

## **Appendix 1: Written comments**

- City Planning Commission letter
- Letters from Community Councils
  - Morgan Junction Community Association
  - Westwood/Roxhill/Arbor Heights Community Council
  - Alki Community Council
  - Licton-Springs Community Council
  - Magnolia Community Council
  - Wallingford Community Council
- Other comments received via email from individuals

Comments received during SEPA review period

**Commissioners**

David Cutler, Co-Chair  
Amalia Leighton, Co-Chair  
Catherine Benotto, Vice-Chair  
Luis Borrero  
Josh Brower  
Keely Brown  
Colie Hough-Beck  
Bradley Khouri  
Grace Kim  
Jeanne Krikawa  
Kevin McDonald  
Tim Parham  
Marj Press  
Matt Roewe  
Morgan Shook  
Maggie Wykowski

**Staff**

Vanessa Murdock,  
Executive Director  
  
Jesseca Brand,  
Planning Analyst  
  
Diana Canzoneri,  
Demographer &  
Senior Policy Analyst  
  
Robin Magonegil,  
Administrative Staff

**MEMORANDUM**

May 8, 2014

To: Diane Sugimura, Director,  
Department of Planning & Development

From: Seattle Planning Commission

Re: Commission comments on DPD's Pedestrian Zone Designation

CC: Mayor Ed Murray; Seattle City Councilmembers; Andrew Glass-Hastings, Kathy Nyland, Robert Feldstein, Mayor's Office; Marshall Foster, Nathan Torgelson, Susan McLain, Mike Podowski, Aly Pennucci, DPD; Steve Johnson, OED; Kevin O'Neill, Susan McLaughlin; SDOT

Dear Ms. Sugimura,

The Seattle Planning Commission recently received a briefing from Aly Pennucci and Mike Podowski on the Pedestrian Zone update project. We are pleased to see that the Department of Planning and Development (DPD) is expanding this vital tool to support thriving neighborhood business districts throughout the city. The Pedestrian Zone designation encourages pedestrian activity and assists in making many neighborhoods great places to live.

The Commission is very supportive of the Pedestrian Zone designation. This letter outlines several Commission suggestions for how to improve the pedestrian experience. Recommendation #6 outlines a larger issue that is

relevant to the Pedestrian Zone conversation but not limited only to Pedestrian Zone designated areas.

***1. We Support the Current Proposed Uses within Pedestrian Zones.***

The current list of Pedestrian Zone uses outlined in the presentation by DPD allows for a viable mix of pedestrian-friendly businesses that can be supported in neighborhood commercial districts. Narrowing the range of allowable uses would make the commercial districts difficult to sustain.

***2. Weather protection is a must in Seattle's Pedestrian Zones.***

The Commission recommends the requirement of weather protection in Pedestrian Zones. Weather protection should be integrated with street trees and we recommend working closely with Office of Sustainability and Environment as well as the Seattle Department of Transportation (SDOT) to ensure that both programs can be successful. It is our understanding that SDOT requires an annual permit and fee for weather protection that extends over the public right-of-way. The Commission recommends removing the fee for required overhead weather protection in Pedestrian Zones as this is a public benefit.

***3. Outdoor cafes increase street life but immovable railings can be a detriment.***

While outdoor cafes increase the street life and make for an inviting atmosphere for some months of the year, immovable railings may push pedestrians too close to traffic or under the drip line of the weather protection. Therefore the Commission recommends that the railings within pedestrian zones be removable and perhaps taken out for the months of the year that outside seating is impractical and when overhead weather protection is greatly needed.

***4. Pedestrian Zones need a regular update process.***

The Commission discussed the evolution of Pedestrian Zones and how the DPD might revisit Pedestrian Zone designations in the future. We encourage DPD to provide a schedule on which Pedestrian Zones will be reviewed. This is particularly important in areas that are not yet thriving business districts and may require some additional work from the Seattle Department of Transportation on accessibility and safety issues or from the Seattle Office of Economic Development on vacancy and business vitality issues.

The Commission suggests the Urban Design Framework process is an additional meaningful venue in which to update Pedestrian Zones. The Commission acknowledges the great work DPD does in prioritizing planning through the development of Urban Design Frameworks. We believe that Urban Design Framework efforts will give DPD an additional opportunity to talk to neighbors about Pedestrian Zones and ensure that the vision for each Pedestrian Zone is properly progressing.

***5. Right-of-Way Improvement Manual the proper place for streetscape and sidewalk design guidelines.***

The Commission values the work DPD has done on the update of the Pedestrian Zone project. These zones play a vital role in what makes our city a great place to live. SDOT is currently updating the Right-of-Way Improvement Manual and the Commission sees many opportunities for both updates to work together. We recommend that requirements for land use remain in the purview of DPD while allowing SDOT to manage the streetscape and sidewalk design guidelines.

***6. Incentives and Reduced Retail Depth could be helpful in creating viability.***

We understand that not all proposed Pedestrian Zones are currently comprised of thriving business districts, and that filling storefront vacancies particularly within new mixed use construction can be difficult at market rates. The Commission is very concerned with retail viability throughout the City and particularly in places where there have been consistently high vacancy rates. Therefore, we recommend the exploration of retail viability and how the City and DPD through zone changes might be an active partner in the success of small local businesses. The Commission suggests inviting the Office of Economic Development (OED) to the conversation as well. The OED has an important role to play and should take a more active role when land use designations are being changed.

The Commission has several thoughts on retail viability and would be happy to engage in any future conversations where our advice may be beneficial. As a starting point, we suggest that the DPD examine minimum commercial depths in Pedestrian Zones. A shallower retail depth may help attract smaller businesses and help reduce vacancies. Additionally an examination of property tax exemption for qualified local businesses, following the model of the Multifamily Tax Exemption program where a percentage of targeted tenants qualify the owner to a tax exemption, may be helpful in addressing the vacancy rates in some neighborhoods. The Commission understands that this is a complicated conversation and starts with a visioning exercise for which types of businesses we wish to attract and incentivize. However, it is imperative that we begin to work on the problem of vacancies and business vitality. This is how our city will maintain its great neighborhoods and serve the new residents moving to our city over the next several decades.

We look forward to continuing to work with you on this important update. We are available to answer any questions and would be happy to discuss all of our recommendations in more detail. You can contact either of us or call our Executive Director, Vanessa Murdock, at (206) 684-0431.

Sincerely,



David Cutler  
Co-Chair



Amalia Leighton  
Co-Chair

**SEATTLE PLANNING COMMISSION RECORD OF DISCLOSURES & RECUSALS:**

**Commissioner Hough Beck** disclosed that the firm she works for, HBB Landscape Architecture, has contracts with SDOT.

**Commissioner Josh Brower** disclosed that his firm, Veris Law Group, represents single and multi-family developers that may be impacted by this designation.

**Morgan Junction Pedestrian Zone Proposal, April 2014  
Presented and amended at the Morgan Community Association  
quarterly meeting held on April 16, 2014**

A small committee of people\* have reviewed the proposal for creating a Pedestrian Zone in the Morgan Junction area. After seeing several presentations by DPD, and having a meeting to discuss potential pros, cons and impacts, the committee makes the following recommendation.

We have concluded that unless Morgan Junction can prepare its own neighborhood specific Pedestrian Zone Code requirements, which allow us to tailor for Morgan Junctions specific goals and needs, we cannot recommend adopting or accepting a Pedestrian Zone designation.

At this time, we cannot recommend Pedestrian Zone designation for Morgan Junction without;

1. The creation of Morgan Junction specific Pedestrian Zone code language,
2. Addressing the elimination of future parking requirements,
3. The commitment of the city to require developer-funded implementation,
4. DPD and SDOT working together to provide clear guidance for implementation (ie pedestrian related improvements),
5. Clarification from DPD on what will trigger non-conforming conditions to be corrected.
6. Inclusion for Floor Area Ratio (FAR) considerations

Specific concerns for each item is as follows:

1. The creation of Morgan Junction specific Pedestrian Zone code language,
  - Many of the prohibited uses listed by the city are acceptable and are existing uses in Morgan Junction. For our neighborhood, we do not feel that restricting uses would make a significant difference. In fact, we welcome the diversity of uses, as the people who are engaged in those “prohibited” uses are often local residents who want to work in their neighborhood. The question of SHA property exemption is still to be clarified.
  - The Thriftway parking lot provides a large open area that is not filled with building mass which allows sunlight to fill Morgan Junction. This is actually a feature we want to retain as it provides a graphic break in the geographic bowl that creates Morgan Junction and provides visual “elbow space” to prevent a canyon effect at that significant intersection.
  - The open space, both on the ground and above, provided by the Thriftway parking is actually a feature we want to retain. It provides a visual break in the geographic bowl that creates Morgan Junction and provides visual “elbow space” to prevent a canyon affect at that significant intersection
  - We want to retain the gas station use, and while it was offered that the Pedestrian Zone map could be drawn to exclude that parcel, we would want that documented in code.

2. Addressing the elimination of future parking requirements
  - The elimination of parking as suggested by the current Pedestrian Zone proposal is in direct conflict with the adopted Morgan Junction Neighborhood Plan. We would have to address that within a unique neighborhood perspective.
  - There is currently no notification required when a parking waiver is considered or granted, this is not acceptable
  - We would also require formal evaluation of spill over parking impacts on adjacent neighborhood streets and appropriate mitigation.
  
3. The commitment of the city to required developer-funded implementation
  - It is plain that this initiative is a vision with no money behind it. It addresses only the land use code and some minor physical enhancements, such as overhang covers. It does not provide for any of the supporting features that create a good pedestrian environment including:
    - Wayfinding.
    - Bike and stroller parking.
    - Street furniture.
    - Sidewalk safety .
    - Pet ...byproducts and pet parking (seriously).
    - Midblock crossing consideration.
    - Lighting.
    - Landscaping
    - Intersection safety and improvement.
    - Evaluation of amenity use to improve the interaction between business users and pedestrians (such as width of sidewalk cafes versus the width of the actual sidewalk)
  
  - The city must link the land use change with a mechanism to fund a true pedestrian environment, and we suggest developer funded implementation as an approach. So when new development or redevelopment occurs, the developer funds amenities to contribute to the build up of a true Pedestrian Zone.
  
