

Seattle Neighborhood Workshops
WALLINGFORD: TABLE SHEETS
January 17, 2017

*** Please also see map of potential zoning changes discussed at the workshop and summary of written comment forms submitted at the meeting*

Notes from Facilitated Tables

TABLE 1

- Shrink UV boundary and do not change SFR
- Change Aurora to NC-65 but keep alley to provide separation and access
- Parking should be required – can't do without because of poor transit
- 15' landscaped setback in residential areas
- No departures
- Update and *follow* Neighborhood Plans
- Make sure sewers are separated to prevent overflow. Also, concurrency of parks and schools.
- Need protections of historic properties
- Question: Why is Wallingford required to accept above-average percent of growth, especially compared to TOD communities?
- Must preserve trees and greenery – reinstate tree requirements
- The premise of upzone for affordable housing is flawed.
- Need impact fees.
- Wallingford can easily accommodate anticipated growth.
- Need to reform Design Review! Must tighten it up!!
- Need to address transportation
- Need a new mayor.
- Respect Neighborhood Plan, need a new one!
- Every project should contribute to the neighborhood landscape.
- Do want parking. Can't do without because poor transit.
- No upzone until sewer is addressed (constructed)
- East-West streets are less suitable for higher building because of sun change.

See Attachments from Table 1 at the end of this document for documents that participants provided.

Table 1 Overarching Points (*NOTE: Some tables provided summary points, others did not*)

- Why is Wallingford getting such a large percentage of growth? More than LRT Station areas
- Want more family oriented housing. Reinstall density limits and require family housing.
- Development will displace renters
- Initiate and enforce development impact fees
- Want concurrency: It is UNFAIR, much more loss of single family than other neighborhoods
- This is too short a time to address complex neighborhood planning issues

- Drawing showing single family home with cottages, marked “OK” and with “Don’t need to spread LR” under it; next to it is a drawing LR3, LR 2 and LR1 box buildings next to house, marked “Not needed,” and “Don’t Allow Departures”
- No departures!
- Front landscaped setback should be at least 15’ in residential area. Need backyards.
- Access to some light – need rules (solar panels, too)

TABLE 2

What’s most important to you? (part of group members’ introductions)

- The way residents are using street parking
- Better connect land use changes to transit
- Why so concerned? Want to help make growth good.
- Upzones are too small
- Want to hear public’s concerns
- Renter viewpoint
- Unrestricted growth in Ballard – displacement
- Walkability
- Not SF – affordable for families
- Transitions from zone-to-zone

Zoning proposal comments

- Lots of MF grandfathered in SF zones
- Public ownership for affordable housing? City should identify parcels in Wallingford
- Incentives for child care
- Zero lot line (like NC zone) – allow on corners
- Show examples of successful MF in SF area
- Parks and schools are at capacity – how can we keep it livable?
 - More playfields
 - Another elementary school
- Design standards – Smith & Burns is a good example with design review. Or form-based code with strict standards (and no review).
- Require mid-block pass-throughs – no long development, included in U District proposal
- Address concerns about parking:
 - Parking benefits district everywhere
 - Residential parking zone, with fee going back to neighborhood amenities
 - Require that if you have driveway, you use it or pay to park in the street
 - Incentivize car-sharing
- Limit SF square footage, incentivize construction of ADUs
- Look at parcel types, corner vs. midblock, alley (ADUs more desirable) vs. not.
- Show examples of good duplexes
- Distinguish home-ownership ADUs
 - No fee for if you own

- Political move to appease neighbors
- Include public space like P-Patches and rooftop gardens – useable
- Keep SF, SF (*Comment from one person*)
- Fee-in-lieu – earmark at least some to stay in Wallingford
- Historic preservation TDR program on 45th
- Connect to existing parks better
- Keep transit/population matched well
- RSL everywhere
- Upzone, but also consider air quality and noise.

Design strategies

- 4-pack/6-pack townhomes are terrible
 - Problem: designed around parking
 - Use row houses, stacked flats instead
- Modulation, upper level stepbacks
- Don't allow aggregation of lots (to mitigate fear), except rowhouses
- 2 – 3 bedroom apartments needed, affordable
- Improve street lights throughout city
- More pocket parks, or streets as parks (woonerfs), throughout
- City – be more aggressive about doing something with underutilized land – civic benefit
- Urban design for seniors – “senior zone” – lighting, seating, accessibility, crossing timing, etc.

Questions for staff

- Is the 11 X 17 zoning packet online?
- Fee in-lieu – any available properties in the U.V.?
- What has been parking utilization in new developments?
- Does lack of required parking actually impact street parking?
- ADU – fee in RSL?
- Property acquisition for more amenities? Like schools, parks

Summary of main points

- Pro-density
- Upzone and expand Urban Village along transit lines and future light rail, parks, and schools
- Targeted improvements to:
 - Public amenities – parks, etc.
 - Walkability
 - Child care
 - Corner retail
- Rethink standard building types, especially with less emphasis on parking, and with different parcel types:
 - More livable
 - More pedestrian-friendly
- Parking benefits district

TABLE 3

- Process is really problematic.
- Give the impression that they are shoving this down our throats.
- We have been left out of the process
- Want authentic, genuine neighborhood planning
- Concerned.
- Historic nature of Wallingford. How will historic buildings be protected?
- Projects based on old data this has changed this year.
- L2 – L3 too high for lower density Urban Village
- Focus on existing commercial and multifamily
- Expansion of Residential Small Lot
- Put the brakes on. Let's see the Comp Plan first. Makes it vulnerable to legal challenges.
- Focus on infrastructure to sync with growth – schools, sewers, parks
- How will we keep buildings in place along N. 45th St.?
- Concerned about schools and parks. How are developers supporting schools and parks?
- Leadership sold us "down the river" by having developer help out with area and parks.
- Woodland Park has limited area for community sports because of density.
- If we are not spreading density we are concentrating along major arterials.
- Arterials as opportunities to increase density.
- Concern concentrating all density along arterials because quality of life and health issues. Pollution. Traffic.
- HALA MHA Wallingford comes before Comp Plan. That should come first.
- The capacity the city is giving us is way beyond our actual capacity.
- Need a review process. Setbacks urban design.
- Keep setbacks – minimum 15' in front; allow for support for generous setbacks
- Solar panel accommodations for within Urban Village development will make that obsolete.
- THERE IS SUPPORT FOR IMPACT FEES - Impact fees important and need to be addressed
- Lack of support for parking policy with Urban Village
- Concern about parking and development and lack of requirement
 - Families need cars – not kid friendly
- Multi-modal transit is inadequate, not enough bus capacity to get downtown: 44, 26, 26x, 62, 34, E-line all maxed out.
- Worried about business staying within the core areas
- Focus on multifamily housing
- Challenge the data that we don't have capacity without upzoning
- More strategies to maintain quality of life for families
- Concern that the voice of renters is not being heard
 - Include most vulnerable within this conversation
 - Concern privilege was dictating conversation
- Incentivize homeowners with property tax rebates to put in ADU and DADU to increase density.
- Concern it's about increasing tax base—not housing.
- No buildings should be built without parking. Where are they going to park?
- Run out all of small business because of parking.

- City needs to generate data on current DADUs and ADUs.
- Want 15' Setbacks on all development. Yards, air, light=family friendly.
- Concern that they will not be building affordable housing. Just pay into city pot.
- Cynical that it will be spread throughout the city.
- Go door to door to gather concern about data to see the data they have if displacement they care about is occurring.
- Rent increase as displacement factor.
- Single family should not be involved—we already have enough capacity.
- Concern about erosion of commercial zoning...losing businesses.
- Existing commercial threatened 34th Stone and Wallingford Lake Union views.
- Bonuses on development need to be transparent in height.
- No mention of UW Impact Zone Document.
- Schools planned for current density and not upzone. Hamilton is at capacity. No elementary in walking distance.
- Structures need to be compatible with single family home.
- What about multi-room housing? Only hearing about single room.
- Displacement for home owners can't afford due to property taxes seniors, single moms.

TABLE 4

- Hopefully better design will be incorporated – tall doesn't mean ugly
- Resources for representation vs. actual development
- Developers are building to the minimum of what is allowable per the development standards, and is not resulting in a high quality built environment
- Construction and design review standards
- Design review & functionality, not just beautify
 - How it faces street
 - How it fits into local context
 - Pedestrian level, and within context
- Huge upzone – why is it necessary?
- Urban Village boundary – why is it still maintained as basis for MHA/HALA?
- Not all across the city, not citywide; large areas of city map showing MHA application is not affected
- Binary problem – density = height – example: microhousing
- Stacked housing is not suitable for families
- Emphasis should be on family-sized housing
- Families need open space (yards for kids to play in, etc.)
- Portland model may be something to look at
- HALA – took off 90% of upzones because of Murray
 - Neighborhoods like Wallingford are bearing burden of population growth allocations
 - In UV:
 - Have all SF homes stay SF or 1-level upzone
 - Maintain setbacks
 - Trade off higher density along 45th, Stone Way, Aurora

