

Seattle Neighborhood Workshops
WESTWOOD WORKSHOP SMALL GROUP NOTES

November 9, 2016

Note: **Yellow** highlights for consensus

GROUP 1

Assets

- Southwest Community Center and Pool
- The Junction
- Fautleroy and 35th
- Westwood Village
- Roxhill Park
- Delridge commercial district
- The potential for small businesses on the commercial strip – flower shops, restaurants, etc.
- Longfellow Creek, Roxhill Bog headwaters—coho salmon, trout and cutthroat trout
- Transit hub near Westwood Village: six lines converge—C Rapid Ride, #21, #120, #125, #60 and #113
- C Rapid Ride is both an asset and a challenge because it comes to end of the line in Westwood; in some areas there is loitering at stops
- White Center, immediately to the south, is an asset that should be considered in zoning and land use for Westwood Urban Village. Some interest in expanding the Urban Village to include it.
- **Consensus: Positive feelings about the possibility of annexing White Center; good for small businesses.**
- Diversity of residents, including seniors, is an asset; many long-term residents

Asset Needs/Concerns

- Need: More wetlands, conifers, stormwater treatment to protect the environment; to daylight the creek that is now culverted; bring wetlands back (Westwood Village was previously wetland)
- Topographical challenge for residential area in southeast of Urban Village and near Delridge commercial area; difficult to reach Roxhill Park because of steep slope
- Not enough green space, access to parks—especially for residents in southeastern part of neighborhood
- Lack of connectivity within this Urban Village; the distinct areas are disconnected
- Infrastructure needs already exist: no hospital, more parks; there has been no infrastructure investment in this neighborhood for 20 years, so start at a deficit that will be hard to make up

Zoning Changes

- 26th Ave SW – Be careful of transitions there
- Don't add density without adding infrastructure—streets, sidewalks, drainage, etc.
- Concern that adding more impervious surface, especially on the slopes from Delridge, will drain downhill and add to the already existing drainage problem, such as by Roxhill Park

- Commercial area around Westwood Village needs more drainage; suggest daylighting the stream by Westwood Village
- Area by Westwood Village should be M2 instead of M1—higher percentage of affordable units
- “Strange” zoning choices along Delridge Way—don’t fit the topography (slope), which complicates transitions; suggestion to transition to the north instead
- General support for adding density along Delridge Way; commercial zone could be denser, since it’s easy to walk to transit and not steep
- Commercial area just to the south at Delridge Way (in White Center) should be connected to the plans
- Transitions are good, but not adding impervious surface
- Westwood already is affordable—concerned that allowing developers to come in and pay a fee for affordable housing elsewhere would lead to this area becoming unaffordable
- Interest in adding any affordable housing within Westwood, not paying to add elsewhere
- Concern about seniors and long-term residents who cannot afford higher property taxes—unintended consequences
- Concern about displacement; impact on homeowners when properties around them sell and are redeveloped; might not be able to afford to continue living in the neighborhood
- Displacement is already occurring, especially for families of color
- Schools need to be part of the comprehensive plan
- Adding density in the southeast part of neighborhood increases the existing need for parks and green space there
- Concerns that the zoning changes will have the effect of making the neighborhood *less* affordable because it will become more desirable; “If we give something, we need to get something”; “No wealth giveaway”
- **Consensus: Desire to encourage home ownership, not rentals, and families; ownership and families create stability**
- Concern about the timing of planned mailings to the community and of the planned open house

Questions:

- How do sidewalks, etc., get to be added? —Answer: Generally done by the developer as part of development
- Any plan for senior housing?
- What about schools? Will there be enough classroom space for more children? Will there be safe routes to school?

Building Types

- Concern about impacts of adjacent development, such as five townhomes that are being built where a single family home was demolished, and are now towering over adjacent homes
- Need set-backs and other tools for density
- Need set-backs on Delridge when it is developed as a multimodal corridor
- Desire to have affordable housing built in the areas shown on the map as hatched

- Desire for family-sized units; the area is not conducive to micro apartments since there are not enough walkable businesses and services

Principles

- Add ownership
- Affordable housing needs to be near assets
- Levels of MHA requirements:
 - Increase MHA requirements in several areas near commercial centers; move to M2 so they will pay more into the program
 - The bar is too low for developers; more affordable housing is needed
 - M2 requirements should be increased to 15% or 20%
- Concern about possible stagnation if there is no incentive for landowners
- When units are removed by an upzone, there needs to be a higher percentage of affordable units required
- Create more opportunities for phased development to add more affordable housing in the future as development happens over time
- Housing planning needs to be connected to what other city departments are doing; there is a disconnect

Questions

- How do we know the plans will reach the goal of 6,000 units? Where is the data?
- Would a 10-year goal be in danger of being changed in 5 years? What is the assurance it will happen?

Summary Points

- The proposed mix of zoning and housing are OK
- Topographical issues with some of the proposed changes
- Lack of amenities for families
- Longfellow Creek and environmental issues need to be included
- Focus on ownership, not rental
- Concerns about displacement, impact on diversity
- MHA percentage should be higher

GROUP 2

Assets

- Rapid Ride C line, Rt 56, 120, etc.
 - Stops at Roxhill Park
 - Need more amenities in transit hub
- Roxhill Park
- Bus service assets for moving people in and out
- Westwood Village
- Community center – Teen life center, pool, fields, pocket park
- Schools
- Delridge Triangle Park – opportunity to be an asset
- Delridge Way corridor – opportunity for more development and use as boulevard – welcoming landscape
- View of Mt Rainier going south on Delridge
- Russian Orthodox Church on Cambridge – they offer refugee supports and training
- Salvation Army training facility
- Several churches – most small
- Opportunity for commercial development along Delridge
- Casino/bowling alley in White Center
- 25th Ave vacant lot – recent planning grant – opportunity for park
- Small pocket of commercial in southeast corner of Urban Village

Asset Needs/Concerns

- Need crosswalk improvement between Westwood Shopping Center and Roxhill Park. Need lighting and other infrastructure.
- Not enough parks and green spaces; not enough pocket parks
- Need more crosswalks on Delridge

Zoning Changes

- Concern about having enough parking
- Like idea of creating commercial corridor along Delridge
- Is there sufficient infrastructure (drainage, sewer, etc.) to support development?
- Divert water to bog
- Concern about proposed LR1 and LR2 zoning in southwest corner about transitions between single family homes and new apartments
- LR1 and LR2 zones in southwest corner are large lots and could accommodate new apartment development
- Concern about displacement of seniors
- Zoning at 21st Ave, between Barton St. and Barton Place, the LR1 (M1) should be higher – LR2
- Concern that new development could block alley areas
- Consider changing LR2 zone to LR 3 north of Cambridge

- Topography is very important in creating transitions between zones
- Extend Commercial on Delridge between Barton and Trenton
- Very small commercial zone in southwest corner of Urban Village – something doesn't make sense; extend NC zone to the east
- Look at proposed LR1 and LR2 south of Barton across from Westwood Village and consider higher intensity use (mixed use) along Barton – which is transit corridor, bus hub
- Vision for Commercial zone on south part of Delridge – become Columbia City
- Westwood shopping area – become Thornton Place, with residential, commercial, parking garage
- Consider raising NC3 at Westwood Village to 65 or 75 ft.

Amenities

- Need for more parks – big enough for play area
- Need parks in southeast corner of Urban Village
- Create pedestrian corridor of Barton between Commercial zones

Summary

- Outreach for **diversity** in process
- Flyers -- language