



Fauntleroy Community Association
P.O. Box 46343
Seattle, WA 98136-6343

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To: Office of Planning and Community Development (MHA.EIS@seattle.gov)

Subject: Mandatory Housing Affordability Draft EIS

The Fauntleroy Community Association (FCA) supports land use policies that:

- retain the character of our Fauntleroy neighborhood and businesses,
- provide for affordable housing, with equitable allocations for growth and density,
- concurrently develop infrastructure, including transit, utilities, green spaces, parks & other amenities to serve our growing community and promote urban livability.

Founded in 1980, the Fauntleroy Community Association has historically dealt with traffic, pollution, and other topics related to the existence of the ferry dock in our community. Over the years, our activities have expanded to include restoration of salmon habitat in Fauntleroy Creek and the cove, local parks and playgrounds, crime and public safety, traffic issues as they affect all of West Seattle, involvement in transportation-related committees and meetings, and many other topics. We sponsor two local festivals and issue quarterly newsletters for 400 member households, businesses and supporters.

Proposed City of Seattle zoning changes for West Seattle and specifically Fauntleroy, violate these common sense principles, and those of any neighborhood plan with respect to incompatibility with existing structures, and neighborhood parking pressures.

Incompatibility with Existing Structures

Single family homes are prevalent in the Fauntleroy neighborhood. However small businesses and multifamily areas occupy several block faces in the middle of the Fauntleroy neighborhood along 45th Ave. SW between SW Henderson and SW Brace Point Drive and the Fauntleroy Triangle. These business/multifamily buildings are designated in the EIS as Neighborhood Commercial (NC), Low Rise One (LR1) and Low Rise Two (LR2).

These buildings currently fit within the neighborhood given their current height and density. However the EIS provides that the LR2 buildings would be zoned to add another 10 feet in height and density would be decided by the builder for both LR1 and LR2. The neighborhood commercial building could be zoned to add 50 feet in height up to 80 feet. Fauntleroy is not designated an Urban Village, however we note that the neighborhood is being treated like an urban village for accepting density without support for infrastructure improvement. This does not promote livability or balanced developments.

Uncontrolled density and increased height allowances are not in keeping with the Fauntleroy neighborhood. Hundreds of Fauntleroy homes enjoy views of the Sound. These views will be impacted by the proposed LR2/NC height increases and we would expect property values as well as assessed property tax values to be negatively impacted. In addition, the FCA has worked with SDOT over the last year to reconfigure and improve street use around the business area and planted containers to unify the area. These gains would be diminished with increased traffic generated with the larger buildings.

Fauntleroy is already experiencing development incompatible with the neighborhood. The below photo of a single family (SF) building at the corner of S.W. Henderson and S.W. Barton provide an example. The front of yellow structure faces the western view, the grey house sits to the north, the brick house to the west.

Current, badly-conceived zoning allows a developer to ignore the neighborhood character (two-story brick dwellings with hillside views), and build a three-story, view-blocking, SF structure, that:

1. occupies square footage equivalent to two townhouses,
2. negatively impacts surrounding property values: lost view for the brick house reduces its value by at least \$50,000,
3. allows building height be measured from grade to height of house uphill.



Parking Pressures

To achieve the maximum density limit under existing regulations a builder must meet standards for the location and configuration of parking, and achieve green building performance. In the proposed, builders must achieve green building performance standard. This means that residents with cars but without driveways will have no choice but to park on the street. This is particularly egregious for the Fauntleroy area as street parking is already limited.

Residents compete for parking with users of the Fauntleroy Ferry and the Rapid Ride C Line. This includes ferry crews, Car2Go, foot passengers wanting to avoid the auto charge and the bus commuters all looking to park their cars in the Fauntleroy neighborhood. In addition, the ferry queue uses Lincoln Park street parking as the means to wait for the ferry in the afternoon and evening. Once the Lincoln Park parking lots are full, visitors park in the neighborhood. Although Fauntleroy is designated a Restricted Parking Zone allowing permitted resident only parking between 2:00 a.m. and 5:00 a.m., permits were also issued to the crews and Car2Go, and resident parking in certain areas was adversely impacted.

Summary

The Mandatory Housing Affordability (MHA) proposal in the City's Housing Affordability & Livability Agenda (HALA) conflicts with the Neighborhood Plan, and allows buildings that are out of scale with their surroundings and streets. An already tight street parking situation will be exacerbated as driveways may no longer be required. It encourages speculative development, and fails to create an affordable housing framework.

The city's two up-zoning options use superficial analyses that understate actual impacts of development, and fail to address how to offset those impacts. They do not reflect community input, are deeply flawed, and needlessly complex.

Thus, the Fauntleroy Community Association strongly urges city leaders and planners to pause MHA/HALA development effort until they can incorporate community input, do in-depth analyses, and present well-considered recommendations. Until we develop a new plan, the FCA recommends abiding by our current Neighborhood Plan.

Just as other West Seattle Peninsula neighborhoods, we want to see a plan that encourages creation of livable, affordable communities; a plan that preserves the small town character that keeps West Seattle such an attractive place to work and live.

Thank you.

Sincerely,

Mike Dey, President
Fauntleroy Community Association
Msdey50@aol.com

cc: Councilmember Lisa Herbold, West Seattle District 1 - lisa.herbold@seattle.gov

Planning, Land Use & Zoning committee

- . Rob Johnson - Rob.Johnson@seattle.gov,
- . Mike O'Brien - mike.obrien@seattle.gov
- . Lisa Herbold - lisa.herbold@seattle.gov
- . Lorena Gonzalez - lorena.gonzalez@seattle.gov

Affordable Housing, Neighborhoods & Finance committee

- . Tim Burgess - tim.burgess@seattle.gov,
- . Lisa Herbold - Lisa.Herbold@seattle.gov,
- . Rob Johnson - Rob.Johnson@seattle.gov,
- . Mike O'Brien - mike.obrien@seattle.gov

Sustainability & Transportation committee

- . Kshama Sawant - Kshama.Sawant@seattle.gov
- . Lisa Herbold - Lisa.Herbold@seattle.gov,
- . Rob Johnson - Rob.Johnson@seattle.gov,
- . Mike O'Brien - mike.obrien@seattle.gov