- Racial and social equity statement is moot - argument that MHA address racial and social equity is not valid because developers likely to build along corridors, where there are likely greater impacts of noise and pollution
- Does proposal change have sufficient infrastructure to build the required units in the amount of time?
- Does the city have projections of how much growth will be allocated in specific neighborhoods?
- Why is the process moving so fast?
- [sketch of building with open center] Suggest shared courtyard, green areas
- Livability:
 - So little open space/playgrounds
 - Amenities = necessities; not optional
 - Community Center
 - Needs to be more holistic
 - Schools are packed
- Interest in Impact fee:
 - Specific to Wallingford
 - Why no impact fees?
- Interest in Reconstitution of Neighborhood Development Manager – Dept. of Neighborhoods
 - Role serves as a liaison, playing a coordinating role in facilitating communication with affected people in neighborhood
 - Role stripped from Community Council
- Midvale:
 - 3 ft. below is water table
 - 3-lane road
 - Will be canyon after build-out
 - No daylight
- Upzones:
 - Transitions east and west of Stone not appropriate – Stone Way is in a canyon in terms of topography
 - Midvale is narrow – can it support LR2?
- Holistic situation:
 - More than just land use code
 - HALA needs to be more holistic
- WCC – Created a shade model of N 45th per the zoning changes
 - In the model, there is no sunlight on N 45th
 - Ballard is not good model for what we want in our neighborhood
- If city had plan where RSL was consistent SF character, it would be palatable in all SF areas
- Don't sell out to big developers; develop a program for "small developers," i.e., ADU & DADUs
- In upzoned areas, increase the fee, which is currently not high enough
 - Otherwise, developers won't build affordable housing, they'll pay the fee
- Retail not well thought out, not designed for commercial/retail uses
 - How to incentivize those retail spaces to be filled

- Retail businesses moving in are low quality and not neighborhood amenities
- Wallingford already has enough development capacity
- Minimum density requirements along major arterials
- Conversation about whether to upzone never happened
- Modeling on economic inequality for upzones (social outcomes) – less diverse
- Tension between residents and others
- Make neighborhoods the ‘developers’ – more involved in development in the neighborhood
- Neighborhood design review
 - Site specific
 - Don’t be wedded to typologies
- Question: Can neighborhood review notes to ensure accuracy?

See Table 4 Attachment at the end of this document for material provided by a participant.

Summary points

- No one-size-fits-all solution for Urban Villages
- Don’t forget about the “L” in HALA
- Neighborhood input into development needed
- Zoning increases should happen more slowly and incrementally
- Density on existing N/S arterials
- No increased density when existing development capacity will already accommodate growth projections
- Impact fees for livability issues in Wallingford
- Spread density throughout city rather than forcing all impact to Wallingford
- Allow ADUs/DADUs limited to owners who will live on-site

TABLE 5

- Infrastructure first – needs to be improved before accepting such large changes
- Need data on drainage/sewage, parking, density by block, existing multi-family in low density areas (and if they are affordable).
- Infrastructure, narrow streets, crowded schools, poor transit, sewer capacity, drainage (who pays I-5).
- What is the proof that draining and sewage can support 40% increase in density? There are 100 year-old terracotta pipes in Wallingford.
- Need more door-to-door outreach and community work to see what the affordability situation is (where homes are already affordable, e.g., duplexes, townhomes, etc.)
- Need to further justify 40% increase in housing units
- Neighborhood character (small homes, trees) are why people move here; needs to be managed more carefully
- Upzone around schools may not be appropriate due to traffic, lack of parking, undersized play areas
- Need to increase buffers/setbacks between different sized buildings
- Single family upzones to LR (concern); SF change to LR3 is too significant
- RSL: daylight basements, pitched roofs, height limits, setbacks

- Need data on existing multifamily uses in SF zones – can it be made legal?
- Take advantage of topography, revise height limit measurement
- [comment written on *Guide to Housing Options* section for RSL] Shadows shown only in front and back
- Need, outside of HALA, serious look at impact fees (traffic, utilities, parks, schools, etc.)
- Consider where Sound Transit Rail will go.
- Need more ADU incentives.
- RSL and quality difference between pitched roof verse flat roof.
- People move here for single family identity. Need adjustments to maintain character.
- Need to manage ceiling heights.
- Earlier plans did not include zone changes.
- Maximizing house sizes increases energy costs.
- LR1 density limit removed, discourages family-sized units.
- I-5 access—need more setbacks from smaller homes.
- Concern property tax increases with potential use.
- Comp plan removed neighborhood plan references.
- Some non-conforming uses in single family zones today (throughout).
- Current zoning has capacity.
- Disproportional allocation to Wallingford.
- Transit not necessarily up to par.
- We need to see traffic flow models to show how traffic will become taller or worse as all this population density increases.
- Delay time getting to I-5 or 99 will go up or down?
- We need a new mayor. And replacement for Rob Johnson.
- Are zoning changes based on street width?
- Retail space needs to be useable for small business
- Density around schools - need family size units.
- Difference between Elementary School, Middle School, and High School.
- Current jobs in area don't pay enough to live here.

See Table 5 Attachment at the end of this document for material provided by participants

TABLE 6

- Homeowner incentives to create ADUs, relax restrictions
- Focus density goals along Aurora (Sone, 45th !), 2 – 3 stories/4 – 6
- Develop new idea to revitalize Aurora. Increase height, improve quality, build to counter noise, bring air from view side, view of sound mountains, put decks along valley look over
- Infrastructure before growth
- How to make developer pay for infrastructure
- Need to address Combined Sewer Overflow (CSO) issues
- Where is the parking balance?
- Building setbacks – no canyons
- Reduce urban village boundary
- Expand.

- Keep neighbors
- Wallingford is a community.
- Comment: Neighborhoods weren't invited to the table
- OFST Invitations?
- Increased property value is not a plus, people want to stay in Wallingford.
- Provisions for owners.
- Age in place.
- Fixed income.
- Residents build ADUs.
- Connects people.
- Property tax incentive. Empower homeowners to add units (RSL).
- Homeowners have skin in the game!
- Stays a neighborhood.
- Keep RSL
- Families need places to hang out.
- Interior spaces.
- Transitions too abrupt.
- Public open space. Go taller but provide public open space.
- Keep current setbacks.
- Huge wager.
- Transitional zoning is good.
- Transitions are poor, account for slop with height standards. No 75'.
- Landscaping is critical for larger structures!
- Developers build out.
- Schools? Where?
- Where does air pollution affect. Follows along arterial.
- Improved Neighborhood commercial.
- Improve the pedestrian experience. Pedestrian safety.
- Impact pets.
- Enough capacity already.
- Parks as organizing elements? For & Against.
- Shrink the Urban Village.
- Height restrictions measured from low-point.
- Original proposal had a design review, new upzone no?
- Increase standards of design.
- The map does not model topography at all. Slope change is huge.
- Shrink the single family out of Urban Village so we are like Greenwood or Queen Anne.
- Existing NC-40 and LR can handle way more growth than we need. We do not need to upzone to grow.
- Keep front yards and vegetation.
- No parks on E. Fremont too much density proposed on Midvale, Whitman, Woodlawn.
- Homeowner input for design review.
- New development must fit within context.
- Definitive height limits—no bonus.

TABLE 7

- Why doesn't Montlake get an upzone? Or Interbay? How is that equitable?
- Want to maintain a family friendly Wallingford
- Affordable housing is already throughout the neighborhood
- Don't want SF housing "scraped off"
- School is over-capacity
- We have growth capacity, no need for this change; existing zoning capacity is enough
- Concerns about impact: Neighbors have already left. I don't know if I should invest in house.
- Buses have been cut; remaining buses are packed.
- Worried about "hidden upzones" (zones themselves will change per MHA and also some areas are changing the zone type)
- Can't walk to the store with heavy bags
 - Need infrastructure
 - No transit –existing transit isn't satisfactory.
 - Car access is incomplete
- HALA isn't affordable or livable
- MHA is offering too much \$\$ to developers
- Protecting affordability in the neighborhood
- No longer safe to bike
- ST3 didn't vote in light rail connection here
- SLU has increased traffic
- Condos and townhomes don't always work for seniors who can't navigate stairs. Desire for age in place options in existing homes.
- Wallingford is charming – danger of knocking down older structures for LR development
- Does HALA incentivize larger buildings?
- Design Review (city clarification of changes) – maybe early enhancement?
- City has proposed removing projects from Design Review – feels disingenuous
- Neighborhoods don't want to do
- Concurrency – want growth in the context of other investments
 - The only community without a community center – how do we get it?
- Lincoln HS will open
- Upzone is getting "slammed" – not like Phinney and Queen Anne
- Why is the density not closer to Light Rail?
- QFC parking lot(– mentioned as opportunity for development)
- Vacant lots on Aurora can accept the growth
- Noise and pollution on corridors such as Aurora can be dealt with
- Development on Aurora south of bridge
- Concern that the School District and the city aren't talking
- G. Hill analysis along 45th – capacity within the 45th corridor – City should look at this analysis.
- Sentiment that burden of density is disproportionate
- This program (MHA) isn't going to bring diversity or to get affordable housing in Wallingford

- If affordable units were promised in Wallingford through MHA, more folks would be on board
- Some new affordable units have been built
- Land is expensive in Wallingford, so city won't buy property
- Displacement and cost of living are going up
- MHA doesn't replace affordable housing with an equal amount of affordable housing
- City doesn't count bedrooms in housing affordability analysis. If bedrooms were counted, Wallingford would be shown to have more affordable housing because of people sharing homes.
- Median building age (1921 or before: 50%)
- Change in boundary?
- Boundary change sentiment - feels it's "bait and switch"
- Don't need to add density to Urban Village
- Empty storefronts on the street level, along Stone Way
- Larger buildings don't bring in smaller businesses
- Concern about displacement of commercial spaces in the neighborhood.
- Wallingford is unique – shouldn't be treated like all other Urban Villages
- Equity isn't doing the same, it is being responsive to the existing context.
- If we have to do MHA, what are we willing to tolerate?
- Shift equation – developers need to pay more