4. DPD and SDOT working together to provide clear guidance for implementation,
  - Even if all the elements of a great Pedestrian Zone were funded, there is no holistic plan for implementation either. DPD and SDOT do not share a comprehensive plan for construction of those pedestrian friendly elements. SDOT needs to be engaged in street design that gets people safely to the Pedestrian Zone as well. Alley conditions must be addressed, as alleys become the main access point.
  - The question of what activities are on the periphery of the Pedestrian Zone has not been addressed. For example, a drive-in fast food



business could open up on an adjacent corner, where people walking to the Pedestrian Zone must pass.

5. Clarification from DPD on what will trigger non-conforming conditions to be corrected.
  - It is not clear when a business/property would have to conform to the new Pedestrian Zone requirements when it comes to redevelopment or remodel of the property. We would need to understand the potential impact to our current businesses and would expect DPD to properly convey that to our business owners.
6. Inclusion for FAR considerations
  - We have been told this will be decoupled from the Pedestrian Zone legislation. That must happen for Morgan Junction to consider Pedestrian Zone designation.

A final consideration is that if we accept a Pedestrian Zone designation, we would need to go back and review the Morgan Junction Design Guidelines, for any changes needed.

We realize that this is the start of the process, and the community outreach is a time to gather comments and concerns. We will continue to work with DPD to address our concerns.

\* Committee members: Deb Barker, Chas Redmond, Cindi Barker

## **Pennucci, Aly**

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**From:** Amanda Kay Helmick <smyliegrl@gmail.com>  
**Sent:** Thursday, May 08, 2014 11:29 AM  
**To:** Pennucci, Aly  
**Cc:** team@wvrhah.org  
**Subject:** Pedestrian Retail Zones in Westwood/Roxhill/Arbor Heights

Hi Aly,

At our May 6th meeting, the WVRHAH Community discussed the DPD's Pedestrian Retail Zones for our area.

In addition to the ones that you have identified, we would also request that the DPD adds Westwood Village to that list. We believe that any future development, or re-development, should include safe access for pedestrians.

Thank you so much.

Sincerely yours,  
Amanda Kay Helmick  
WVRHAH, Chair  
[wvrhah.org](http://wvrhah.org)



April 30, 2014

Aly Pennucci  
City of Seattle DPD  
PO Box 34019  
700 5<sup>th</sup> Avenue, Suite 2000  
Seattle, WA 98124-4019

Pedestrian Zone Proposal – Harbor Avenue North of Fairmount Ave. SW

Dear Ms. Pennucci,

At our monthly meeting on February 20<sup>th</sup>, the Alki Community Council (ACC) discussed the pedestrian zone proposal on Harbor Avenue SW and SW Spokane Street. The following is the summary of concerns expressed:

- Maintaining the balance of family residential versus business diversity in an area that has a grade school (ACC boundaries follows the coastline from Jacobsen Road to Spokane St)
- Seasonal nature of local businesses and public activity (e.g. aquatic related)
- Pressures of regional attraction and ease of single occupancy vehicle access
- Geographical considerations

Due to growth and density patterns for the past 20 years, ACC is not confident that this designation can create a year-round pedestrian friendly access to this area.

Thank you for bringing this potential change to our attention,

A handwritten signature in blue ink that reads "Tony Fragada". The signature is written in a cursive, flowing style.

Tony Fragada  
ACC President  
[tfragada@yahoo.com](mailto:tfragada@yahoo.com) cell: (206) 330-1617

**4701 SW Admiral Way #131, Seattle WA 98116-2340**

Notes:

Majority of the zone being considered fronts Harbor Ave. SW (not more than a block deep) and has residential/business on one side of the street. Economic benefits of urban center and village density will be difficult to realize.

Metro ridership metrics will have difficulty justifying long term funding.

Public utility infrastructure (e.g. power, roads, sewer, surface water drainage) is finite and close to sea level.

Surrounding slopes are prone to landslides - the Parks department has not budgeted maintenance funds to address existing geological and vegetative conditions.

Area is a federally recognized flood plain and a designated subduction zone.

Shoreline environmental maintenance and restoration does not have funding plan.

High density and high development cost is not conducive to neighborhood organizations.

Ms. Diane Sugimura, Director  
Seattle Department of Planning and Development  
700 5<sup>th</sup> Avenue  
Seattle, WA 98124



Re: Proposed Aurora-Licton Pedestrian Zone

Dear Director Sugimura:

The Licton Springs Community Council wishes to express its support for the proposed Aurora-Licton Pedestrian Zone (ALPZ). The ALPZ would provide enhanced pedestrian opportunities for a significant portion of our community.

The area of Licton Springs closest in proximity to the ALPZ comprises many multi-family residences, in an area that is more densely populated than other surrounding areas. The Aurora corridor has great potential to provide this community with a number of significant pedestrian-friendly amenities that don't currently exist.

The Council is hopeful that through implementation of the ALPZ this community, including its residents from economically disadvantaged populations, will gain more opportunities for safe pedestrian access to social, retail and commercial engagement. A safer and more attractive pedestrian zone is also likely to offer local businesses a customer base that currently does not visit or patronize this area.

Seattle has grown significantly, and we know growth trends will continue. Vast examples from the past demonstrate that failing to implement smart urban planning can lead to undesirable circumstances. Aurora/Highway 99 corridor is the only walkable commercial area available to a significant population in Licton Springs. We believe improvement and enhancement like the proposed ALPZ along the corridor is vital to the vibrancy of our neighborhood.

We also note that the ALPZ is linked to other improvements evolving in the area. Increased east-west foot traffic resulting from the sidewalk enhancements along North 100<sup>th</sup> Street will likely increase flow of pedestrian visitation to this area. We can also expect pedestrian traffic to the ALPZ area will grow even more from the proposed I-5 pedestrian bridge connecting the Sound Transit T.O.D. to this same alignment and the proposed new Seattle Public School facilities at the current Wilson Pacific site.

We look forward to this opportunity for improvement/enhancement to the Aurora corridor bordering our community. If we can be of any assistance going forward in your process, please let us know.

Sincerely,

The Licton Springs Community Council

A handwritten signature in black ink, appearing to read "Tom Meyer", is written over a horizontal line. The signature is fluid and cursive.

Tom Meyer  
Board Member

cc: Ms. Aly Pennucci, DPD Project Manager



# Magnolia Community Council

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October 2, 2014

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## Via Email and First Class Mail

Mr. Bruce Philip Rips  
City of Seattle, Department of Planning and Development  
700 Fifth Ave., Suite 2000  
P.O. Box 24019  
Seattle WA 98124-4019

## RE: Comments Regarding Determination of Non-Significance (DNS) for Pedestrian Zone Proposal ("Proposal")

Dear Mr. Rips:

The Board of Trustees of the Magnolia Community Council (MCC) appreciates this opportunity to comment on the City of Seattle Department of Planning and Development's (DPD) Determination of Non-Significance (DNS) for its Draft Pedestrian Zone Proposal ("Proposal").

The MCC discussed the Proposal with Mr. Clowers of the DPD at the MCC's May 2014 Board Meeting. We appreciate that the DPD's updated Proposal reflects the concerns that several members of the MCC raised at the May meeting and that other Magnolia residents have also raised regarding the potential significant impact of the original proposal's reduced parking on Magnolia's business district ("Magnolia Village"). In its updated Proposal, the DPD recognizes that because there is limited public transportation available within Magnolia, and because its residents and existing businesses therefore rely on the ability of people to drive to the Magnolia Village, reduced parking has the potential to negatively impact the Magnolia Village.

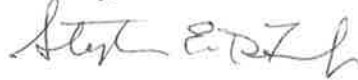
The DPD proposes in the *Directors's Report and Recommendation (SEPA Draft)* to eliminate the original parking reductions that are specific to Pedestrian Zones. With this proposed change, the DPD recommends adding a Pedestrian Zone to the Magnolia Village. It also proposes adding a Pedestrian Zone to 21<sup>st</sup> Ave W and W Dravus but not to 34<sup>th</sup> Ave W at W Emerson.

Mr. Gordon Clowers

The DPD concludes that these proposals will not have a significant adverse impact to the natural environment, the built environment, transportation and parking, and public services and utilities. With respect to transportation and parking, the MCC urges the DPD to ensure that its proposal to eliminate the original parking reductions in fact adequately addresses the potential adverse impact Magnolia residents have raised, and also to ensure that other Proposal requirements, such as wider sidewalks, will not adversely impact Magnolia Village parking.

Magnolia residents have also commented to the MCC that the Magnolia Village already is a well-functioning pedestrian area and that a Pedestrian Zone may therefore not be necessary. While the MCC supports the DPD's current recommendations and appreciates the potential benefits to Magnolia of a Pedestrian Zone, it also urges the DPD to continue to take into account the Magnolia public's comments, concerns and objections with respect to both proposed Magnolia Pedestrian Zones in the coming months as the DPD moves forward with its Proposal.

Sincerely,



Stephen E. DeForest  
President

cc: [council@seattle.gov](mailto:council@seattle.gov)



**WALLINGFORD COMMUNITY COUNCIL**

2 October 2014

Bruce Philip Rips (for delivery by email)  
City of Seattle, Department of Planning and Development  
PO Box 24019  
Seattle, WA 98124-4019

RE: **N 34<sup>th</sup> Street Pedestrian Zone**

Dear Mr. Rips,

We are disappointed with the rejection of our nomination for a pedestrian zone on N 34<sup>th</sup> Street between Woodlawn and Meridian Avenues. As your analysis points out, the Wallingford Neighborhood Plan contains supportive comments to our proposal.

We note that the following language from the Seattle Comp Plan appears to support our proposal:

LU Policy 128: Use pedestrian-oriented zones to promote existing with a development pattern, mix of uses, and intensity of activity generally oriented to pedestrian and transit use by maintaining areas that already possess these characteristics and **encouraging the transition necessary in other areas to achieve these conditions**. (emphasis added)

LU Policy 129: **Apply pedestrian-oriented commercial zones both inside and outside of urban villages** where residential uses either exist or are close in proximity and where the intensity of development allowed under the particular zone designation conforms in size and scale to the community it serves.

We are actually seeing residential development that is way out of scale with the surrounding residential areas. Our concern is that without proper zoning, we will end up with 3000 units of residential with an inadequate amount of supporting commercial uses.

Moreover, the *South Wallingford Plan* has specific comments in support of this designation.

Ls3: ***Encourage a pedestrian-oriented shopping area with mixed-use buildings un the area north of Northlake Way to and along N 34th Street, from Meridian Avenue N on the east to west of Carr Place N.***

Ls3.1: Rezone the C1, C2 and I/C zoned properties north of Northlake Way to and along ***N 34th Street, from Meridian Avenue N on the east to west of Carr Place, to Neighborhood Commercial 1 (NC-2 with 35' heights) with a Pedestrian (P-2) Overlay along both sides of N 34th Street*** and Wallingford Avenue N., maintaining the existing north boundary of the Commercial Zone.



