residents have lost their views
- Design review guidelines have not been followed
- Lost lots of green space
- Current development is maxing out massing – no setbacks
- Parking and traffic
 - Concern even more parking is going to be removed because of new development and the new bicycle lane will restrict housing
 - Concern about delivery circulation within the neighborhood
 - Concern about loss of existing retail because there's no parking or availability
 - Parking is a huge issue
 - SDOT selling more permits than there are actual parking spots
 - We are locked in by freeway and water, hard to go elsewhere adjacent for parking
 - Parking requirement – transit amenities – do not take this need away. Senior livability is taken away with no parking requirement
 - Require one parking space per unit
- Affordable housing must be built in the neighborhood
- Concern with what City is doing with this information – listening, yes, but not actually taking feedback and doing something about it
- 40% of existing housing in neighborhood is cheaper than new construction. Want to keep the existing affordable housing
- Concern about tax increase
- Very concerned about making affordable housing in the community
- Want to make sure this stays an inclusive community

- Concern that the NC area will become a wind tunnel
- Public transit is very lacking in the neighborhood
- Grade change major issue
- The 10-minute walkshed is unrealistic and un-useful
- Setbacks very important and should have priority – building should have max width
- Should have courtyards, increase the green
- Green vegetated area should be increased and put on the ground level on the property
- Finalize Green Street Plan along Fairview
- Additional green requirements along west side of Fairview Ave. Pocket parks, marinas must be preserved.
- We are more than a transit corridor – we are a community

Summary:

- Increased setbacks, increased vegetation and large trees
- Don't want a tunnel effect on Eastlake. Increase density on South and North end of UV to offset density along Eastlake
- Increase density along I-5 and have gradual transition to water
- Street parking is a huge and growing problem – possible: parking garage under I-5
- Provide view corridors with new buildings – “perforations” in new development
- Importance of preserving Fairview Green Street
- Transportation, transit options must increase within the UV
- Affordable housing must stay in the neighborhood and not go elsewhere

TABLE 2

Assets

- Cohesive neighborhood
- Centrally located in city, close to UW, South Lake Union
- Mix of singles and families; diverse age range
- Parklets, park trees
- Walkability
- Not much traffic; quiet along water
- Building materials, brick veneer
- Fairview “Green Street” buffer – what happened to all the work concept plans that were developed?

Challenges

- Building massing of new development is too bulky and too close to adjacent properties
- On-street parking is in shortage now!! More density will exacerbate the problem.
- No supermarket, gas station, drug store, service-related businesses, hardware store
- Narrow streets can't support the traffic, delivery trucks

- More offices – driving off homes for larger neighborhoods

Comments on proposal

- Shoreline property height increases would block views
- Step development up as you get closer to I-5
- Taller, skinnier buildings with more green space at the ground level and toward the uphill side of Eastlake
- Create better massing modulation between single family and larger buildings
- Fix parking and flow of traffic before new development
- Peak hours are very congested
- If you get rid of views, make/introduce better amenities, livability, and walkability
- What happens to renters/home owners when property taxes become too much? Is there a mechanism or safety net to prevent displacement?

Summary:

- Assets:
 - Cohesive, small neighborhood feel is desirable
 - Parks
 - School
 - Walkability
 - Mix of family sizes and ages
 - Close to downtown, UW, SLU
 - Quiet along the water
- Negatives:
 - Narrow streets
 - Not enough services
 - Not enough on-street parking
 - No supermarket
- Zoning proposal:
 - Keep Fairview “Green Street”
 - Taller, skinnier buildings with green space at ground level, more open space
 - Infrastructure improvements should be commensurate with the addition of new development and density.

TABLE 3

Assets:

- Lake
- Fairview Green Street trail (entire length)
- Street End Parks
- All parks

- Variety of housing
- Front lawns are an asset, particularly in the summer
- People coming to the neighborhood are an asset (use the trail, etc.)
- Racial and economic diversity of people who use the neighborhood
- Commuters through the neighborhood
- Access to I-5
- Views
- Alley network

Comments on proposal

- Concerns about Fairview and heights
- Lake is an open space asset
- Open space is lacking in the neighborhood
- Colonnade Park is owned by WSDOT, so couldn't get the grant (for recent park project). Want loop trail that connects to Colonnade Park.
- Great neighborhood, but maybe the City doesn't know its assets?
- Commuters (bikes!) through the neighborhood – people use the streets, and that is good
- Concerns about the MHA proposal building out too much, and taking away the views
- Can we mass it differently?
- Concerns about roof stairway access above MHA heights
- Concerns that large, new construction homes aren't sustainable
- MF – shared staircases and townhomes are hard for seniors – bigger buildings with elevators are better
- Townhomes are built next to each other, ending as a large mass across the neighborhood – this is the wrong move
- Go higher in key places and make developers build parks/open space, create view corridors
- Maybe 120' is a little too high?
- Want more setbacks with higher building
- Topography impacts the overall heights
- Change in height and mass – both are concerns
- Shading of side yards is a concern
- City should buy affordable housing units (many agreed) – this would provide stock in the neighborhood
- Concern that developers aren't paying enough, don't think the City will make that work
- How to access preservation funds? Want to have some preservation goals within the neighborhood
- Historic concerns about microhousing; why not pay per # of units for microunits?
- Instead of blanket increase in height, are there other incentives other than height? Maybe ways to adjust what form the increase takes
- Feels like a gold rush (current proposal); concerns about neighborhood becoming a cash cow
- Concern re financing requirements (per King County and possibly WA) for building subsidized housing that limit the investment per unit – How will HALA address this?