Summary notes

- Design review is needed
- May be enough capacity within existing arterials – some upzone may be acceptable
- Think arterial housing can be equitable, like south of the bridge
- Aging in place is important – part of the diversity of Wallingford

TABLE 8

- Historic stock should be preserved. Single family and existing small-scale apartments.
- The Neighborhood is already diverse.
- What happens when zoning changes affect the value of property – increases in taxes
- No current Single Family zone to be up-zoned. Current zoning capacity.
- Improved infrastructure, schools (middle schools, high schools), not enough parks, no community center, no light rail access.
- RSL is fine . . .
- Design Review with "teeth." Don't let developers drive the process.
- More low- and middle-income will be displaced than are added in affordable housing because of fee in-lieu vs. requiring units. Redevelopment, "recalibration" will be too little, too late.
- Required MHA unit fees collected in Urban Village should stay in Urban Village
- One-for-one displaced – replaced. Existing units redeveloped should equal or exceed new available units.
- Parking requirements: Parking issue . . . More people = more parking need . . . RPZ higher
- Minimum square footage requirement
- Protect family-sized development

- Clarify “LR” zone changes
- Does the Urban Village boundary make sense today ?
- Where do the capacity numbers come from? Current capacity calculated before MHA is approx. 18,000? Verify.
- 45 to 65 units expected. How does this balance with displacement?
- Release methodology and data sourcing
- See RSL development type notes, in *see notes*
- Displacement is inevitable. How is there not going to be any displacement?
- Rent stabilization in tandem with process and new development.
- Developer impact fees – to go back into the neighborhood
- Don’t displace the existing small businesses.
- Sewer overflows have been an issue in the neighborhood for a long time—10 year plan.

See Table 8 Attachments at the end of this document for materials provided by participants.

Notes from Self-Facilitated Tables (Table numbers were assigned randomly)

(Not all unfacilitated tables were numbered sequentially, and some tables provided their own number.)

TABLE 11

- Height concerns
 - Solar units
 - Example 54th & Meridian – tall proposed development outside the designated Urban Village
- Community hasn’t been listened to in the past. Why should we expect you will listen to us now regarding zoning/building?
- Setbacks are a priority. With 55 ft heights, need wide sidewalks.
- Infrastructure: drainage, power upgrades (brown-out danger)
- Insulated units for sound
- Greenspace/greenery requirements
- Parking!!
- Investment taxes, offshore
- Transit in and out improvements
- Need developer impact fees . . .
- Need to be specific about displacement and preservation of existing affordable housing
- Incentivize the retention of existing quality apartments/multifamily houses that are currently affordable – help incent maintenance
- Get contributions/support from major area employers
- Limit the economy of buy-outs so that the more developers who buy out, the greater the price of the buy-out. Helps achieve equal targets of affordable units and buyouts.
- NO to 45th St. canyon effect – up to 6 stories is a wind tunnel
- Keep SF tax rate for SF properties in upzoned areas
- Keep mixed zone/commercial small businesses on ground floor

- With in-lieu fund for developers, neighborhood could end up with increased heights but very few additional affordable units
- MHA requirements not at current tax rates.
- Where is the waste water and stormwater plan? What about solar loss?
- Child density? Children need space.

TABLE 14

- Urban Village not a real village
- Apt. buildings need required parking especially when by Commercial, since residents will park on street to go to their apt. but park by stores so customers have no where to park to go to businesses
- Need bigger library, more parks, community center
- Cut down a tree = Plant a tree
- The C 40' zones along N 34th St. are walling off views of Lake Union and downtown
- At the base of Bagley Ave. N. and Corliss Ave. N. (N. 35th & N. 36th Sts.) there is no existing transition between Single family and C1-30 zones. Why make this worse for SF owners by increasing to C1-201 and block rooftop views in the process?
- Green Lake and Gasworks Parks serve the entire North End. Outside of these, Wallingford has limited open/park space. Surrounding Wallingford playfield with LR1/LR2 townhomes will turn this space into one giant dog park and create an overuse issue.

TABLE 15

- The upscale in the new zoning combined with the changes to existing single family areas is a huge burden for the neighborhood that needs to result in a true benefit for all.
- 45th cannot handle more traffic car/bus.
- What percent of current developers put in affordable units vs. paid the money to go to affordable housing?
- Make developers pay for low-income housing 'til it hurts – show outcome/impact on homelessness!
- Can we put into law fee increases if fewer than X% of new developments include on-site affordable units?
- This plan needs to hold developers to a strict commitment to incorporate low-income units in the building if it is going to be “sold” as a low-income housing solution. Are you charging developers enough?
- Can we put into law increases in fees in areas that are developing faster than projected and reduce them where development is slower than projected?

TABLE 16

- No upzone to single family

TABLE 25

- Keep setbacks as they are.
- What is the plan for undersized/smaller lots? Many Wallingford lots are 2,000 – 3,000 ft. Will they be allowed to build as high/as close to other homes?
- What about the schools, which are already overcrowded?

- Rather than increasing heights (LR2 or LR3), I would prefer to see more wide-spread increases in RSL and increasing options for ADUs/DADUs in currently Single Family areas.
- Interlake[?] is a family street – you propose SF – NC40
 - We have kids – you want businesses next to my house and kids?! Not a residential attitude.
- Wallingford does not have the infrastructure to support this growth. Traffic in and out is awful. We have no plan for light rail coming. It already takes an hour to get downtown on the bus. It will be unlivable if we get the growth projected by MHA.
- Green space – we realize it’s already getting worse, there is less of it. But let’s do everything we can to protect what is left. [Someone added “Yes” by this.]
- Also in support of raising heights and density on Stone Way and 45th, but then decreasing the number of areas with big jumps from SF to LR3.
- Support allowing ADUs/DADUs and duplexes within SF. Very much the old character of Wallingford, which used to allow small, Mom & Pop multi-units.
- Add height to already existing dense neighborhoods such as South Lake Union and Capital Hill (i.e., go from 6 floors to 8 floors), where infrastructure to accommodate that growth is already in place.
- Make upzoning more equitable. Some streets go from SF to LR; others only from SF to RSL; other parts of Wallingford are untouched.
- No double and triple zoning jumps – enough!
- Figure out how to preserve tree cover in upzoned areas, especially if far away from parks.
- Empty promises. Current Urban Villages [get] less bus service. #16 was better than #62. No other promised infrastructure upgrades, either.
- Would love to see that parking requirements are dropped for single family next to multi with dropped parking requirements. Single family doesn’t have to design for cars.
- Shrink the Urban Village so it looks like Greenwood or Queen Anne we can grow enough using the existing NC-40 and multi-family.

TABLE 100

- MHA: 1 to 10 ratio of affordable to market rate housing is too low and requires more upzoning than would be required if the ratio were higher. We support a higher ratio of affordable to market-rate units.
- Increased height: Avoid increased NC heights on 45th NE that would result in a “canyon” effect.
- Focus height increases on corners rather than long portions of arterials (e.g., 45th NE).
- Upzone along Northlake Way.
- Intersperse upzoned lots (with increased height) amongst residential small lots.
- More equitable upzoning across the city.
- Incentivize or require building to full height limit in NC areas.
- Ban Air B&B units to increase number of long-term rental units.
- Keep existing design review and public comment requirements for new development.
- Maintain existing Craftsman style in Wallingford.
- Maintain street set-back, front porches and front entrances to increase space for social interactions among residents.
- Make development “parking neutral.”

- How do we stop/limit air BnBs and short-term rental?
- No change to zoning.
- More time.
- Concerned about increased taxes in areas where zoning is increasing the burden is not shared.
- How do you keep taxes fair across zones?
- How do we keep low income units from being the “cheap” places? And the disparity between high and low cost?
- What about 20 year plan?
- Help home owners to get low-interest loans for low income housing rentals.
- Owner incentives.
- Moderately priced housing should be replaced one-for-one.
- How many existing single family homes (that have 6-8 students) will be torn down and replaced with only one affordable unit?
- The amount going to the MHA fund should be high enough to incentivize people to build units on site.
- Keep MHA fund within neighborhood boundary.
- Keep local.
- 1:10 return on low-income units. Is it enough?
- Would feel better about increasing height if it fits in with character.
- Keep existing requirement for design review. Keep public input.
- Put in public parking requirement.
- Stepped zoning so you can build more than one story above adjacent building.
- Require building to zoning height max in commercial areas. Or for all new development incentives for development in height/mid-rise areas.
- Need more transit.
- Tree Requirements
- Parking neutral development.
- Should be neighborhood approach design standard.
- Need more open space requirements in increased zones.
- Need more upzoning elsewhere.
- Restrict/eliminate apodments.

