

Phinney Ridge



Tools for Action! New Multifamily Projects

**1. LOCATE YOUR PROPERTY ON A MAP and
MONITOR BUILDING PERMITS IN YOUR AREA**

Seattle Department of Community Development website:

<http://www.seattle.gov/dpd/toolsresources/Map/2>.

2. UNDERSTAND IMPACTS to your area of

- parking overflow, increase of traffic on nearby streets,
- setback distance to your property line, loss of light created by new close in buildings, loss of privacy with 30-40 foot heights overlooking your back yard,
- visual impacts to the neighborhood.

3. ATTEND PROJECT DESIGN REVIEW MEETINGS posted on project site or the Land Use Information Bulletin. refer to “Greenwood/Phinney Neighborhood Design Guidelines found at:

seattle.gov/dpd/permits/permittypes/designreviewfull/default.htm

Submit comments on:

- The overall appearance of the building;
- How it relates to adjacent sites and street frontage;
- How it relates to unusual aspects of the site
i.e. views, steep slopes;
- Access for pedestrians;
- Parking/street access and traffic flow on arterials and neighborhood streets;
- Overall quality of materials;
- Open space and landscaping

4. ATTEND NEIGHBORHOOD MEETINGS ON ZONING REGULATIONS and ISSUES

***Liveable Ballard* Thursday May 8, 2014 7pm** at
Ballard Swedish conference room A
with City Council member Mike O'Brien liveableballard.org

***Phinney Folks* Saturday May 10, 2014 10 am** at
Phinney Neighborhood Center
with City Council Members Nick Licata and Mike O'Brien

Seattle Speaks Up seattlespeaksup.wordpress.com

5. SUBMIT WRITTEN COMMENTS refer to:

seattle.gov/dpd/permits/commentonaproject/default.htm

Department of Planning and Development
Public Resource Center Planner
700 Fifth Ave, Suite 2000 PO Box 34019
Seattle, Wa 98134-4019 (206) 684-8850 or email prc@seattle.gov

**5. NOTIFY CITY COUNCIL MEMBERS of impacts to your neighborhood
Planning, Land Use and Sustainability Committee**

MIKE O'BRIEN, Chair 206 684 8800 mike.obrien@seattle.gov

TIM BURGESS, Vice Chair 206 684 8806 tim.burgess@seattle.gov

NICK LICATA, Member 206 684 8803 nick.licata@seattle.gov

SALLY J. CLARK, Alt 206 684 8802 sally.clark@seattle.gov

ZONING AND REGULATION ISSUES

Multi family HEIGHT TRANSITIONS next to single family lots for privacy, and day light

Lack of SETBACKS on all sides to adjacent lots, privacy, daylight, emergency egress, garbage storage, visual

INCREASED TRAFFIC thru neighborhood side streets because arterial is jammed

Lack of PARKING SPACES in new developments so parking spills over into single family neighborhoods

Lack of PARKING ACCESS to neighborhood businesses

Lack of PEDESTRIAN IMPROVEMENTS with increased density

POOR AESTHETICS with NEIGHBORHOOD CHARACTER including landscaping and preservation of existing established trees

Lack of UTILITY INFRASTRUCTURE and lack of ENERGY CONSERVATION methods ie. solar panels and water cisterns to reduce demand on limited systems

HOUSING DIVERSITY of needs of aging population, i.e. cottage housing

REDUCED PUBLIC INVOLVEMENT on new major projects so that neighborhood input is useful to project not too late

Pat's/PF list

1. Provide earlier notice to neighborhoods for ALL multifamily projects. The benefit of starting the conversation to personalize the development to the uniqueness of that area, could make the project more desirable to the buyers/renters, and diversify housing choices. This approach could help neutralize the dynamic resistance to new development.

1. Questionable ability of our sewer and water infrastructure systems, since this area is original piping with home and runoff mixing. Where are the most current comprehensive sewer/H₂O studies, so we can safely add this increased load?

2. There is inadequate support of walkable neighborhoods. Speed limit, cross-walks, sidewalk repair, and business access need evaluation with each addition to the density. Greenwood/Phinney is not a WIDE street!

3. The visual and esthetic character of the neighborhood is comfortable old homes with small businesses to support functional needs. Lack of setbacks and extra height allowances create many problems. Buildings too close to old wooden homes are a fire hazard to both structures. Utility boxes and trash receptacles don't have available space and are unsightly. Lastly, daylight and sunlight for sanity and solar panels in "Transition Zones", (area between development and home), is specifically needed along our South end.

4. Lack of enough parking spaces built into these new structures causes folks to park blocks away from their home. This is already reality for many home owners and business patrons here, before the rush of construction begins. Where are the studies

on multifamily housing and car ownership? How about micro-housing and car ownership? By 2030 to 2040, Seattle is predicted to have a 30% population of 65-85 year olds, and the topography and disabilities will necessitate continued car and Access van usage.

5. What is the relationship of the Comprehensive Plan to the last few years of increased permitting and huge density bulges all over the city? What will happen here?????

6. How is affordable housing defined and how is it monitored? Many small older buildings are where the lower income folks call home.

7. How is affordable retail rental sustainable, so that services provided are useful for the neighborhood, to keep people walking locally? We have some local retailers that depend on "out of area" customers, who will and may move elsewhere due to complaints of no parking. And this is today, before the many sites start to dig.

8. Do we have incentives for green/eco housing for family sized multifamily development? How developed are these incentives?

Don't see many solar paneled roofs, water cisterns and grid hardware boxes in new development in this city?

9. Does Seattle have incentives for affordable cottage housing for families, which we rarely see being built. Cottages could fit between big block developments to offer families a single family character.

Council member responses to parking Feb 20

Sally Clark in response to Terry Cook

wish we had definitive data showing that lifting parking reqmts produced more affordable housing but studies are murky
seattle lifted standard based on “*feedback “from whom?”*” to let market be the judge

lisa herbold for nick licata in response to Terry Cook

existing regulations are more restrictive than now former executive’s provide increasing flexibility with reduced or no minimum parking reqmts for residential buildings that are well served by transit
need to reduce reliance on autos
KC right Size parking study says that parking is often over supplied and parking structures cost more than \$30k per space *how much are developers charging for a space per unit?*

nate van duzer for tim burgess in response to Mike V

parking removed minimum parking to lower costs for occupants of new development. Developers can choose to provide it.
facilitating growth in urban centers and villages is good and protects the character of single family neighborhoods.
City supports increasing costs to residents to fund transit which is essential *not funded thru king county or city’s general fund, not funded from WA St Legislature—how to assure adequate funding?*