- MHA seems like a lot of chance for the # of units (shown on slide) that it would provide
- Will be hard to get the units in the neighborhood, not as much potential as other neighborhoods
- Want more affordable options for housing in this neighborhood
- Entitlement to developers – why is this the focus?
- Increase in particular spots would be more beneficial (next to highway, commercial and NC areas at south end)
- Aesthetics of the neighborhood – new buildings don't match the character of the neighborhood
- Design review doesn't trigger for smaller buildings; would like to have more input on design of buildings in the neighborhood
- Equitable – how about seniors and stairs?
- Think about what could go wrong – won't be affordable
- Look for other ways to incentivize the developers
- Want Green Street on Fairview to continue
- About 5,000 workers in Eastlake, as well as approximately 5,000 residents

Summary:

- More targeted proposal is desired, not a blanket approach
- Want open space maintained
- Pedestrian/walking is of value
- Green Street on Fairview – value
- Save affordable housing that exists – and add more
- Want affordable housing in the neighborhood
- Don't think you would get the benefit in Eastlake

TABLE 4

- Neighborhood retail depends on parking
- Need parking in the UV
- Don't put Rapid Ride at Fuhrman
- Eastlake should not be an Urban Village until there is better transit and walkability and green space
- Eastlake Ave. is not safe
- Doesn't SMP limit height to 30'?
- Need child compatible housing (2 baths, 3 bedrooms)
- The property owners are getting off too easy – need to charge more!
- Affordable housing should be in this neighborhood
- We shouldn't put affordable units into place without stores – like Cascade
- Not enough protection for renters!
- Raise developer fees to build the affordable units they remove
- If new developments do not provide parking, then they should not get RPZ
- Need to build garages in commercial buildings

Summary:

1. Major concern is walling off water with higher buildings. Make a trade, build up the higher areas to the east. Use TDRS on the WF.
2. Parking is needed.
3. Added density requires amenities. Complete E. Howe St. Steps and Fairview Green Street.
4. Transit is poor. One overcrowded bus line, too full sometimes. Does not fit Urban Village criteria.
5. Lid I-5 at Roanoke with high-rise housing and open space.
6. Eastlake is landlocked.

TABLE 5**Assets – Favorite places**

- Being able to walk or run along the lake shore, even with no sidewalks in places and narrow streets
- “Green Street” on Fairview, small green parks
- This is a “cute” neighborhood
- Mammoth (a bar), local restaurants

Comments on proposal

- If an existing apartment building were to add a floor, would MHA apply?
- Why is one side of the street NC-55 and the other NC-40? Why not increase more along Eastlake so it's all NC-55?
- How is 40' measured when the land slopes?
- Apodments are going into the LR2 area on the west – it's a five-story building, which doesn't seem to be allowed now
- The apodments going into the neighborhood are super-density already
- The payment required will force developers to take the extra story, even if they don't want to
- With MHA, people will be displaced. Will the affordable housing be allocated or prioritized for the people who are being displaced? People who now live in or work in the city should have a chance to get the affordable housing
- Distressed about the rate of growth in Seattle without the infrastructure in the neighborhood to support it – no grocery store, no pharmacy, not enough schools
- Parking, traffic, transit:
 - Millennials do have cars!
 - Expand RPZ? People park in the neighborhood to go to South Lake Union or to the U. District
 - Parking needed under buildings so cars don't flood the streets
 - Add traffic circles, maybe at Minor
 - Pave streets that are now cobblestone – Boston St.
 - Need better/more frequent buses
 - How does the proposal fit with plans for Eastlake Ave. to have bike lanes and Rapid Ride?
Eastlake is not wide enough for a dedicated bus lane

- On Eastlake, use “quiet pavement” – rubberized asphalt – to reduce noise. Noise is worst on connection to 520.
- Traffic concern at the north end of neighborhood – City talking about changing to no left turn to open traffic lanes along the bridge
- Hard to keep property affordable when everything is on a property-tax basis and taxes go up; couldn’t afford to move anywhere else
- Need more affordable housing to make it livable for people who work for nonprofits, in service jobs
- Concerned about view from apartment when a five-story building is going in across the street
- Zoning change to be uniform along Eastlake makes sense
- The cross-hatched upzone from RC to NC makes sense
- Requirements used to be much more restrictive to build, but changed in the 70s and 80s
- Green space:
 - Value medians and vegetation along Eastlake, sidewalk plantings
 - Is there a way to incentivize preserving tree canopy and open space? Incentivize putting vegetation on walls?
 - Community Council has proposals for green space along the lake and in the south, and pocket parks along the lake
- Use the potential in the alleys running through the blocks, now used for garbage and parking
- Value light and green – consider especially along Eastlake
- Increasing height on Eastlake will block afternoon light for neighboring properties
- Problem when commercial areas keep lights on all night, other than at street level
- Maintain some places where you can get view, such as the playground on Eastlake
- Question about where the Ride the Ducks boat will be entering the lake

Design

- Concerned that changes will create a dark tunnel effect when properties come close to the maximum square footage
- Setbacks, not just at the top, but also on sides and front – would add light and greenery
- No dense walls or blocky buildings
- Eastlake is a funky neighborhood with buildings in lots of different styles – would like that to continue

Summary:

- Green space, light
- Design and setbacks – no big boxes!
- Parking needs to be included in buildings, and all street parking to be RPZ or commercial
- Company shuttles are needed for South Lake Union employers
- Infrastructure needed – traffic, schools
- More frequent buses
- Hard in a constrained neighborhood to have: housing, parking, and traffic that moves