TABLE 125

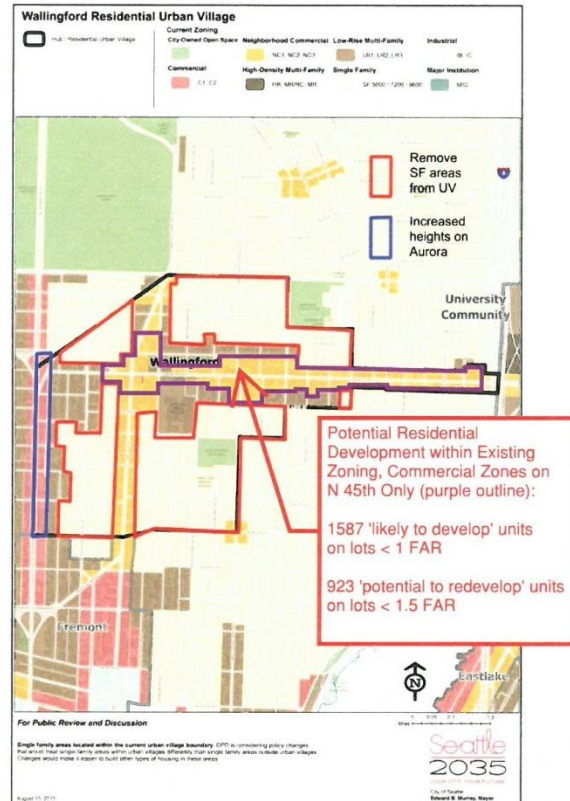
- Why are rezoning and property tax increases being focused on Urban Villages?
- What are we getting in return for increased density and taxes?
- Quality and aesthetics of existing construction vs. durability of new construction
- Infrastructure – sewage, etc., needs to be upgraded before any zoning upzones.
- Need to preserve access to sunlight and green space in all new construction
- Why density around parks and schools? Family sized housing needs to be preserved there.
- Don’t count parks as yard space for increased density.
- Any new construction should preserve sunlight for existing dwelling – and solar panels
- What guarantees are there that real affordable housing will result from upzone?
- Concurrency planning (infrastructure) and commitments.

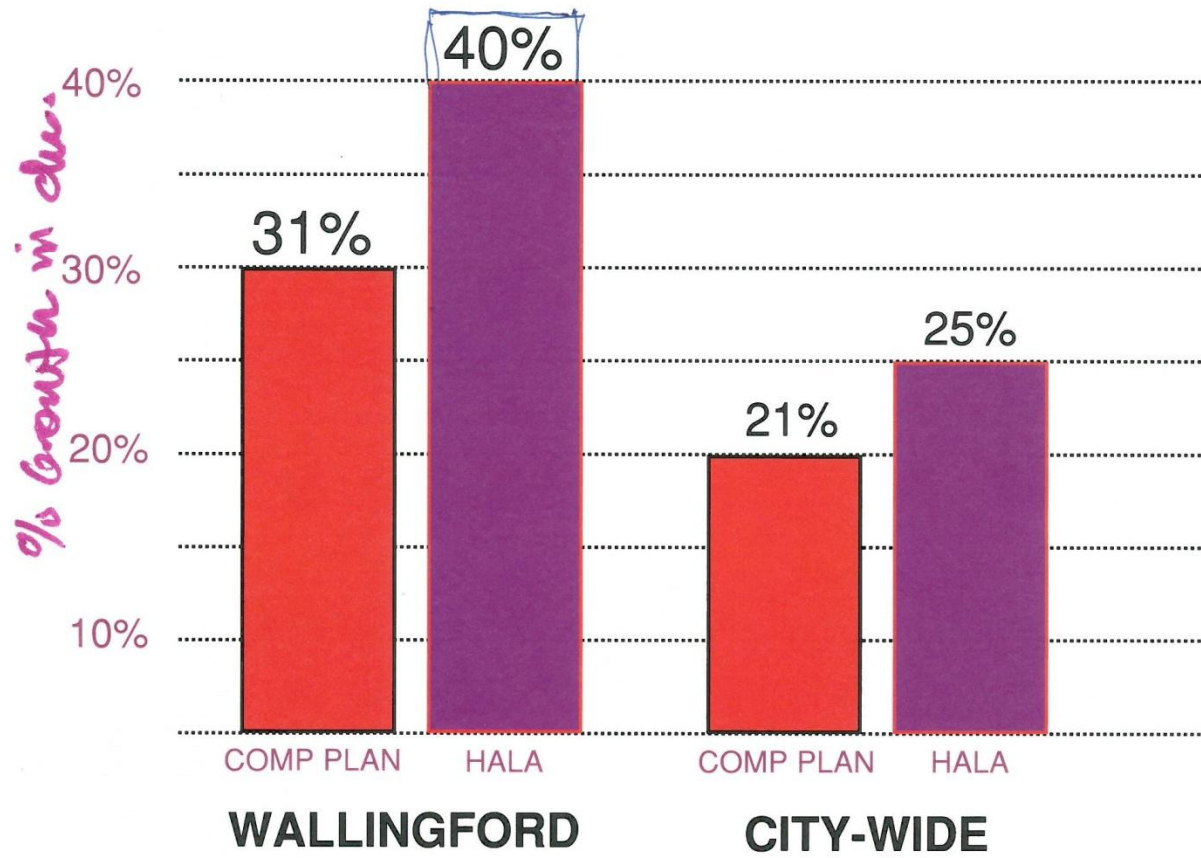
- Objection to developers paying out of low-income units. Require the developers to build affordable units.
- Design Review – neighbors should have last say.
- Why aren't density changes spread out more?
- Why call it an Urban Village when it doesn't meet criteria for an Urban Village?
- Give us figures on additional density city needs and ask locals (WCC e.g.) to come up with our plan. (Bottom up, not top down.)
- Is it worth us to continue to put mother-in-laws, solar panels, cottages, etc., if this plan makes improvement worthless?
- Clarity about where and what-for of arbitrary lines?
- Why is there no cap to additional units?
- Mother-in-law – their role in density
- What are actual density targets – new units per year? How can we swap out upzone to meet those targets?
- Protection for property tax increases for those who don't intend to move
- Solar panels must not be affected
- Everyone who lives within Urban Village must be notified by city.
- Why was Wallingford upzoning changed more than other HALA focus groups for "low density" residential village?

Table 1 Attachments:

Table I

Proposal to change the boundary of the Wallingford Urban Village.





DENSITY TARGETS FOR COMP PLAN AND HALA

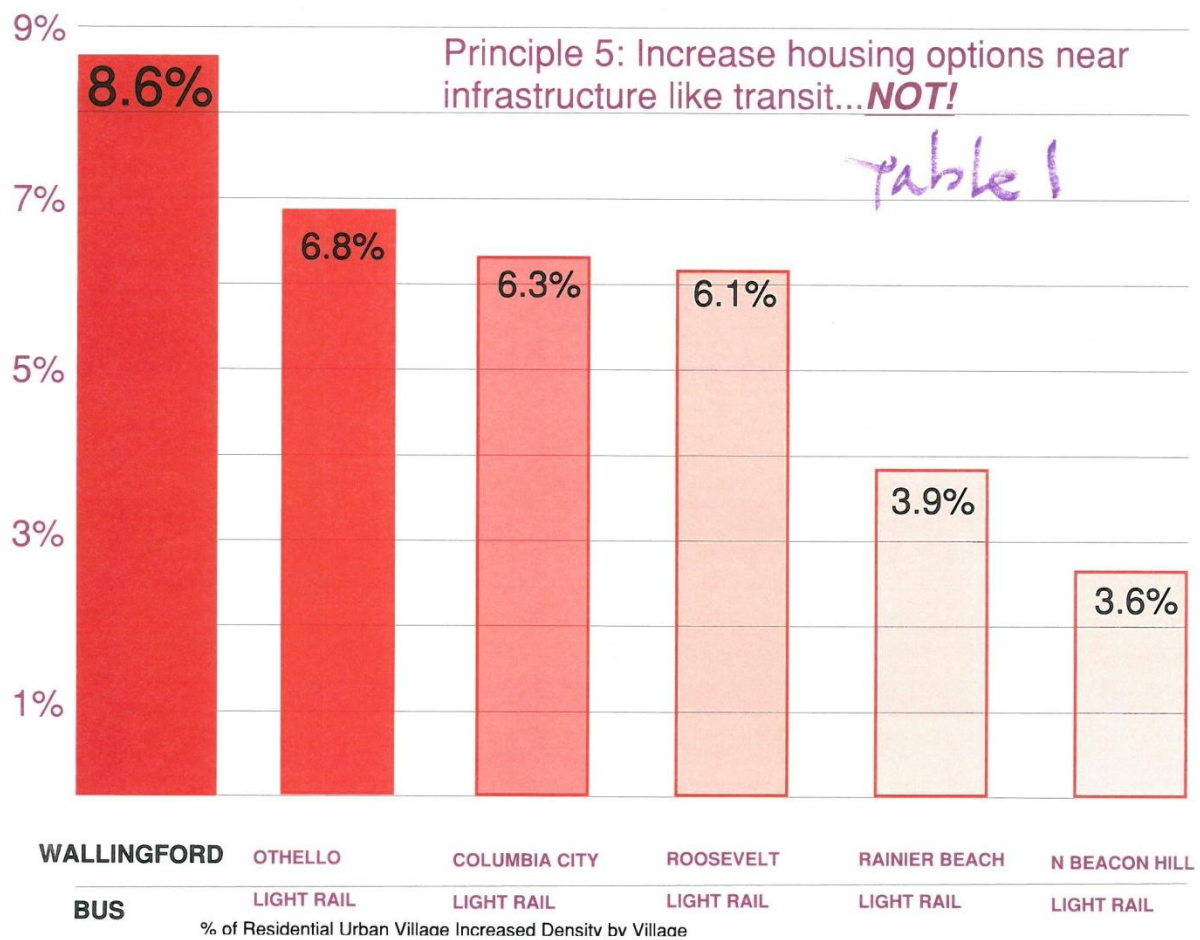


Table 1

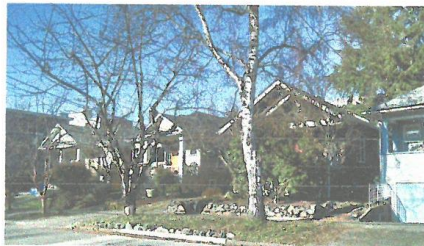
Comparison of current zoning and new proposal



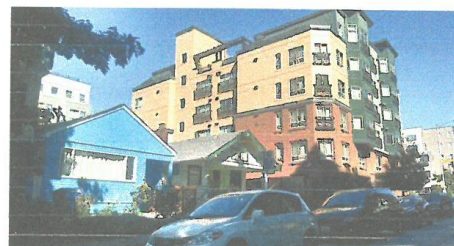
This is 45th Street at Meridian. Notice the human scale, the light, the trees and the neighborhood character. 45th Street is relatively narrow. It is currently zoned Neighborhood Commercial 40 feet, which would allow for a good amount of growth with current zoning as properties are sold and redeveloped. But the city is proposing upzoning to Neighborhood Commercial 55 feet.