Your study also notes Rezone Criteria appear to support our proposal:

SMC 23.34.008.C **Previous** and potential **zoning changes** both in and around the area proposed for rezone shall be examined.

The rezone of the Tavona and Regata seem to be perfect examples.

SMC 23.34.008.D2 **Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration.**

The South Wallingford Plan is quite specific regarding our proposal.

SMC 23.34.008.D3 **Where a neighborhood plan establishes policies expressly adopted for the purpose of guiding future rezones, but does not provide for rezones of particular sites or areas, rezones shall be in conformance with the rezone policies of such neighborhood plan.**

The council chose not to adopt the proposed changes to the zoning along N 34<sup>th</sup>. This policy clearly recognizes that situation.

SMC 23.34.008.G **Evidence of changed circumstances shall be taken into consideration in reviewing proposed rezones, but not required to demonstrate the appropriateness of a proposed rezone.**

Nothing more clearly describes what is happening in this area. Huge new projects are taking advantage of poorly worded zoning policies to effectively rezone the heavy commercial zones in favor of primarily residential uses. The attached map shows that 37% of the neighborhood block fronts are now mixed use residential. The newest project has small components of ground floor retail. Fully 26% is vacant or very underutilized, with another 11% with one story commercial uses that are likely to be redeveloped.

Your analysis clearly failed to properly characterize the area.

**Criteria A1: A variety of retail/service activities along the streetfront – No**

Of the 37% of relatively new mixed use projects and 11% of commercial uses along N 34<sup>th</sup>, they are (and will) be contributing to this goal. Forty Eight percent seems to us like it deserves a **Yes**.

Moreover, if you look at the newer projects around Meridian and at the Tavona, those projects clearly would rate a **Yes**.

**Criteria B1: Surrounded by residential areas and /or major activity centers; or a commercial node in an urban center or urban village - No**

There are approximately 1000 multifamily dwellings within a block of this section of N 34<sup>th</sup>. Based on present projected numbers and available land, we are expecting over 2500 units in this area by 2025. This is a giant **Yes**.

By our reckoning that would give this proposal 7 yes, 1 mixed and 2 no. That merits support.

The neighborhood has worked with previous developers to encourage ground floor retail. We feel the previous developers have made a commitment to our neighborhood plan. We have pledged to continue to encourage new development to provide ground floor retail so that this area can reach the critical mass with regard to the number and type of commercial spaces where the synergy attracts more and more business. And supports the pedestrian-oriented life style the city purports to support.

Rather than to support our efforts, the city is allowing the wholesale rezone of the neighborhood from heavy commercial to residential with no thought to the outcome.

We urge you to reconsider your decision.

Sincerely,

Jim Fryett, President

Cc: Aly Pennucci

Attachments: S Wally Plan sheets 9 & 10; graphic of uses.

- Ls1.3 Recommendation: When the University Child Development School (UCDS), at the northeast corner of Interlake Avenue N and N 35<sup>th</sup> Street, vacates the property, the site should be rezoned to Single Family (SF 5000) and retained for public use as a community facility. If another zoning designation is more likely to assure this property's ongoing use for community purposes, that zoning should be considered.
- Ls2 Policy: Provide more pedestrian-friendly retail uses and neighborhood services along the L-2 portion of Wallingford Avenue N.
  - Ls2.1 Recommendation: Add a Residential/Commercial overlay to the current L-2 zoning on Wallingford Avenue N, running south from N 37th Street towards N 34th Street.
  - Ls2.2 Recommendation: Require design review of new development and redevelopment of all properties in the L-2 zoned area identified above to reduce the impact of structures that could potentially obstruct the view corridors described in Us1.1. Establish urban design guidelines for development on all properties within this area following the urban design guidelines for the view corridors provided in Us1.2.

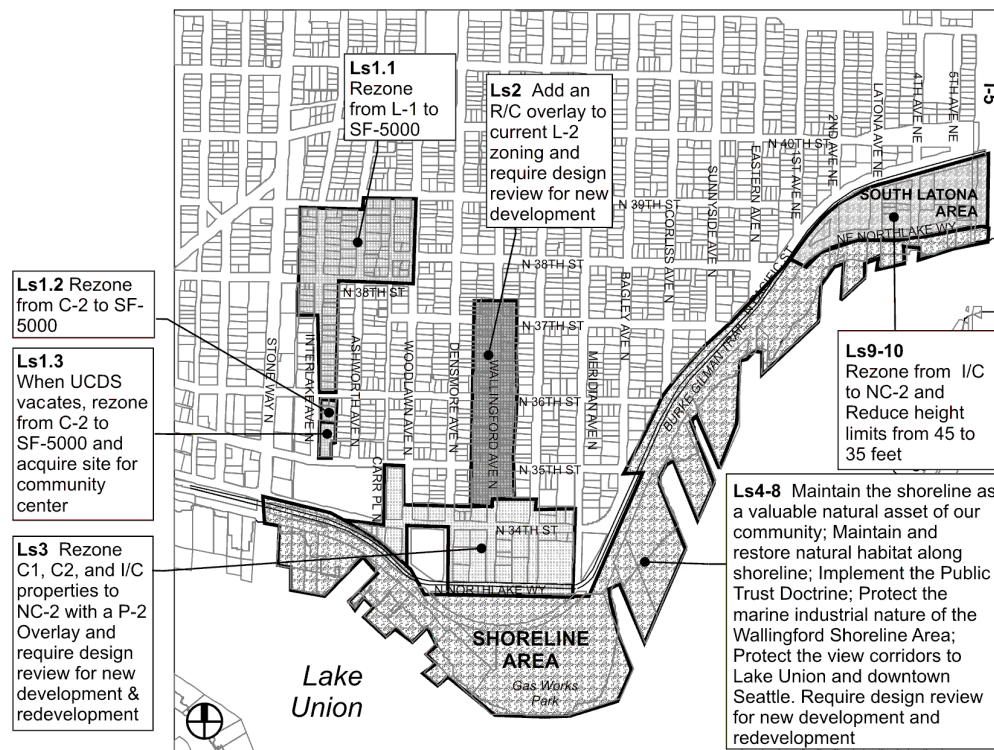


Figure Ls1: Land use policies and recommendations.

- Ls3 Policy: Encourage a pedestrian-oriented shopping area with mixed-use buildings in the area north of Northlake Way to and along N 34th Street, from Meridian Avenue N on the east to west of Carr Place N.
- Ls3.1 Recommendation: Rezone the C1-, C2-, and I/C-zoned properties north of Northlake Way to and along N 34th Street, from Meridian Avenue N on the east to west of Carr Place, to Neighborhood Commercial 2 (NC-2 with 35' heights) with a Pedestrian (P-2) Overlay along both sides of N 34<sup>th</sup> Street and Wallingford Avenue N., maintaining the existing north boundary of the Commercial Zone.
- Exception: Metro's Tank Farm site (located south of N 34<sup>th</sup> Street between Woodlawn Avenue N and Densmore Avenue N) should remain zoned Industrial Commercial (I/C) until such time when it can be acquired for public use (see Recommendation Os14.2 and Project Proposal B-2 in the Open Space, Recreation, and Community Facilities Element), and zoning should be changed to support such use.
- Ls3.2 Recommendation: If the City of Seattle should vacate its Transfer Station site (located on N 34<sup>th</sup> Street), it should be kept in City ownership and converted to community use (see Recommendations Os3.1, Os28.2, and Project Proposal G in the Open Space, Recreation, and Community Facilities Element), and the zoning should be changed as needed to support such use.
- Ls3.3 Recommendation: Require design review of new development and redevelopment of all properties in this area to reduce the impact of structures that could potentially obstruct the view corridors described in Us1.1 and Us1.3. Establish urban design guidelines by requiring design review for development on all properties within this area following the urban design guidelines for the view corridors provided in Us1.2.

