



Fauntleroy Community Association
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November 15, 2017

To: City of Seattle (ADUEIS@seattle.gov)

Subject: Accessory Dwelling Units 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 neighborhood parking.

The proposed changes do not require off street parking for accessory dwelling units. This means that residents living in these units will have no choice but to park on the street. This is particularly egregious for the Fauntleroy area as street parking is already limited.

The FCA is already on record that there is and has been a significant parking issue in this community. 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, students attending school on Vashon 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 was adversely impacted.

The parking issue is not restricted just to the residents in Fauntleroy. Merchants in the Fauntleroy Endolyne Triangle business area hear daily complaints from their customers that there is inadequate parking. Further parking pressure will result in lost business for them because anyone living beyond walking distance of these merchants will just choose to go somewhere else.

If the city goes forward with this change, the FCA requests that neighborhoods built around a destination attracting non-resident cars, such as a ferry dock, be exempt and the requirement for off street parking is maintained.

Just as other West Seattle Peninsula neighborhoods and Seattle neighborhoods in general, 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. To that end we are also concerned with that part of the proposal to allow owners to live offsite. The purpose of the ADU and DADU concept as outlined in the City proposal is to allow for additional low cost housing for residents when there is such a housing shortage. The problem is that there is no assurance that that is how the ADUs or DADUs will be used. If the ADU or DADU designed for long term rental to a local resident is rented as a vacation home or unit, the result is a loss of community because of the increased density with no benefit to the City or resolution of the problem. Under the proposed scenario there is nothing to prevent (and we all know it will happen) a developer/speculator from buying and developing a home adding an ADU or DADU and renting out as a vacation home. **Thus, we do not support the notion that an owner is not an occupant of the property and the City should retain the requirement they've carried for years, owner having to occupy one of the units for six or more months per year.**

Lastly, there needs to be an evaluation of water run off due to an increase in impermeable surfaces and re-establishment of any lost biomass as a result of cutting down trees and shrubs to build these new ADUs or DADUs. We already have serious water runoff and slide problems in West Seattle. The City and County have spent millions of dollars to create rain water gardens, expand and rebuild of the Metro overflow capacity at Lowman Beach and Barton Street pump stations, rebuild roads due to slides and encourage private rain water collection systems. There needs to be serious evaluation and off sets for the impervious surfaces created by ADUs and DADUs. The same hold for a loss of biomass. We preserve trees and shrubs on private residences, plant street trees, fine people who cut down trees and shrubs on City property all because we are trying to preserve biomass to deal with global warming and clean air. Consideration needs to be given to a requirement to re-establish biomass removed or destroyed by the addition of ADUs and DADUs.

Thank you.

Sincerely,

Mike Dey. President

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

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