This is 56th Street NW, just west of 15th Ave in Ballard. This is a similar sized street to 45th and demonstrates the canyon effect that would likely occur if 45th Street were upzoned to 55 feet (with additional height allowed through height bonuses). Notice how almost the entire street is in shadows despite the blue skies.



Charming, tree lined street, just West of Stone Way in Wallingford. This area is currently zoned Single Family, but the draft zoning maps propose upzoning this area to Low Rise 3.



In addition, to the 50 feet of height allowed for Low Rise 3, height bonuses are frequently granted to developers. So the scenario in this picture is very likely. This is not a change that blends in with the neighborhood, this is not a little infill as we were led to believe. These are drastic zoning changes and should not be approved. (Would you approve this zoning change if it was your own block?)

Table 4 Attachment:

Wallingford

4

HALA meeting – Tuesday, January 17, 2017

Concurrency – If City up zones U. District and that becomes as dense or even more dense than Ballard, then we will have even more of a transportation problem east/west. 45th and 50th have been difficult for a very long time, but road diets and various modifications have made rush times even worse. Once light rail starts moving people faster to the U. District, there may be even more people on the 44 bus route, which is already standing room only at certain times of the day. Buses need to travel in the same lanes as cars, as there is only one lane in each direction. The 62 bus, going between Sand Point and Downtown, is now very crowded as well. It is not very reliable, either. My husband and I tried to take it to the Ravenna HALA event, and it took us an hour to get there from the library!

Please consider the movement of people from one place to another. If more people are crammed into the Wallingford village, there will be more people needing to get to work and school in a timely manner.

Affordability – Are any of the new apartments in this area affordable? I've heard of two bedrooms on Stone going for \$2400 a month. This is a highly desirable area, because of its proximity to Fremont, Green Lake, downtown, Ballard. Developers would not want to incorporate affordable units in buildings here, because it just would not be profitable. There are apartments being added, but the rents there are not very affordable, at \$900 for a tiny space. People with minimum wage jobs would not be able to afford that level of rent. They are also not family-friendly, and are too small for sharing as well.

Livability – This term means different things to different people. To those of us who have enjoyed a walkable, friendly neighborhood for many years, it means getting to know our neighbors, taking care of our friends during hard times, planting gardens and street trees, fixing up our houses, being able to walk to shops and the grocery store, being near transit options. Constant noise, dirt, and traffic created by large projects does not make a neighborhood livable. Polluted air from increased traffic does not make a neighborhood livable. Cramming people into tiny, cookie cutter units is not a healthy option.

Design – Please do more than just “encourage” good design! Entire blocks should have a coordinated look. Placing a white tower and a black tower, block style buildings with no trim and hardly any windows, is not welcome on a block of Craftsman style homes and town houses. If the more contemporary styling was done on an entire block, it could look attractive. Many new townhomes are being built to the lot line, have limited setbacks, small garage space, and roof decks from which residents can peer into neighbors' yards and windows. Please consider the surrounding homes and what they look like.

Surfaces on buildings should be created out of materials that will withstand the dirt of traffic. Graffiti and window scratching has increased in recent years, so something should be done to reduce the potential for that. The Smith and Burns apartment building was designed to fit in with Lincoln High School, and it looks quite nice. The construction should be quality as well. Already, I am seeing those prefab panels peeling away because they were not installed correctly. We do not want buildings that will make this neighborhood look like a slum in just a few years.

For many years, there was emphasis on planting oxygen releasing trees. Now the established trees are being removed and spindly new ones are planted.

Setbacks are important! Putting apartments and rooms right next to the sidewalk contributes to a lack of privacy. Residents then want to pull down the blinds. This limits light and prevents people from seeing what is happening on the street, which could lead to increased crime.

Yards are important. In a noisy, dirty city, havens of peace and quiet are highly desirable. What happened to growing your own vegetables?

Please, please consider the geography/topography of the area. Our neighbors' home sits well above ours. If a new building or buildings are constructed there, it will create a virtual wall blocking out our southern light. Construction heights should start at street level, not lot level.

Equity – When neighborhoods are gentrified, the poor need to move to less expensive areas. If developers do not build affordable units here in Wallingford, and all that is built are market rate units, then we will be pushing poor and minorities out of here. They come to Solid Ground for services and food, but many do not live here.

Higher taxes may force older people on fixed incomes to leave their homes of many years. This seems like age discrimination.

How is it fair that more expensive neighborhoods, like Laurelhurst, Magnolia, Windermere, are not included in the village model? This does not seem equitable.

Lincoln High School impact – When Lincoln opens in 2019, there will be many teachers, staff, and students arriving by car or bus. As far as I know, there has been no study of the impact of that. The current zoning model calls for higher buildings next to the schools. There is also a middle school, Hamilton, just a block away, and they have no parking for cars, so the neighborhood must absorb those vehicles during the day. The students from both schools will presumably be going over to the Lower Woodland playfields for exercise, as the Hamilton students do now. Crossing the congested streets is unsafe already. With increased density, there will only be more traffic.

Carol Bassett

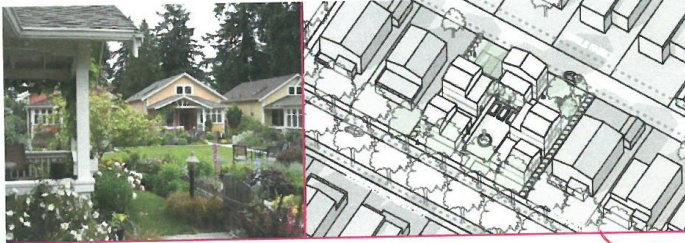
1603 N. 48th St.

206-633-1499

Email: bassett_carol@hotmail.com

Table 5 Attachment:

Residential Small Lot (RSL)



- Groups of small cottages
- Smaller single-family homes on small lots (2,000 sq. ft.)
- 2 or 3 apartments inside converted single-family homes
- 2 or 3 attached townhouses
- Similar scale to single-family homes
- Multiple bedroom family-sized homes
- Near existing single-family zones and edges of urban villages
- 30-foot height limit (same as single-family zones)

Lowrise 1 (LR1)



- Groups of townhouses or rowhouses
- 3-story apartment buildings
- A mix of rental and ownership options
- Usually near the edges of urban villages
- A mix of family-sized housing and smaller apartments
- Allows only housing (no retail or offices)
- 30' height limit (same as a single-family zones)

Lowrise 2 (LR2)



- Groups of townhouses or rowhouses
- 4-story apartment buildings
- A mix of rental and ownership housing options
- Provides a transition between commercial areas and lower-scale residential areas
- Allows only housing (no retail or offices)
- 40-foot height limit

Lowrise 3 (LR3)



- 4- or 5-story apartment or cor
- Some groups of townhouses
- Usually near very good transi
- Allows only housing (no retail
- 40-foot height limit outside ur
- 50-foot height limit inside urb

Midrise Residential (MR)



- 6- or 7-story apartment or co
- Near good transit and serv
- urban centers
- Allows only housing (no reta
- 75' height limit

Neighborhood Commercial



- 4- or 5-story mixed-use buil
- Usually ground-floor shops
- Some groups of townhouse
- Usually near very good tran
- villages
- 40-foot height limit

Examples are for general illustration purposes only and are not intended as technical representations of proposed zoning standards.

Table 8 Attachments:

#8

From EAST FREMONT/WEST WALLINGFORD (EF/WW) RESIDENTS on the proposed rezoning of Wallingford Urban Village

HALA and MHA-driven up-zones have a laudable purpose: to add badly needed low income housing in Seattle. However, no data has shown that the up-zones will produce any significant stream of revenue or actual housing, but the data we do have shows that displacement will be MORE than the amount of new housing.