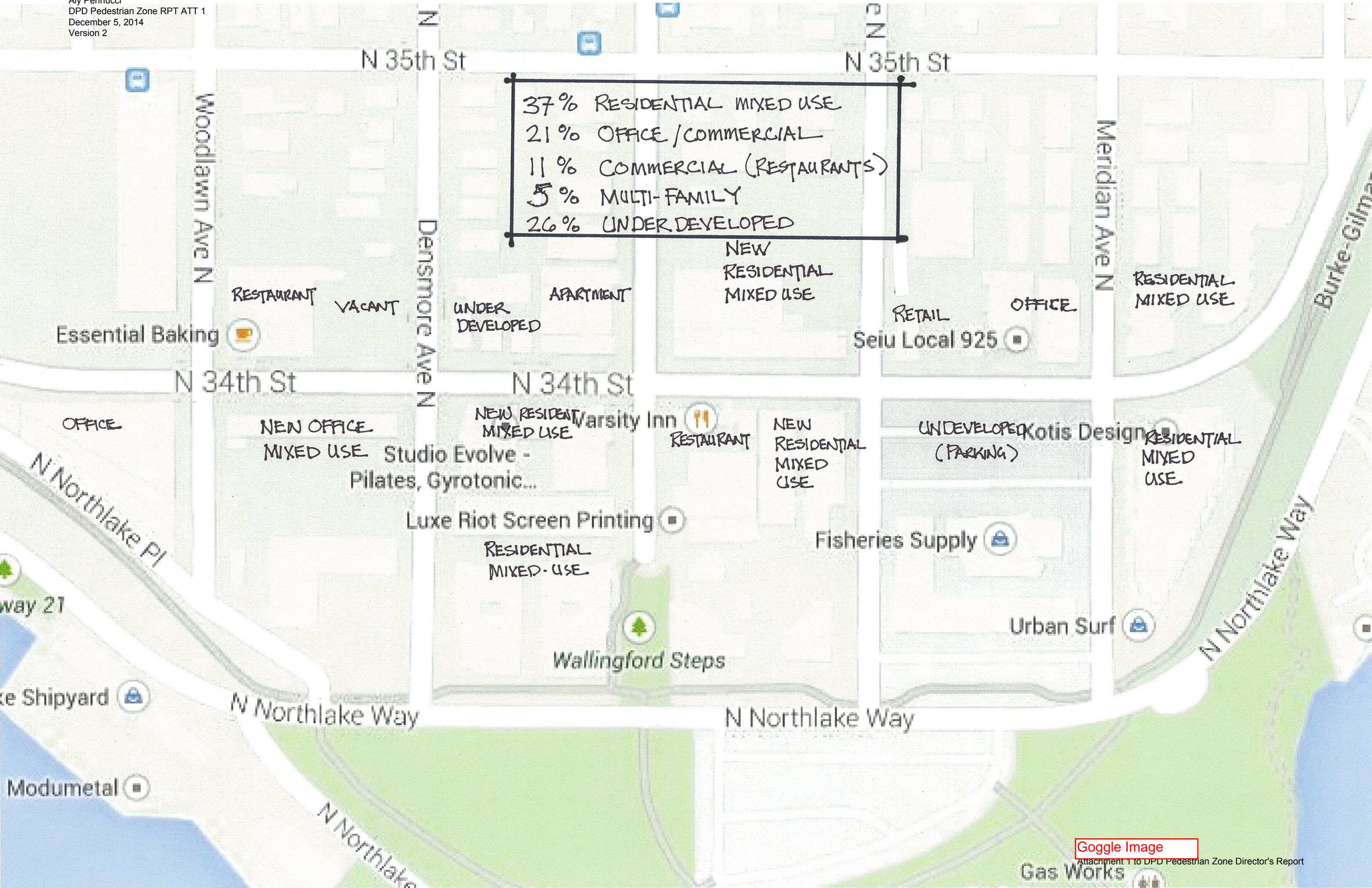
## SHORELINE AREA

South Wallingford's shoreline area, denoted as Wallingford Shoreline Area, is illustrated in Figure Ls1 and described as follows: From the Lake Union shoreline north to N and NE Northlake Way and from Stone Way N in the west to Interstate-5 in the east. This area is currently zoned Industrial/Commercial (I/C) or Industrial/Buffer (I/B), with 45-foot height limits. There is an Urban Marine overlay that restricts heights to 35 feet within most of the shoreline area.

- Ls4 Policy: Maintain the shoreline as a valuable natural asset of our community—important for views, recreation, ecological values, navigation, and fisheries and marine industrial uses.
- Ls5 Policy: Preserve, protect, and enhance the public rights and uses, including public trust rights and uses, of the Wallingford Shoreline Area to the fullest extent of the law.
- Ls5.1 Recommendation: Implement the Public Trust Doctrine, which is the common law public property right, akin to an easement, for the benefit of commerce, navigation, fisheries, recreation, public access, and environmental quality. It is owned and controlled by the state, and private property rights are subject to (burdened with) the public trust rights and uses.
- Ls5.2 Recommendation: Allow no additional diminution of public rights, uses, and access in lease or right-of-way negotiations and lease renewals in the Wallingford Shoreline Area.



37% RESIDENTIAL MIXED USE  
21% OFFICE / COMMERCIAL  
11% COMMERCIAL (RESTAURANTS)  
5% MULTI-FAMILY  
26% UNDER DEVELOPED





## **Pennucci, Aly**

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**From:** B Stamnes <rstamnes@yahoo.com>  
**Sent:** Saturday, January 25, 2014 8:11 AM  
**To:** Pennucci, Aly  
**Subject:** pedestrian zone

Hi Aly,

Please consider this a formal comment.

I do not see the small shopping district at 125th and Greenwood on the list of considered areas for improved pedestrian walkways. Why?

This area should be a part of the planning.

I also question, why we are spending city time and dollars on these business areas when we have people in the lower Broadview area that are being flooded out with each rainstorm and receiving sewage in their houses. I believe the city's priorities are backwards.

Robert Stamnes  
12015 11th Avenue NW  
Seattle WA 98177  
206 365-1482

## **Pennucci, Aly**

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**From:** elkangm@gmail.com on behalf of Mel Kang <melkang@msn.com>  
**Sent:** Tuesday, February 25, 2014 3:43 PM  
**To:** Pennucci, Aly  
**Cc:** Dennis Galvin  
**Subject:** Pedestrian Zones on 15th Ave NW  
**Attachments:** Info to Neighbors.docx

Dear Ms. Pennucci:

I was pleased to meet you last month at the Crown Hill Business Association Meeting. I would like to follow-up that conversation with the following comments.

I sent information to <https://loyalheights.nextdoor.com> and our block watch email list. I got 16 responses. A copy of the information I sent is attached. I have not figured out how to forward the results from [nextdoor.com](https://nextdoor.com) to you. Perhaps you could go to the site and sign in. The site is an interesting idea for creating a sense of community. All of the responses have been supportive of pedestrian zones on 15<sup>th</sup> Avenue NW save one. One person thought that 15<sup>th</sup> Avenue NW was too busy traffic-wise to have a successful pedestrian retail area.

I would like to add the following comments:

### **Pedestrian Retail Area from NW 67<sup>th</sup> to NW 70<sup>th</sup>**

I would like to urge DPD to expand the current recommended pedestrian retail areas at NW 70<sup>th</sup> and 67<sup>th</sup> so that there is a contiguous area from the present recommended zone at NW 67<sup>th</sup> to the current recommended zone at NW 70<sup>th</sup>. With the current recommendation there are only a few lots in the middle of the block that would not be in a pedestrian zone. These lots include a series of bungalow style houses that are very under-utilized (one is

boarded up). I think that one contiguous zone here would create a greater opportunity for successful retail business here by attracting more pedestrian oriented businesses in this area.

The current recommendation opens the possibility for auto-oriented development in the midst of or on the periphery of the recommended zones at NW 70<sup>th</sup> and NW 67<sup>th</sup>. Such a result conflicts with o DPD's consideration of "regulating drive-in businesses on the periphery of pedestrian zones."

In addition, recent residential development at NW 65<sup>th</sup> and proposed residential development north of NW 70<sup>th</sup> bode well for pedestrian oriented development in this area. Viet Pho, the Waterwheel, Grumpy D's and Scandinavian Specialties are examples of long standing successful neighborhood businesses. Successful restaurants at NW 70<sup>th</sup> and Alonzo also show the viability of pedestrian oriented businesses in this area.

### **DPD should recommend a Pedestrian Zone at NW 77<sup>th</sup> and NW 75<sup>th</sup> Streets**

The current recommendation for this portion of 15 Ave. NW leaves a large area between the recommended areas at NW 83<sup>rd</sup> and NW 70<sup>th</sup>. Having pedestrian-oriented businesses at NW 77<sup>th</sup> and NW 75<sup>th</sup> would create an environment that encourages pedestrian to do business and walk between the pedestrian nodes along 15<sup>th</sup> Ave. NW.

With regard to NW 77<sup>th</sup> street, that street is a proposed bike route and will attract bike traffic to this area. NW 75<sup>th</sup> Street is a Rapid Ride stop and is on the safe walking route for Whittier Heights Elementary School. Recent sidewalk improvements at the Rapid Ride stop at NW 75<sup>th</sup> make this corner more walkable.

### **Ground Floor Residential**

One of the reasons for mapping prospective pedestrian zones is to allow for changes in the Code to permit ground floor residential in commercial zones. I am curious whether ground floor residential is successful commercial areas, especially on a street like 15<sup>th</sup> Avenue NW. Are there characteristics of ground floor residential that predict or favor this kind of development in a neighborhood commercial area? Are any of those factors present on 15<sup>th</sup> Avenue NW.



## **Survey Results and Comments**

Are the survey results and comments public information and, if so, where are they available?

Thank you very much for considering these comments. I look forward to discussing this project further.

From: [Catherine Weatherbrook](#)  
To: [DPD@CO.AL](#)  
Subject: Re: Pedestrian Zone Project Update  
Date: Sunday, August 03, 2014 12:26:24 PM

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Hi Aly

I'll just say again - that the Crown Hill Business Association opposes any additional pedestrian zones along 15th Ave NW.

While pedestrian safety and accessibility is important, this is a state freight corridor and for the survival of all businesses, we must prioritize that use here. Safe and attractive pedestrian zones belong to the sides of 15th - like on 70th (where your regulations don't protect that lovely pedestrian area). I'll repeat what you've heard me say - that we can't protect 70th (a highly successful, pedestrian friendly pocket) with this or any editing policy, is a strong indication that the policy is deeply flawed. Adding more, doesn't do anything to solve the issue.

-Catherine

## **Pennucci, Aly**

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**From:** Betsy Braun <betsy.braun1010@gmail.com>  
**Sent:** Thursday, January 16, 2014 8:25 PM  
**To:** Pennucci, Aly; Mary Ellen Hudgins; Theodore Klainer; Jim Erickson  
**Subject:** The Pedestrian Mapping Project and First Hill

Thank you for the opportunity to participate in your survey - I just filled it in, and wanted to elaborate on my responses.

I notice on your map that First Hill is overlooked in your target for areas that are deserving of pedestrian-focused retail improvements. I would like to take exception to this, and give you a bit of background on First Hill.

For years, First Hill has suffered as a place that people go through, and not a place that people go to. The major arterials of Madison, James, Broadway and Cherry are the only places with any significant retail presence. However, the sheer volume of traffic that flows along these arterials makes parking to support the businesses an impossibility, and makes the pedestrian experience of trying to shop on these streets unpleasant at best.

I represent Virginia Mason Medical Center, and am their Administrative Director of Facilities. We own the retail businesses on the 1000 Madison block and struggle to keep them rented with viable tenants. We hear frequently from our customers that the retail access and parking we can offer without redevelopment of the block is inadequate. Plans to reduce parking further with the Madison BRT will not help, nor does the current street parking cost structure and metering hours. The lack of any big anchor stores is a limiting factor. There simply is not a quality pedestrian experience on this street. We are engaged in the discussions with Metro on their plans for this corridor as a bus rapid transit corridor, but are skeptical that this will improve the pedestrian experience. It is a traffic-focused plan, not a pedestrian-focused plan.

We need to rethink First Hill. We need to look past the historic, car-oriented texture of the existing retail to redefine retail on First Hill for pedestrians. This may mean moving it off the major arterials, and redefining the secondary streets as the streets with a pedestrian and neighborhood retail focus. This will be a major change to the fabric of the community.

The future depends on the decisions we make today. First Hill is about to build nearly 7,000 new residential market-rate apartments and condos, excluding Yesler Terrace's proposed development. These ten planned high rises are units that are in the permitting process, or under construction today. This will increase by half the residential presence on First Hill with new shoppers with money, who will want the sorts of amenities you can find in South Lake Union, Belltown, Bellevue and the Seattle Center area. Cities like Vancouver BC may need to be our template for what an extremely high density, high-rise residential neighborhood needs - there are no precedents in Seattle for what a successful streetscape for this density should have.

The underlying zoning does not support this. It is generally pedestrian-unfriendly, and the extreme limits on retail (HR-300 has 4000 foot maximum retail size) actively discourages retail. The very restricted NC zones clustered around Madison are not enough to support the neighborhood's future. The Major Institutions are generally limited in their master plans to retail that supports their missions, or that fits within the outdated neighborhood plan.

Our neighborhood needs to be redesigned to refocus on our residential pedestrians. Please consider us as you look at the larger regional retail issues - we need your attentions, and need our zoning redefined to support our

future. I would encourage you to engage with the First Hill Improvement Association to discuss the retail and pedestrian concerns of First Hill, and would ask you to include us in your planning. We are actively discussing retail, and have a great interest, and diverse neighborhood representation.

Thank you -

--

Elizabeth "**Betsy**" Braun, Architect  
Administrative Director, Facilities  
Virginia Mason Medical Center  
206-341-0941

[Betsy.Braun@vmmc.org](mailto:Betsy.Braun@vmmc.org) or  
[Betsy.Braun1010@gmail.com](mailto:Betsy.Braun1010@gmail.com)

## **Pennucci, Aly**

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**From:** r. nicholas Ames <r.nicholas.ames@gmail.com>  
**Sent:** Friday, March 07, 2014 9:25 PM  
**To:** Pennucci, Aly  
**Subject:** Re: Pedestrian Zone Project - Survey extended

ms. pennucci,

i have filled out the survey and reviewed the documents.

i will keep this response brief: i am concerned that our area's current condition is likely to prevent it from being considered a good candidate for the pedestrian zoning when in fact the zoning should be used as a catalyst for pedestrian development.

there are currently NO pedestrian retail zones for miles along the delridge corridor, nor the parallel avalon corridor. this fact should not rate us as "medium-low" priority, this should make us "high" on the list. without municipal intervention the delridge corridor will continue to languish while much of the city flourishes. our history as an under-served community should not be the premise for continuing to stymie beneficial development.

i welcome the opportunity to communicate with you further.

yours,  
nicholas ames

designer, LMN architects  
lecturer, University of Washington College of Built Environments

## **Pennucci, Aly**

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**From:** Eric Suni <eric.a.sun@gmail.com>  
**Sent:** Wednesday, March 19, 2014 1:20 PM  
**To:** Pennucci, Aly  
**Subject:** Thank you for speaking to the Eastlake community

Dear Aly,

Thank you for taking time out of your evening to come and speak at our public meeting in Eastlake last night. I appreciated your willingness to address questions and to try to convey what can be complex regulatory information in as simple a way as possible. I especially appreciate your patience in doing so with a pretty fired up crowd.

Thanks again!

Eric  
Secretary, Eastlake Community Council

## **Pennucci, Aly**

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**From:** Carroll, Patrice  
**Sent:** Tuesday, March 25, 2014 12:42 PM  
**To:** Pennucci, Aly; Podowski, Mike  
**Subject:** comment from Seattle 2035 website

Catherine  
5 days ago

Density has driven out retail, and pedestrian zones drive out much wanted and needed local services. So - figure out WHY density begets a bar scene and a loss of retail (Ballard being the most recent example), then make changes. Take the ped zone plan back for a total redo - from the ground up. The current ped zone encourages minimum wage jobs, and drives out living wage jobs. Ped zones also fail to protect nice little walkable shopping districts that we do have as the zoning isn't high enough. what a mess.

Patrice Carroll  
Senior Planner

City of Seattle  
Department of Planning and Development  
700 5th Avenue Suite 2000  
P.O. Box 34019  
Seattle WA 98124  
206.684.0946

## Pennucci, Aly

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**From:** Peter Lamb <peterclamb@gmail.com>  
**Sent:** Tuesday, January 28, 2014 11:08 AM  
**To:** Pennucci, Aly  
**Subject:** pedestrian survey

I tried to start the survey but gave up, given that it allowed only one response to very specific areas and so was very tedious. I am a long-time Seattle resident, live in NE Seattle and have my business in Columbia City (portions of which already have a pedestrian overlay (although the City never bothers to enforce the transparency requirement for the non-profits and businesses who ignore it ). But my comments are more general.

I am in favor of more pedestrian overlays, primarily to promote more pedestrian friendly neighborhood environments in neighborhood business districts. But if this is just a vehicle to justify spending more on curb bulbs, bike lanes, etc., then I am quite opposed.

Of course the real problem isn't pedestrian overlays or curb bulbs, but rather the obsolete 80-year old zoning that doesn't create pedestrian (and local residence) neighborhood business districts that are large enough to be viable and not poorly laid out and bisected by a major arterial. Solve that glaring problem, the elephant in the room, and the rest becomes alot easier (as well as helping the affordable housing issue).

Pete Lamb



## **Pennucci, Aly**

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**From:** The Brewery <spinnakerbaybrewing@yahoo.com>  
**Sent:** Tuesday, January 14, 2014 2:09 PM  
**To:** Pennucci, Aly  
**Subject:** Crosswalk in Hillman City

Aly,

I am the owner of Spinnaker Bay Brewing located at 5718 Rainier Ave S. We have occupied this space since September of 2012. In that time I have seen far too many folks cross Rainier at S Mead Street, nearly getting hit by the fast moving traffic. Many of the folks have been either children or elderly. The elderly cannot make it across the street even if they go up to S Orcas St crosswalk. The kids are running in order to make it across at both S Mead St and S Orcas. Please consider putting in a light to control the crosswalk situation on the corner of S. Mead St and Rainier Ave S. Please help the kids and the elderly of the neighborhood. Foot traffic has increased in this area now that we have a few new business's open in Hillman City. Please help the evolution of Hillman City as it becomes more of a pedestrian friendly neighborhood. Thank you.

Janet Spindler, Founder/Owner/Head Brewer Spinnaker Bay Brewing, LLC  
5718 Rainier Ave S  
Seattle, WA 98118  
(206)725-BEER -Brewery  
(206)769-8516- cell

Sent from my iPad

## **Pennucci, Aly**

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**From:** Rick Klauber <rangerricz@comcast.net>  
**Sent:** Tuesday, April 08, 2014 7:14 AM  
**To:** Pennucci, Aly  
**Cc:** Larry Hughes  
**Subject:** General comments about Pedestrian Zones

Dear Aly,

I will respond to the specific Zones that have been identified for Magnolia with your survey, but have read with serious concerns about your planning stages of this "Master Plan" evolution. I am a long time resident of Magnolia: 43 years. I have seen our business district on McGraw struggle to survive against the box stores and large combo supermarkets and find your basic premise to eliminate parking in the designated areas to increase foot traffic to be seriously flawed and the death blow to not only the Magnolia McGraw merchants but probably many other small commercial areas in the city as well. In addition Seattle is NOT New York, Washington D.C. or any other city with a subway system or regular (buses must come every 7 minutes or folks use a car) bus transportation system. Even now Metro is threatening to shut down the bus system in Magnolia further because of lack of money. The Metro fiasco is a different problem with a bloated bureaucracy.

Eliminating the car as an alternative means of accessing small business districts where you want to eliminate parking is just not the answer. We have clogged the streets with bicycle lanes being used by people who do not even pay for the privilege, and now you want all of us senior citizens to ride our bikes to the "Village" or walk up and down hills. It is just going to help the online home delivery businesses and further punch the small business operator in the gut. Already the homeowners are getting the squeeze that live near these Villages and I know the developers are just waiting to swoop in and build high rise living in our small neighborhood shopping districts. Just look at Ballard, that use to be a neighborhood with a business district: now a concrete canyon of high rises, chain stores, and chain fast food "restaurants." Where is the thriving small business owner. Gone!

"Pedestrian zones promote uses that generate walk-in customers and lively business districts." (directly from your overview) I am sorry your premise is misguided and you do not understand the silent majority that live in these neighborhoods. We do not want to be New York! We need to keep our parking. No we don't want to trip over bicycle racks in your Pedestrian Zones. No we can't walk to the Villages and back up the hills of Seattle to our homes. No we do not want to kill our small business districts with beautification that will soon wilt and die. You have already picked some areas for your Pedestrian Zones like Ballard, top of Queen Anne, Fremont, the U-Village area and others without spending more money planning the destruction our smaller commercial districts.

Hopefully you have read this and understand there is another side to your premise. Just leave us alone and let us decide what is best for our neighborhood.

Rick Klauber

**From:** [Jason Edward Wax](#)  
**To:** [Pennucci, Aly](#)  
**Subject:** Morgan Junction pedestrian zoning  
**Date:** Monday, July 28, 2014 9:56:05 AM

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Hi Aly,

I just read on the West Seattle Blog that you're planning on not recommending pedestrian-friendly zoning changes for Morgan Junction, and I wanted to get in touch in hopes of changing your mind. As I'm sure you're aware, there's a very small, vocal, and angry minority of residents in the area, and these people tend to dominate neighborhood and community meetings. Unfortunately, most of them are opposed to change, especially if that change might make it slightly more difficult for them to drive to and park directly in front of whatever business they plan to patronize. It sounds like that's what happened with the outreach efforts for this project, and I sincerely hope that these folks haven't ruined our chances of having a more walkable, livable community.

I live in the Morgan Junction area, and I can assure you that the vast majority of residents strongly support any pedestrian-friendly zoning changes DPD would like to recommend to the council on our behalf. If you have a moment, I would appreciate any feedback or advice you can provide on further actions I might take to encourage these positive zoning changes.

Thanks so much,  
Jason

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## **Pennucci, Aly**

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**From:** Friends NW65th <friendsofnw65th@gmail.com>  
**Sent:** Saturday, January 18, 2014 4:47 PM  
**To:** Pennucci, Aly  
**Subject:** Re: Pedestrian Zone Mapping Project

Aly,

I will review and get back to you. Friends of NW 65th have met several times about improving the NW 65th corridor. There is keen interest in improving pedestrian safety and developing the vibrancy of the business district through design. I think that your efforts could work very well in conjunction with ours.

Sincerely,

David Barnes & Scott Guter  
Friends of NW 65th

## **Pennucci, Aly**

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**From:** Michael Davidson <mdavids@gmail.com>  
**Sent:** Tuesday, January 14, 2014 11:06 AM  
**To:** Pennucci, Aly  
**Subject:** Re: Pedestrian Zone Mapping Project

Hi Aly,

I submitted a survey for the NW 65th/west of 4th area, but wanted to also write to express my strong support for the designation in Fremont around 34th and around 44th, both of which are recommended for designation.