Our neighborhood meetings, discussions and survey revealed broad agreement on the following response to the City's proposed up-zoning under HALA:

rule
to
put
minimum
size
→

1. **The "L" in HALA – Livability – is missing from the proposal.** The proposed up-zones sacrifice livability by bringing significant increases in the bulk and height of buildings in every part of our neighborhood. We want to keep the front-porch character of our neighborhood, with greenery, yards, access to sunlight, etc.
2. **Slow Down!** Quality planning is being sacrificed for speed. Several once-in-a-generation, interconnected efforts are going on in parallel: HALA, 2035 Comprehensive Plan, Rezoning of urban villages, overhauling the design review process. This is too complex for citizens or City officials to navigate thoughtfully. Slow down!
3. **Put neighborhood plans and design review procedures in place to guide development inside urban villages** — to ensure HALA principle of urban design quality, and assure quality construction and harmonious transitions between existing and new buildings. No plan, no design review, no HALA!
4. **Limit up-zones in Single Family zones.** Maintain lower heights by keeping SF as Single Family or Residential Small Lot. These family homes provide a greenbelt buffer from our main transit and commercial corridors, offering tranquility, relief from concrete, greenery, yards for families, sunlight, and homes for birds and wildlife.
5. **Keep Lowrise 1 and Lowrise 2 zones at currently defined limits and heights.** Redefining these zones to add 10+ feet in height without changing their name is the same as creating "hidden up-zones" that are unnecessary and undesirable in our neighborhood. Also, scrap the proposal to change LR1 to allow developers to cram in as many units as possible (like LR2 and 3); doing so will mean each unit is tiny -- the opposite of family-friendly.
6. **Require concurrent infrastructure and transit improvements, preservation of tree canopy and green space, park improvements and other infrastructure support** where up-zones happen. Added density must have commensurate investment; City assurances that these improvements will come along later are insufficient; tie plans for housing growth together with plans for needed infrastructure improvement.
7. **Incentivize density on Aurora and appropriate arterials**—Stone Way N, 45th Street east of Stone Way N, Bridge Way. Development should go on underutilized arterials before sprawling into adjacent parts of the neighborhoods. Require this development to meet *minimum* density requirements to make the most of valuable space along our main pedestrian and transit corridors.
8. **Preserve affordability and encourage diversity in Wallingford.** The proposed rezoning is accelerating the loss of affordable housing already, driving down diversity and affordability for homeowners and renters with low or fixed incomes. Preserving single family zoning will help as many people even now share their homes by renting out rooms, ADUs and DADUs. Catalogue and protect currently affordable rentals.
9. **Require off-street parking as part of new multi-family and commercial development** to support the added cars and drivers development brings, especially since Wallingford will not be on either planned light rail line.
10. **Consider rezoning in phases to offer a stepped process** that prioritizes up-zoning first along the main transit and commercial corridors, and only later on adjacent blocks if needed to meet actual growth.
11. **Encourage commercial spaces to be designed, built and leased to support, rather than displace, small, locally owned businesses.** Keep what makes our business district attractive and unique.
12. **Be transparent with the data and citizen dialogue.** Provide a concrete, realistic target for how much housing the City wants to add here; measure affordable housing loss/gain in Wallingford; notify people in a professional way that you will be changing their property; be honest about public feedback you're hearing.
13. **Impact Fees – Where are they?** Other cities impose impact fees to fund improvements in parks/open space, schools, transportation, and public safety that are associated with new development. Seattle should do the same.

SEE "3" RECOMMENDATIONS

EF/WW faces the most dramatic up-zones in the urban village

The most drastic changes in the Wallingford Urban Village will hit EF/WW, by proposing complete conversion to multifamily, forcing our main SF streets to up-zone to LR2 and LR3 and adding height increases in our LR 1 and LR2 zones as well. These changes turn EF/WW into a high-density area, despite its designation as a "low density residential urban village." Yet EF/WW lies furthest from the center of the urban village near QFC & Wallingford Center on N 45th, where new housing should be prioritized. We maintain we offer ample density already, with capacity under current zoning in SF and LR to meet growth targets.

The proposed rezone of EF/WW violates the "Principles for MHA Implementation:"

1. **Housing Options. Encourage a wide variety of housing sizes including family-friendly units;** EF/WW has this now! We would lose family-friendly SF housing under the proposed rezoning.
2. **"Urban Design Quality: Encourage publicly visible green space and landscaping at street level."** Up-zoning and lack of design guidelines such as required setbacks will cause loss of green space and landscaping, especially in SF areas but even in multifamily areas that now include SF-style structures that would get redeveloped or overshadowed by 55' neighbors.
3. **"Transitions. Plan for transitions between higher- and lower-scale zones..."** This calls for stepping down from higher to lower zones, but the City has turned this principle on its head by instead calling for all EF/WW low zones to dramatically rise to meet taller buildings in nearby NC zones!
5. **"Assets and Infrastructure: Locate more housing near assets and infrastructure such as parks, schools and transit."** Compared to the rest of Wallingford, EF/WW has no parks, no schools and overcrowded transit, lies farthest from the true heart of the urban village at N 45th and Wallingford Avenue N, but is seeing the biggest up-zones and complete conversion to multifamily (no SF or RSL).
8. **"Neighborhood Urban Design: Consider local urban design priorities when zoning changes are made."** Wallingford has detailed urban design priorities in its current Neighborhood Plan and that should be honored, including its priority to preserve SF zones, including in EF/WW.

#8

EF/WW residents offer 3 specific recommendations:

1. **Preserve Single Family Zones OR remove them from the urban village.** It is not appropriate to eliminate the most family-friendly, green part of our neighborhood in exchange for concrete-dense up-zones that will turn our streets into a patchwork of small homes and large apartment buildings. At most we would accept RSL in SF areas. We emphasize that Midvale Ave., a narrow street lined with small one-story craftsman homes, situated at the lowest elevation of our neighborhood with an underground creek a few feet below, is completely unsuited to be up-zoned to LR3.
2. **Adjust the commercial zoning on Aurora Ave between 39th Street and 46th Street to allow for tall apartment buildings** that will add significant density in East Fremont in its most transit-friendly location where there is ample housing capacity and easy connection to Fremont. This is prime territory for additional housing density, and it's currently being wasted. Up-zoning here will further improve the Aurora streetscape which has been getting better for a number of years; witness the new Staybridge Suites hotel there.
3. **Cancel Hidden Up-zones.** Areas already designated as multi-family Lowrise 1 and 2 should not be forced to accept higher heights, bigger footprints and smaller setbacks through the City's proposed redefinition of zoning terms. These hidden up-zones are not needed to achieve growth targets. Hidden up-zoning here compromises livability unnecessarily, in an area of Wallingford that already lacks the amenities of the rest of the neighborhood.

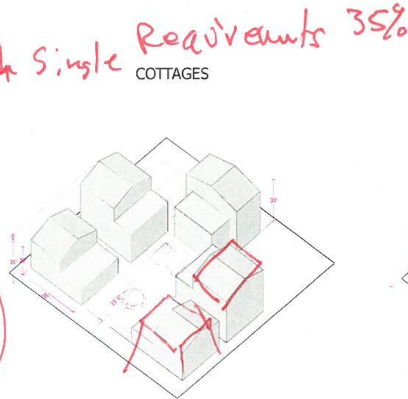
RESIDENTIAL SMALL I

MAXIMUM DEVELOPMENT POTENTIAL

RSL UPDATE

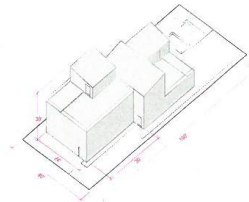
Lot Coverage	50%
Max Density	1 unit per 2000 sf of lot area
Floor Area Ratio (FAR) Max	.75
Height Limit	30'
Setbacks	
Front	10' 20'
Rear	10'
Sides	5'
Parking	1 per unit, no min. in Urban Villages

Character



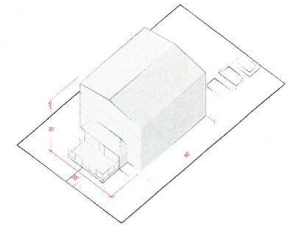
Lot Size	10,000sf
Lot Coverage	30%
Total Allowed GSF	7,500sf
Efficiency Factor	1.0
Total NSF	7,500sf
Total Units	5
Average Net Unit Size	1,500sf
Parking Spaces Provided	3

ATTACHED TOWNHOUSES

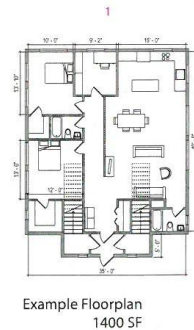
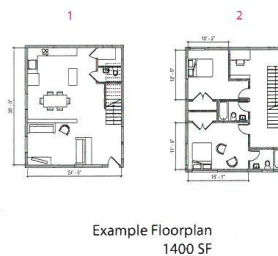


Lot Size	4,000sf
Lot Coverage	30%
Total Allowed GSF	3,000sf
Efficiency Factor	1.0
Total NSF	3,000sf
Total Units	2
Average Net Unit Size	1,500sf
Parking Spaces Provided	2

STACKED HOUSING



Lot Size	6,000sf
Lot Coverage	25%
Total Allowed GSF	4,500sf
Efficiency Factor	1.0
Total NSF	4,500sf
Total Units	3
Average Net Unit Size	1,500sf
Parking Spaces Provided	0



RSL ZONES IN SEATTLE



AFFORDABLE HOUSING QUANTITIES

COTTAGES

ATTACHED TOWNHOUSES

STACKED HOUSING

Table 10

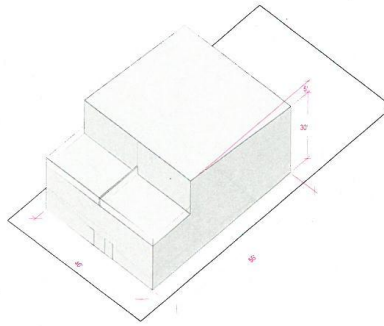
With smaller lots
this encourages more
family sized units