I live at 9th and NW 64th, and work in Fremont on 34th just west of the bridge. I frequently walk up Fremont to the business district around 44th for exercise, and lived in that neighborhood for two years.

All three areas have growing pedestrian-oriented businesses, and I fully support anything the city can do to encourage that sort of growth.

Thanks,  
Michael

## **Pennucci, Aly**

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**From:** Ellen Beck <ebeckster@gmail.com>  
**Sent:** Saturday, May 03, 2014 12:20 PM  
**To:** Pennucci, Aly  
**Subject:** Pedestrian Zone - Licton Springs

***Good afternoon,***

***I am in favor of the pedestrian zone!***

***Ellen Beck  
9058 Burke Avenue North  
Seattle, WA 98103-4130***

## **Pennucci, Aly**

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**From:** D.k. Z <rosemusically.emeraldcity@gmail.com>  
**Sent:** Monday, January 27, 2014 11:54 PM  
**To:** Pennucci, Aly  
**Subject:** pedestrian/business development

Greetings, I have a visual exception and wonder why there aren't improvements being made in the Rainier/Martin Luther King junction and further south? A park in the area would be nice along with improved walkways/sidewalks and better timed traffic lights at intersections near the DSB (services for the blind) area. Also, why can't there be more multi-family and/or resthome living developments imported above small and large business outlets instead of the old strip malls that are surrounded by inaccessible pedestrian walks. There are so many improvements needing to be made on just sidewalks alone given there is a population increase of retired baby boomers and much needed overdue safe access (bus and 'access' vehicles) to hospitals from Rainier/Martin Luther King onto first hill? Improve the safety of all street sidewalks that lead to multi-family and resthome buildings then work on the street sidewalks leading from those living facilities to business' in complying with ADA rules. There are too many sidewalks and pedestrian intersection crossings that are a menace to many of the disabled or as I like to reference as the 'physically exceptional'. Prioritizing their needs first would allow them to interact with the community and constitute an increase of goodwill throughout, especially with young families, and increase business commerce overall. I would like to see improved sidewalk/pedestrian accessibility in the Rainier Valley south of the I-405 interchange.

Thank you,  
Dori Kay

## **Pennucci, Aly**

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**From:** Montgomery, Sandra  
**Sent:** Wednesday, February 12, 2014 12:39 PM  
**To:** Pennucci, Aly  
**Subject:** Amending my survey response re Ped zone at Rainier & Graham

Amending my survey response re Ped zone at Rainier & Graham

I forgot to mention that I am a walker and I walk my grandsons. They LOVE to ride their trikes along a long strip of sidewalk - I avoid Rainier as there is no buffer between the sidewalk and the Highway/ Rainier traffic. It's loud, it's smelly, it's in your face. It would be nice to have a pedestrian destination to walk or trike in the spring/summer... or in the rain with a brand new umbrella. We're currently getting in the car to enjoy a walk.

Rainier to MLK traveling east west is a measly strip that offers no amenities other than a park at the nearby school. Not much for walking – totally uninteresting.

Thanks for asking!

-san



## **Pennucci, Aly**

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**From:** jgrant001@comcast.net  
**Sent:** Thursday, January 16, 2014 9:40 AM  
**To:** Lakewood Seward Park Community Association  
**Cc:** Pennucci, Aly  
**Subject:** Re: Pedestrian Zone Mapping Project

Hi,

Why bother? Seattle parking and construction/development policies have turned large areas into de facto pedestrian areas. Tried to get a parking spot in Columbia City lately? The developers don't have to properly account for the fact that apartment/condo crowd own cars even if they don't use them to get to work so cars are ditched for blocks around the new developments. The pathetic U. District is a pedestrian success story no doubt.

I used to like to check out shops, restaurants and scene on Broadway but parking, parking cost, hassle factor all make it a loser now. Already can see the winnowing of shops. How long until becomes another U. District? The streetcar will be the end of Broadway. Everybody will have to walk who isn't caught in the horrible traffic. Old days when Broadway trolley was part of lively scene long gone.

I go to Renton now to shop even though I'm not a big fan of big box retail.

This is the same crowd that took away the waterfront streetcar and brought you the SLUT, and now the SLUT's Broadway sister. All while Seattle's streets and bridges are in a terrible state of repair. We're all pedestrians now.

Thanks,  
Jim Grant

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## **Pennucci, Aly**

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**From:** Bill & Honey <billandhoney@gmail.com>  
**Sent:** Thursday, April 03, 2014 8:40 AM  
**To:** Pennucci, Aly  
**Subject:** Pedestrian zones

Aly

Ive been reading the documentation regarding South Park being designated a retail pedestrian zone and am finding inaccuracies.

BTW why are you considering 8th and Cloverdale for such a designation - THERE IS No retail there... and very little possibility of such in the future.

As a businessman on 14th - I support increased pedestrian traffic programs but this seems inappropriate for my neighborhood.

And when the bridge opens pedestrian safety will become an issue as traffice flows increase on a much narrowed arterial.

Can someone in your office get in touch with me to discuss this further?

Bill Owens

## **Pennucci, Aly**

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**From:** Charles Costigan <costiganconstruction@yahoo.com>  
**Sent:** Wednesday, April 30, 2014 9:03 PM  
**To:** Richard Gordon; Pennucci, Aly  
**Subject:** Re: your request for written feedback -- upper Queen Anne pedestrian zone

Dear Ms. Pennucci,

I am writing this letter as a resident of the SW corner of Queen Anne and not as a Queen Anne Community Council Member nor as a member of the Land Use Review Committee.

I must apologize to you for expanding the issue beyond the intended scope of your questionnaire but I feel that it is essential to do so. We appreciate that downtown wants to "protect" to "stimulate and enliven" our neighborhood a special and rare mix of businesses West of 2nd Avenue West. I would suggest that the city representative walk West Galer Street from 5th Avenue West to Queen Anne Avenue while noting the businesses and noticing their clients along the way. The perspective gained might be beneficial in creating proposals as how best to help these businesses. These businesses don't need the City's wisdom, help and guidance but they do need parking. Every single business here is dependent on street parking for their survival. I just spoke with Rafael Carrabba of Carrabba Violins - he deals in the international market and 100% of his clients drive. Next door Marni Hendricks who owns Intermezzo Salon tells me that all her clients drive. I regularly walk by Top Pot Doughnuts, Molly Moon Ice Cream, Via Tribunalli and Cafe Fiore. Though these have more local walking customers they remain dependent on parking for their survival.

If the City of Seattle cares to protect the ongoing vibrancy of these local businesses, many are long established, the city must assure that any new development provide NO ADDITIONAL PARKING LOAD on this street or the lack of parking will slowly kill these businesses. A number of these enterprises are unique and contribute to the special local flavor of this area. It is critical that the city recognizes the treasure that is here and finds a way to sustain the wonderful mix of this neighborhood.

I do appreciate your consideration of these comments.

Thank you for coming to Queen Anne.

Charles Costigan

cc Richard Gordon

On Wednesday, April 30, 2014 3:55 PM, Richard Gordon <rigardo@aol.com> wrote:  
Dear Ms. Pennucci,

At the Queen Anne Community Council's (QACC) Land Use Review Committee (LURC) meeting this past Monday, April 28 2014, you urged members of the public to put in writing the things that were expressed verbally at the meeting. I know most of my neighbors, and my tenants, don't have any heart left for addressing the city on issues like this, because of repeated experience that no one is really listening. But I will optimistically take you up on your request and try to summarize my thoughts:

West Galer Street, on the top of Queen Anne Hill, is not a "neighborhood commercial center." It is not an "intensely retail and pedestrian-oriented shopping district." So to preserve, promote and encourage this area, we have to agree what it is. I'll describe again what I think it is; and I would be willing to meet you and walk the area so you can see for yourself.

These several blocks, from Queen Anne Avenue to 4th Ave West, are a varied mix of residential and commercial uses. There are apartment buildings, an individual residence (a lovely old house), a coop apartment building, and a site currently being cleared for a monstrous assisted living facility. There are about 7 or 8 large older homes of craftsman or victorian style that have been used for a mix of residences, offices, and shops, and there are small stores, a coffee house, an auto repair shop, a Trader Joe's, and the old Pac Tel building.

This area has had basically full occupancy, commercial and residential, with successful businesses, and happy nearby residents and churches and schools surrounding W Galer, for the 30 years I've been in this area. It is a "village center" rather than a "Main Street," to borrow the language that Don Miles used at the LURC meeting on Monday.

The Upper Queen Anne Neighborhood Design Guidelines, adopted by the city 5 years ago and reformatted and republished by the city in 2011, and the sections of the city's Comprehensive Plan for upper Queen Anne, both repeatedly articulate maintaining the unique and varied character of the many different neighborhoods on Queen Anne Hill, for social, economic, environmental, commercial and other reasons. I have copies of both these plans and would be glad to provide chapter and verse if that would be helpful.

Since so much community effort has gone into supporting sustaining and strengthening the very stable, healthy and successful niche that is West Galer, the idea of Pedestrian Zone status doesn't make sense to me. And the idea expressed at the meeting of going ahead and then requesting use "departures" from the city, also makes no sense to me. Mostly, we see "departures" as something that primarily/only very wealthy organizations have the resources and political pull to pay for, and receive. It does not address the misalignment of the Pedestrian Zone designation with the West Galer neighborhood. As best as I can tell the impetus of the Pedestrian Zone designation would be, over time, to support changing this area into something else: i.e., "Main Street."

Sincerely,

Richard Gordon  
210 West Galer Street  
Seattle WA 98119  
(206)283-1060 (office)  
(206)790-6002 (cell)

cc: Charles Costigan QACC/LURC

## Pennucci, Aly

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**From:** outlook\_c64acc0c82023bc2@outlook.com on behalf of Don and Pam Miles  
<dpmiles611@comcast.net>  
**Sent:** Tuesday, April 29, 2014 9:16 PM  
**To:** Pennucci, Aly  
**Subject:** Pedestrian Zones

Hi Aly,

I attended your presentation to the Queen Anne Community Council's Land Use Review Committee last night. Thank you for your excellent presentation on the current Pedestrian Zone extension. I am very please that you will be looking at the PPQA streetscape plan (available at PPQA.com) that I was involved in. I agree with the comments you received last night concerning the important distinctions between the character of W. Galer and QA Avenue. I support extending the pedestrian zone south on QA Avenue, but the zone should not extend on Galer west of 2nd Avenue. In this way, development will focus activity on the village center node (see PPQA streetscape plan) at QA Avenue and Galer. Please feel free to contact me if you wish to follow up. Thanks.