MAXIMUM DEVELOPMENT POTENTIAL

EXISTING LR1

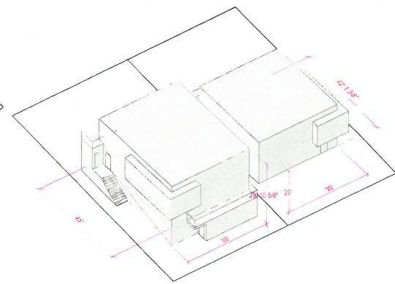
Max Density	1 unit per 2000 sf of lot area
Floor Area Ratio (FAR) Max	1.2
Height Limit	30'
Setbacks	
Front	5'
Rear	10' w alley 15' w/o alley
Sides	< 40' bldg: 5' > 40' bldg: 7' avg, 5' min.
Parking	1 per unit; No min. in Urban Villages

APARTMENTS - SMALL SITE



Lot Size	5,000sf
Total Allowed GSF	6,000sf
Efficiency Factor	.8
Total NSF	4,800sf
Maximum Density	1 unit per 2000sf
	max 3 units per lot
Total Units	2
Average Net Unit Size	2,400sf
Parking Spaces Provided	0

APARTMENTS - LARGE SITE

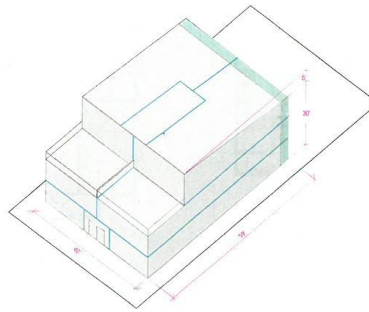


Lot Size	5,000sf + 5,000sf
Total Allowed GSF	12,000sf
Efficiency Factor	.8
Total NSF	9,600sf
SF Below Grade	1,300sf
Maximum Density	1 unit per 2000sf
	max 3 per lot
Total Units	5
Average Net Unit Size	1,900sf
Parking Spaces Provided	11

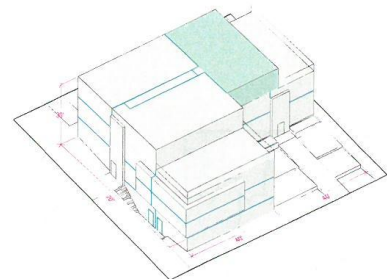
PROPOSED MHA LR1

Max Density	Family-sized unit requirement*
Floor Area Ratio (FAR) Max	1.3
Height Limit	30'
Setbacks	
Front	5' min
Rear	10' w alley 15' w/o alley
Sides	< 40' bldg: 5' > 40' bldg: 7' avg, 5' min.
Parking	1 per unit; No min. in Urban Villages

* For every 8 units, at least one 2-bdrm unit (min. 850 sf). For every 16 units, at least one 3-bdrm unit (min. 1050 sf) or two 2-bdrm units (min. 850 sf)



Lot Size	5,000sf
Total Allowed GSF	6,500 sf
Efficiency Factor	.8
Total NSF	5,200sf
Maximum Density	Family-unit requirement.*
Total Units	9
Average Net Unit Size	578sf
Parking Spaces Provided	0



Lot Size	10,000sf
Total Allowed GSF	13,000sf
Efficiency Factor	.8
Total NSF	10,400sf
SF Below Grade	1,400sf
Maximum Density	Family-unit requirement.*
Total Units	15 (2 below)
Average Net Unit Size	787sf
Parking Spaces Provided	11

LR1 ZONES IN SEATTLE

AFFORDABLE HOUSING QUANTITIES

Seattle Neighborhood Workshops

WALLINGFORD: SUMMARY OF COMMENT FORMS

From the Workshop Held on January 17, 2017

Comment forms were available to anyone at the meeting who wanted to fill one out and place it in a box by the door. Meeting participants turned in a total of 26 of the forms. Two participants also turned in their own memos/statements of comment. The following lists the questions on the form, and a summary of the responses to each question. The numbers in parentheses at the end of each bullet show the number of forms with similar comments.

1. **Zoning Changes** (comments from 21 forms)

Will the proposed changes in zoning work in your neighborhood? Why or why not? What changes do you suggest?

NO:

- The upzones will be destructive to the neighborhood and produce no long-term gain in affordable housing. Wallingford will lose historic craftsman homes and neighborhood character. Neighborhood will be more crowded, more garbage on streets, more graffiti, more noise, less parking. Rezoning will lead to destruction of 50 homes. (11 comments)
- The existing infrastructure can't support the population now. Combined sewer overflow already spills into Lake Union and Ship Canal, and impermeable surface runoff is polluting. There's already too much traffic congestion and streets too narrow. (6 comments)
- Work with Wallingford Community Council and read their analysis and common-sense proposals that the community accepts. (6 comments)
- Wallingford already has capacity for additional housing and it is more likely remain affordable than housing built through MHA. Current zoning can handle the allocated growth. (4 comments)
- Change the Urban Village boundary to leave out the SF areas. (4 comments)
- Don't put LR1, 2 or 3 in SF areas. Don't upzone LR1 and LR2 zones. Get rid of LR3 in low-density residential village. (4 comments)
- The zoning changes proposed for Wallingford are disproportionate compared to those proposed for other neighborhoods. (2 comments)
- Don't use land-use code to raise money or achieve social goals. (1 comment)
- Create more affordable housing by easing restrictions on mother-in-law apartments. (1 comment)
- No data shows the upzones will produce actual low-income housing or a significant stream of funds for it. (1 comment)

YES:

- Mostly, yes. Could upzone more to have denser residential areas near schools and parks, with a gradual transition of density away from 45th St., extending more than 1 block. (1 comment)
- Yes as long as there are strong requirements to preserve tree canopy, and for good setbacks and streetscapes. (1 comment)
- Add changes in the 50th - 55th area. (1 comment)
- Yes, but those in East Fremont are concerned. (1 comment)

2. Building Types/Design (comments from 19 forms)

Are there changes to building design that would address the proposed changes in intensity or transitions between zones? Examples are building spacing, light and air access, setbacks, roof lines, landscaping, and public plazas.

- Need 10' to 15' (another says 20') set-backs, sidewalks and tree-planted strips, and green space or landscaping. RSL set-backs need to match SF setback and lot coverage. (8 comments)
- Consider the shadows of buildings, windows, walks from added height. Don't let buildings blot out the sky and light. (4 comment)
- New buildings need to fit in with and support the historic craftsman homes and character platted in the 1800s, neighborhood character, already small lots. No boxy cube infill. (4 comment)
- Design review is crucial. Have a pre-approved set of design types by zoning and lot type. (2 comments)
- Limit the size of projects to the size of surrounding homes and width of the streets. Put large-scale projects only on large lots and wide streets. (1 comment)
- Allow row houses and other options to get away from "4-pack" townhomes. (1 comment)
- Don't accept whatever developers want to build. (1 comment)
- There is a real housing affordability problem, but MHA is not the solution. (1 comment)
- Engage the Dept./College of Built Environments at the U.W. (1 comment)
- City does not enforce current standards, no matter what is planned for transitions and green space. (1 comment)
- Roll back standards from approx. 2010 before they were loosened up. (1 comment)
- Mandate parking rather than ground-floor retail, most of which isn't profitable in Wallingford/Fremont. (1 comment)

3. Other Comments (comments from 18 forms + memos/two statements)

- Concentrate upzones on arterials, and areas that are already commercial cores and mass transit-ways, such as 45th, Stone Way, Pacific Ave. Focus on corridors like North Lake Union, N. Pacific Street, Aurora Ave, where new, denser construction will have less impact to neighborhood views, history, traffic, character and livability. Build higher there. (9 comments)
- To add density, Wallingford will need better pedestrian and bike infrastructure; more investment in parks/greenspace, schools, library, and community center; light rail/subway cross-town along 45th. HALA doesn't offer anything for livability—parks, playgrounds, community center, library, trails. Include the "L" not just the "H" in HALA. (4 comments)
- Mayor Murray and Councilmember Johnson have broken faith with the community, created a lot of anger with this extreme plan. (4 comments)
- As presented in meetings and in the news, HALA and MHA is based on "false assumptions, very little data, and thinly veiled greed." MHA is "subsidizing developers of market-rate, low-quality housing

with tax revenue.” HALA and Grand Bargain are bad policy—“crushing the middle class for the sake of progressive rich and dependent poor.” (3 comments)

- Require developers to assemble at least 10K sq ft. or so before developing. (1 comment)
- Areas with upzones need to be spread across the city. (1 comment)
- The changes will drive out current homeowners by raising property taxes. (1 comment)
- Affordable housing now (older homes) is being lost now to development, replaced by ugly and unaffordable units. (1 comment)
- Need a thorough EIS, don’t give it short shrift. (1 comment)
- Give credits for having a daycare/preschool on-site. (1 comment)
- Tie impact fees to housing development. (1 comment)
- Find another legal way to fund affordable housing. (1 comment)
- Owner-occupancy must be required for all ADU/DADU development, or else speculation will be rampant and housing prices will increase. (1 comment)
- Our investment in solar panels will be for ruined if buildings block the sun. (1 comment)
- Speakers need to speak to the whole audience and not turn their back, and to project their voices better. (1 comment)

See also the two multipage memos/statements that were submitted in the comment box, attached.

These are my comments! Jenny Brailey
4260 Woodland Park Dr
Seattle

From EAST FREMONT/WEST WALLINGFORD (EF/WW) RESIDENTS on the proposed rezoning of Wallingford Urban Village

HALA and MHA-driven up-zones have a laudable purpose: to add badly needed low income housing in Seattle. However, no data has shown that the up-zones will produce any significant stream of revenue or actual housing, but the data we do have shows that displacement will be MORE than the amount of new housing.