Don

Sent from Windows Mail

## **Pennucci, Aly**

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**From:** jim fryett <nxtrev@gmail.com>  
**Sent:** Friday, April 04, 2014 6:44 AM  
**To:** Pennucci, Aly  
**Subject:** Re: Pedestrian Zone Project - final survey extension

Hi Aly,  
Thanks again for being at the Wallingford comm. Council mtg.

There is a strong contingent of 50th us folks who desire to see the ped. Zone at 30th and Wallingford extended one to two blocks at least each way from that major intersection along both corridors east and west.

We have sought from the developers involved in 3 projects along that 34th corridor for retail inclusion to little effect.

We get a little hope when we see this kind of ped. Initiative offer opt for the city to stand up to these developers and lead them to include forward thinking along such lines.

We hope you can carry our plea along channels which will right this issue.

Sincerely

Jim fryett  
WCC board member

## **Pennucci, Aly**

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**From:** Judith Hance <judithhance2@gmail.com>  
**Sent:** Saturday, February 15, 2014 7:39 AM  
**To:** Pennucci, Aly  
**Subject:** Wedgwood Planning

Aly,

I just want to ask you to keep in mind that there are senior citizens in the neighborhood. I am one of them. I still drive, and need to have parking available for my errands and activities. Bear in mind that not everyone can bike or walk everywhere.

Recent planning seems to leave us seniors out of the picture. In addition, we are on the verge of losing bus service. Until transportation issues are solved, I hope you won't rush into making or implementing plans that isolates the sizeable senior population.

Our property taxes and sales taxes are a big contribution to the life of this city.

Thanks,  
Judith Hance

## Pennucci, Aly

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**From:** Rips, Bruce  
**Sent:** Thursday, October 02, 2014 8:30 AM  
**To:** Pennucci, Aly  
**Subject:** FW: Pedestrian retail project

FYI

-----Original Message-----

From: Thomas Friedman [<mailto:tfhome@msn.com>]  
Sent: Wednesday, October 01, 2014 6:43 PM  
To: Rosemary Byrne  
Cc: Rips, Bruce; Sharon Giampetro  
Subject: Re: Pedestrian retail project

Great letter!

...sent from iPhone

> On Oct 1, 2014, at 3:42 PM, "Rosemary Byrne" <[roseseabud@msn.com](mailto:roseseabud@msn.com)> wrote:

>

> Hello Bruce,

> I just opened up the city website and read about staff's recommendations for Seattle's Pedestrian Retail Area project. A project looking to preserve business districts with active retail shops at street level. The article featured a photo of our pedestrian friendly shops in Sunset Hill on 32nd and 65 NW.

> When I looked at the list of retail areas designated for this project I was surprised it didn't include our retail area in Sunset Hill. This is our neighborhood pedestrian friendly block on 32nd from 65 th to about 60 th. NW We have several walkable pedestrian friendly retail shops here. We would like to see street level retail preserved in this area. When I first moved into the neighborhood we also had a small grocery/variety store that was replaced by apartments with no retail on the street level. How does our neighborhood retail area get added to the list to preserve a pedestrian friendly area? Since our Sunset Hill retail area is featured in your photo, I would assume this is the type of neighborhood you are looking to preserve .

> I would like these comments added to the official SEPA comment review at DNS.

> Sincerely,

> Rosemary Byrne

> Sunset Hill Community Association

>

> Sent from my iPhone



## Pennucci, Aly

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**From:** Rips, Bruce  
**Sent:** Thursday, October 02, 2014 8:39 AM  
**To:** Pennucci, Aly  
**Subject:** FW: Pedestrian Zone Proposal Comment

[And more.](#)

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**From:** hasseattle [<mailto:hasseattle@aol.com>]  
**Sent:** Wednesday, October 01, 2014 1:27 PM  
**To:** Rips, Bruce  
**Subject:** Pedestrian Zone Proposal Comment

Bruce Rips, Senior Land Use Planner, DPD:

**RE: Pedestrian Zone Proposal, 15th Ave NW between NW 65th and NW 80th**

I agree with DPD's eliminating the proposed pedestrian zone designation for the entire 15th Ave NW from NW 57th to NW 83rd. **I also oppose the alternative proposal to designate intersections only above NW 65 to NW 80th.** This four lane arterial is a designated freight corridor, a vital link between Ballard and Interbay. Traffic noise approaching, crossing, and waiting at a bus precludes conversation and has appreciably worsened in the 19 years I have lived in the Crown Hill area. My husband turns down his hearing aides as we approach the NW 75th or NW 70th intersection on our way to the Rapid Ride D bus. Traffic smells also do not invite lingering along the corridor. I do not see how 15th Ave. NW, even for these specific blocks, could be transformed into a more pedestrian-oriented retail area. I believe that the entire 15th NW corridor should remain a freight and auto-oriented corridor. Vital services as well as the commerce link should be maintained.

Presently, there are several residential complexes along this corridor - NOBA near 80th and older apartment buildings. The latter have rental units on the street level, which would be limited or prohibited along a principal pedestrian street. Would they be forced to renovate their ground floors or close to allow for more street friendly businesses, removing valuable affordable housing along key bus routes? Most of the existing businesses have parking lots (with access directly onto 15th) or use on street parking for their clients. Many are auto-oriented, some of which (gas stations & those with drive-thru lanes) are expressly prohibited by the pedestrian zone statute. Would present businesses be forced out if a pedestrian zone were implemented? Here are several examples: Shell gas station, Lawnmower repair, and Jiffy Lube at NW 70th; Midas Muffler & Enterprises Car rental at NW 73rd; Taskar Garage at NW 75th and Westernc o Doughnuts; and Morgan's Electrical & Plumbing and Thai Siam at NW 80th. They all have lots fronting on 15th Ave. NW. As there are no alleys, access can only be made from 15th NW.

**I am concerned about the proposed institutional additional uses at street level in pedestrian zones.** Although these are much needed services, the majority of their clientele will require parking or at least loading zones. I speak specifically of adult, family support, and child care centers. Most of these users will need to be dropped off, with supplies for the day. Unless loading zones or parking spaces are provided, access will be difficult for many users. With busy stops at each of the proposed pedestrian zone intersections, placing loading zones nearby will be difficult and add to traffic congestion when situated next to a bus stop.

Please consider the above points when reviewing pedestrian zone designations. I urge DPD to not designate any intersections along 15th NW as pedestrian zones. Thank you.

Nancy K. Harris  
P.O. Box 17012  
Seattle, WA 98127-0712  
[hasseattle@aol.com](mailto:hasseattle@aol.com)  
206-783-0160

## Pennucci, Aly

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**From:** Gregory Hill <greg.hill@IBIGroup.com>  
**Sent:** Thursday, October 02, 2014 6:06 PM  
**To:** Rips, Bruce  
**Cc:** Pennucci, Aly; Jim Fryett; Lee Raaen; Norm Davis; Kierock; Ted Hunter; Emily Kathrein; Abel Pacheco; Vince Lyons; Erika Bigelow; Paul Willumson  
**Subject:** Pedestrian Rezone N 34th Street Wallingford  
**Attachments:** Wallingford Rezone N 34th St 2014-10-02.pdf

Bruce,

The Board of the Wallingford Community Council is very disappointed by your rejection of the proposal for a pedestrian zone overlay on N 34<sup>th</sup> Street. As you are aware, this area is rapidly transforming into a high density residential area. We only desire to have tools in place to assure that the many new residents are afforded the benefits that should accrue to living in a dense, walkable, urban neighborhood with neighborhood amenities including retail shops and services.

Our attached letter and exhibits illustrate that the city Comp Plan, Rezone Policies and our Wallingford Neighborhood Plan and the South Wallingford Amendment to the Neighborhood Plan all support our proposal.

Please reconsider your rejection.

Gregory Hill Architect, AIA  
1215 N 47<sup>th</sup> Street  
Seattle, WA 98103

email [greg.hill@bigroup.com](mailto:greg.hill@bigroup.com)

## **Pennucci, Aly**

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**From:** beckfordph@gmail.com on behalf of Peter Beckford <beckfordph@w-link.net>  
**Sent:** Thursday, September 18, 2014 7:56 PM  
**To:** Pennucci, Aly  
**Subject:** Proposed Phinney Rezone SEPA Comment

Dear Aly,

I studied your survey results and you have not interpreted them correctly. I oppose your determination. The proposed Phinney Ped Rezone is certainly not supported in any meaningful way by this neighborhood. In fact, as someone also trained in planning, I believe you have ignored the more obvious message communicated in the relatively overwhelming response to the neighborhood survey.

Could the city have its own agenda? I think so. To skew the data so drastically and to serve a predetermined end is unprofessional and undemocratic. As an employee of the City, you serve taxpayers like me no matter what you feel personally. In a broad sweep, you are attempting to pass new laws as an employee of the residents you are paid to serve. Laws that I believe will be detrimental to the people who live and work here. You are advocating change by taking away our rights and impacting our freedom to live on our property.

The reasoning that you use to force this agenda on us is especially maddening. I know you were trained to believe to try and make urban areas "green" and you are likely an activist. I actually agree in principle. But, the elected officials voting on the ordinance will accept your word not knowing that the great majority of us like our neighborhood dynamic to stay the way it is.

You have a responsibility to be unbiased. The fact is, the survey was not developed very well and your conclusion is not supported by the results. Look at the demographics and the comments more closely. The arterial between 58th and 62nd does not need to be more regulated than it already is. This area is not an urban center like Ballard or Fremont. Please remove us from the ped zone list.

Peter

## **Pennucci, Aly**

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**From:** garneauproperties@comcast.net  
**Sent:** Tuesday, October 14, 2014 10:32 AM  
**To:** Pennucci, Aly  
**Subject:** Re: Licton spring pedestrian zone

This was discussed at AAMA Board Meeting this AM - we do know the difference! however, the placing of any residential bldg. along a major highway with commercial uses along at least 80% of street level we also understand. What unfortunately 80% with limited parking from 9 to 3 does is denies access during the usually busiest time of day for businesses, especially fast food or restaurants as well as others. Access is critical to any type of business.

It is unfortunate that the designation was not made from Stone to College Place from 105th to 100th as that area is much more conducive to multi-family dwellings with no business requirements and is within a short walking distance of transit accommodations( which is the whole objective of this endeavor.) Also unfortunately it appears that "someone" made a trip to European cities who did have small stores in large apartment buildings along major corridors only because of the lack of actual areas devoted to businesses both large and small. What "they" did not understand was that "government of those cities subsidize those small businesses!" As Europe prospers those same cities are now in the process of changing those decisions! Population growth has now reached the point that actual "large really fancy \shopping centers are the "thing". I know this because of my extensive travel throughout Europe, China and Russia! Huge shopping centers are also now "the thing" in Europe more so in China and Russia both of whom had stores at street level in large residential complexes- Europe has and is now following that trend where it can.

As you can tell the AAMA is strongly opposed to these "Pedestrian" designations along this Major Truck Route, a State Highway, A

major North/South alternate to I-5 with major East-West Streets (85th ,  
145th 130th, 80th to the I-5 corridor and on to the East side of the city.  
Faye M. Garneau

## **Pennucci, Aly**

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**From:** shirleysa@comcast.net  
**Sent:** Tuesday, September 23, 2014 7:24 PM  
**To:** Pennucci, Aly  
**Cc:** pub, park  
**Subject:** Re: Parking is critical/Phinney Ridge - North of 58th ST- 60th and Phinney AVE N etc

Dear Aly,

I want to thank you for your prompt response and clarification of our concerns. The City Of Seattle is very fortunate to have a great employee like you. I work for King County Treasury and hope that we can provide our customers with the service you provided us.

My son is a new business owner in Phinney Ridge and is doing well.

Sincerely,

Shirley Sauvageau

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**Subject:** Fwd: Parking is critical/Phinney Ridge - North of 58th ST- 60th and Phinney AVE N etc

Dear Shirley,

That is correct, the pedestrian zone designation does not change on street parking.

What “commercial business at street level” means is that with new development, the ground floor level facing the main street has to be used for a business – it cannot be just a stand along residential building. Without the pedestrian zone designation, a new building could be built without any space for commercial uses. This helps to ensure that there is continuity along the street in the business district (business next to each other uninterrupted) and that there continues to be space for shops and services in the neighborhood.

Best,

Aly

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## Pennucci, Aly

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**From:** shirleysa@comcast.net  
**Sent:** Monday, September 22, 2014 8:34 AM  
**To:** Pennucci, Aly  
**Cc:** pub, park  
**Subject:** Re: Parking is critical/Phinney Ridge - North of 58th ST- 60th and Phinney AVE N etc

Dear Aly,

Thank you for your prompt response. I want to verify that there will be no changes to on street parking. Also, could you please clarify these statement: [What it would do is require that commercial businesses are located at the street level along the main street to maintain the continuity of the business district.](#)

How do we maintain the business district and what is the cost?

Sincerely,

Shirley Sauvageau

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**From:** "Aly Pennucci" <[Aly.Pennucci@seattle.gov](mailto:Aly.Pennucci@seattle.gov)>  
**To:** [shirleysa@comcast.net](mailto:shirleysa@comcast.net)  
**Cc:** "Bruce Rips" <[Bruce.Rips@seattle.gov](mailto:Bruce.Rips@seattle.gov)>  
**Sent:** Monday, September 22, 2014 8:18:53 AM  
**Subject:** RE: Parking is critical/Phinney Ridge - North of 58th ST- 60th and Phinney AVE N etc

Hello Shirley,

Thank you for your message. I wanted to let you know that in addition to recommending a pedestrian zone, we are also recommending that parking waivers (reduced off-street parking requirements) that have been part of the pedestrian zones in the past are eliminated. This means that a pedestrian zone designation [would not reduce the amount of parking required](#) (and already does not impact or remove on-street parking). [What it would do is require that commercial businesses are located at the street level along the main street to maintain the continuity of the business district.](#)

Best,  
Aly

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**From:** [shirleysa@comcast.net](mailto:shirleysa@comcast.net) [<mailto:shirleysa@comcast.net>]  
**Sent:** Saturday, September 20, 2014 12:49 PM  
**To:** Pennucci, Aly  
**Subject:** Re: Parking is critical/Phinney Ridge - North of 58th ST- 60th and Phinney AVE N etc

Dear Aly,

Please consider our important request to keep the parking to continue to generate income for this area. This is successful and is working.

**To:** [shirleysa@comcast.net](mailto:shirleysa@comcast.net)  
**Cc:** "Aly Pennucci" <[Aly.Pennucci@seattle.gov](mailto:Aly.Pennucci@seattle.gov)>  
**Sent:** Monday, September 22, 2014 8:22:58 AM  
**Subject:** RE: Parking is critical/Phinney Ridge - North of 58th ST- 60th and Phinney AVE N etc

Dear Ms Sauvageau,

I have forwarded this on to DPD's policy group. Thanks.

Bruce

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**From:** [shirleysa@comcast.net](mailto:shirleysa@comcast.net) [<mailto:shirleysa@comcast.net>]  
**Sent:** Saturday, September 20, 2014 12:34 PM  
**To:** Rips, Bruce  
**Cc:** pub, park  
**Subject:** Parking is critical/Phinney Ridge - North of 58th ST- 60th and Phinney AVE N etc

Dear Bruce,

We do not want this to be a pedestrian zone since parking is essential for the survival of all the businesses on these streets.

Tourists and visitors need parking so we along with residents, tourists, business owners do not want this area to lose all the income that helps this neighborhood succeed.

Pedestrians and bikers can find other places to walk or ride their bikes. **Parking is critical** for the survival of this neighborhood. Do not change what is making this area succeed.

Please let me know who I can forward this email to address our great concerns.

Sincerely,

Shirley Sauvageau



## Pennucci, Aly

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**From:** hasseattle <hasseattle@aol.com>  
**Sent:** Friday, October 03, 2014 3:23 PM  
**To:** Pennucci, Aly  
**Cc:** Rips, Bruce  
**Subject:** Re: Pedestrian Zone Proposal Comment

Aly: Thank you for your response to my questions regarding the proposed pedestrian zone and current usages. I will follow the project as it moves forward and appreciate all your efforts to inform the public about it. Nancy

In a message dated 10/02/14 13:33:08 Pacific Daylight Time, Aly.Pennucci@seattle.gov writes:

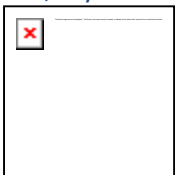
Dear Nancy,

Thank you for your thoughtful comments regarding the 15<sup>th</sup> Ave NW corridor and the pedestrian zone proposal. I appreciate your detailed review of the proposal and the specific concerns that you raised. We have heard quite a range of ideas about this area particularly and will review all of the comments as we move forward with the project.

I wanted to respond to the question you raised specifically regarding existing residential uses at street-level or commercial uses that are more auto-oriented and/or have parking lots in front. Those uses would not be required to make changes to conform to the new standards. They would be considered nonconforming and can continue to operate as usual as long as they are not abandoned or discontinued (vacated) for a period of more than 12 months and can be altered or added to, generally, as long as a new addition meets current standards and the nonconformity is not increased – so, you couldn't increase the footprint of your surface parking lot in front of your building, for example, or build a new building with residential uses at the street level, but your existing residential building, parking lot, etc., can remain and continue to be maintained.

Thank you again.

Best, Aly



Aly Pennucci, AICP, LEED Green Associate

Senior Planner

City of Seattle [Department of Planning and Development](#)

P.O. Box 34019, Seattle, WA 98124-4019

O: 206.386.9132 | [aly.pennucci@seattle.gov](mailto:aly.pennucci@seattle.gov)



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**From:** Rips, Bruce  
**Sent:** Thursday, October 02, 2014 8:39 AM  
**To:** Pennucci, Aly  
**Subject:** FW: Pedestrian Zone Proposal Comment

---

**From:** hasseattle [<mailto:hasseattle@aol.com>]  
**Sent:** Wednesday, October 01, 2014 1:27 PM  
**To:** Rips, Bruce  
**Subject:** Pedestrian Zone Proposal Comment

Bruce Rips, Senior Land Use Planner, DPD:

**RE: Pedestrian Zone Proposal, 15th Ave NW between NW 65th and NW 80th**

I agree with DPD's eliminating the proposed pedestrian zone designation for the entire 15th Ave NW from NW 57th to NW 83rd. **I also oppose the alternative proposal to designate intersections only above NW 65 to NW 80th.** This four lane arterial is a designated freight corridor, a vital link between Ballard and Interbay. Traffic noise approaching, crossing, and waiting at a bus precludes conversation and has appreciably worsened in the 19 years I have lived in the Crown Hill area. My husband turns down his hearing aides as we approach the NW 75th or NW 70th intersection on our way to the Rapid Ride D bus. Traffic smells also do not invite lingering along the corridor. I do not see how 15th Ave. NW, even for these specific blocks, could be transformed into a more pedestrian-oriented retail area. I believe that the entire 15th NW corridor should remain a freight and auto-oriented corridor. Vital services as well as the commerce link should be maintained.

Presently, there are several residential complexes along this corridor - NOBA near 80th and older apartment buildings. The latter have rental units on the street level, which would be limited or prohibited along a principal pedestrian street. Would they be forced to renovate their ground floors or close to allow for more street friendly businesses, removing valuable affordable housing along key bus routes? Most of the existing businesses have parking lots (with access directly onto 15th) or use on street parking for their clients. Many are auto-oriented, some of which (gas stations & those with drive-thru lanes) are expressly prohibited by the pedestrian zone statute. Would present businesses be forced out if a pedestrian zone were implemented? Here are several examples: Shell gas station, Lawnmower repair, and Jiffy Lube at NW 70th; Midas Muffler & Enterprises Car rental at NW 73rd; Taskar Garage at NW 75th and Westernco Doughnuts; and Morgan's Electrical & Plumbing and Thai Siam at NW 80th. They all have lots fronting on 15th Ave. NW. As there are no alleys, access can only be made from 15th NW.

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Although these are much needed services, the majority of their clientele will require parking or at least loading zones. I speak specifically of adult, family support, and child care centers. Most of these users will need to be dropped off, with supplies for the day. Unless loading zones or parking spaces are provided, access will be difficult for many users. With busy stops at each of the proposed pedestrian zone intersections, placing loading zones nearby will be difficult and add to traffic congestion when situated next to a bus stop.

Please consider the above points when reviewing pedestrian zone designations. I urge DPD to not designate any intersections along 15th NW as pedestrian zones. Thank you.

Nancy K. Harris

P.O. Box 17012

Seattle, WA 98127-0712

[hasseattle@aol.com](mailto:hasseattle@aol.com)

206-783-0160