Our neighborhood meetings, discussions and survey revealed broad agreement on the following response to the City's proposed up-zoning under HALA:

1. **The "L" in HALA – Livability – is missing from the proposal.** The proposed up-zones sacrifice livability by bringing significant increases in the bulk and height of buildings in every part of our neighborhood. We want to keep the front-porch character of our neighborhood, with greenery, yards, access to sunlight, etc.
2. **Slow Down!** Quality planning is being sacrificed for speed. Several once-in-a-generation, interconnected efforts are going on in parallel: HALA, 2035 Comprehensive Plan, Rezoning of urban villages, overhauling the design review process. This is too complex for citizens or City officials to navigate thoughtfully. Slow down!
3. **Put neighborhood plans and design review procedures in place to guide development inside urban villages** — to ensure HALA principle of urban design quality, and assure quality construction and harmonious transitions between existing and new buildings. No plan, no design review, no HALA!
4. **Limit up-zones in Single Family zones.** Maintain lower heights by keeping SF as Single Family or Residential Small Lot. These family homes provide a greenbelt buffer from our main transit and commercial corridors, offering tranquility, relief from concrete, greenery, yards for families, sunlight, and homes for birds and wildlife.
5. **Keep Lowrise 1 and Lowrise 2 zones at currently defined limits and heights.** Redefining these zones to add 10+ feet in height without changing their name is the same as creating "hidden up-zones" that are unnecessary and undesirable in our neighborhood. Also, scrap the proposal to change LR1 to allow developers to cram in as many units as possible (like LR2 and 3); doing so will mean each unit is tiny -- the opposite of family-friendly.
6. **Require concurrent infrastructure and transit improvements, preservation of tree canopy and green space, park improvements and other infrastructure support** where up-zones happen. Added density must have commensurate investment; City assurances that these improvements will come along later are insufficient; tie plans for housing growth together with plans for needed infrastructure improvement.
7. **Incentivize density on Aurora and appropriate arterials**--Stone Way N, 45th Street east of Stone Way N, Bridge Way. Development should go on underutilized arterials before sprawling into adjacent parts of the neighborhoods. Require this development to meet *minimum* density requirements to make the most of valuable space along our main pedestrian and transit corridors.
8. **Preserve affordability and encourage diversity in Wallingford.** The proposed rezoning is accelerating the loss of affordable housing already, driving down diversity and affordability for homeowners and renters with low or fixed incomes. Preserving single family zoning will help as many people even now share their homes by renting out rooms, ADUs and DADUs. Catalogue and protect currently affordable rentals.
9. **Require off-street parking as part of new multi-family and commercial development** to support the added cars and drivers development brings, especially since Wallingford will not be on either planned light rail line.
10. **Consider rezoning in phases to offer a stepped process** that prioritizes up-zoning first along the main transit and commercial corridors, and only later on adjacent blocks if needed to meet actual growth.
11. **Encourage commercial spaces to be designed, built and leased to support, rather than displace, small, locally owned businesses.** Keep what makes our business district attractive and unique.
12. **Be transparent with the data and citizen dialogue.** Provide a concrete, realistic target for how much housing the City wants to add here; measure affordable housing loss/gain in Wallingford; notify people in a professional way that you will be changing their property; be honest about public feedback you're hearing.
13. **Impact Fees – Where are they?** Other cities impose impact fees to fund improvements in parks/open space, schools, transportation, and public safety that are associated with new development. Seattle should do the same.

EF/WW faces the most dramatic up-zones in the urban village

The most drastic changes in the Wallingford Urban Village will hit EF/WW, by proposing complete conversion to multifamily, forcing our main SF streets to up-zone to LR2 and LR3 and adding height increases in our LR 1 and LR2 zones as well. These changes turn EF/WW into a high-density area, despite its designation as a “low density residential urban village.” Yet EF/WW lies furthest from the center of the urban village near QFC & Wallingford Center on N 45th, where new housing should be prioritized. We maintain we offer ample density already, with capacity under current zoning in SF and LR to meet growth targets.

The proposed rezone of EF/WW violates the “Principles for MHA Implementation:”

1. **Housing Options. Encourage a wide variety of housing sizes including family-friendly units;** EF/WW has this now! We would lose family-friendly SF housing under the proposed rezoning.
2. **“Urban Design Quality: Encourage publicly visible green space and landscaping at street level.”** Up-zoning and lack of design guidelines such as required setbacks will cause loss of green space and landscaping, especially in SF areas but even in multifamily areas that now include SF-style structures that would get redeveloped or overshadowed by 55’ neighbors.
3. **“Transitions. Plan for transitions between higher- and lower-scale zones...”** This calls for stepping down from higher to lower zones, but the City has turned this principle on its head by instead calling for all EF/WW low zones to dramatically rise to meet taller buildings in nearby NC zones!
5. **“Assets and Infrastructure: Locate more housing near assets and infrastructure such as parks, schools and transit.”** Compared to the rest of Wallingford, EF/WW has no parks, no schools and overcrowded transit, lies farthest from the true heart of the urban village at N 45th and Wallingford Avenue N, but is seeing the biggest up-zones and complete conversion to multifamily (no SF or RSL).
8. **“Neighborhood Urban Design: Consider local urban design priorities when zoning changes are made.”** Wallingford has detailed urban design priorities in its current Neighborhood Plan and that should be honored, including its priority to preserve SF zones, including in EF/WW.

EF/WW residents offer 3 specific recommendations:

1. **Preserve Single Family Zones OR remove them from the urban village.** It is not appropriate to eliminate the most family-friendly, green part of our neighborhood in exchange for concrete-dense up-zones that will turn our streets into a patchwork of small homes and large apartment buildings. At most we would accept RSL in SF areas. We emphasize that Midvale Ave., a narrow street lined with small one-story craftsman homes, situated at the lowest elevation of our neighborhood with an underground creek a few feet below, is completely unsuited to be up-zoned to LR3.
2. **Adjust the commercial zoning on Aurora Ave between 39th Street and 46th Street to allow for tall apartment buildings** that will add significant density in East Fremont in its most transit-friendly location where there is ample housing capacity and easy connection to Fremont. This is prime territory for additional housing density, and it’s currently being wasted. Up-zoning here will further improve the Aurora streetscape which has been getting better for a number of years; witness the new Staybridge Suites hotel there.
3. **Cancel Hidden Up-zones.** Areas already designated as multi-family Lowrise 1 and 2 should not be forced to accept higher heights, bigger footprints and smaller setbacks through the City’s proposed redefinition of zoning terms. These hidden up-zones are not needed to achieve growth targets. Hidden up-zoning here compromises livability unnecessarily, in an area of Wallingford that already lacks the amenities of the rest of the neighborhood.

Rezoning in Wallingford

I understand the need for increased density and affordable housing in Seattle proper. I too am in favor of more density along existing commercial corridors such as the 45 St corridor - even as high as 6+ stories. But this zoning shouldn't bleed into neighborhoods which breaks up established communities and historic homes. The city must look at each block carefully.

I am concerned about the 4 blocks where my family and longtime friends live: bordered between 43rd and 45th streets and Woodlawn and Wallingford Avenues. This is a perfect example of an established and functional community made up of well-maintained, historically significant homes.

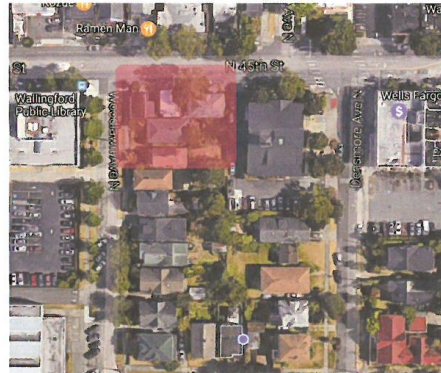


I lived in Brooklyn for 4 years and lived between major commercial corridors (btw 4th and 7th Ave in Park Slope). Brooklyn rightly rezoned 4th Ave to allow for large residential structures – as high as about 12 stories. There were lots of subways servicing the area and it made good sense to increase density/height along an arterial street. But they of course didn't touch the zoning in the long-established area of brownstones and low rise apartments on the northern side of it – it would have been sacrilege.



These are high quality developments along 4th Ave - not "projects" style housing.

There is a new development along 45th at the NW corner of this area (west of the historic police station that is now a community health center). It will tear down 5 historic single story structures. I do recognize this necessity and have not tried to stop it. 45th is a very busy east/west arterial and is a sensible place to help increase Seattle's density. *This makes sense.*



But I feel very differently about this kind of development bleeding south into established single family home communities. By my count, a rezoning of this area puts 50 homes on the chopping block where one by one they will be torn down for mid-rises or, worse still, soulless infill cubes (which destroy character but only minimally help the density problem).

Conclusion: Build higher but build less. Zone for 6 or 7 or 8 story concrete frame buildings lying on commercial corridors but preserve the heart and soul of the adjacent neighborhood's structures and blocks.

Example: LRI
 5,000 sq ft lot allows 5 units
 10,000 sq ft lot allows 15 units
 ⇒ 50% more for joined lots
 Can we require developers to
 assemble at least 10k (or something)
 sq ft before developing which could
 also improve density in the long term.

developers prefer
 concrete/higher developments
 which are for cheaper
 to build on a per/unit
 basis. Therefore more
 affordable