



SEATTLE CITY COUNCIL

Land Use Committee

Agenda

Thursday, December 8, 2022

9:30 AM

Special Meeting

Council Chamber, City Hall
600 4th Avenue
Seattle, WA 98104

Dan Strauss, Chair
Tammy J. Morales, Vice-Chair
Teresa Mosqueda, Member
Sara Nelson, Member
Alex Pedersen, Member

Chair Info: 206-684-8806; Dan.Strauss@seattle.gov

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Special Meeting

Meeting Location:

Council Chamber, City Hall, 600 4th Avenue, Seattle, WA 98104

Committee Website:

<https://www.seattle.gov/council/committees/land-use>

This meeting also constitutes a meeting of the City Council, provided that the meeting shall be conducted as a committee meeting under the Council Rules and Procedures, and Council action shall be limited to committee business.

Members of the public may register for remote or in-person Public Comment to address the Council. Details on how to provide Public Comment are listed below:

Remote Public Comment - Register online to speak during the Public Comment period at the meeting at <http://www.seattle.gov/council/committees/public-comment>. Online registration to speak will begin two hours before the meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

In-Person Public Comment - Register to speak on the Public Comment sign-up sheet located inside Council Chambers at least 15 minutes prior to the meeting start time. Registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

Submit written comments to Councilmember Strauss at Dan.Strauss@seattle.gov

Please Note: Times listed are estimated

A. Call To Order**B. Approval of the Agenda****C. Public Comment****D. Items of Business**

1. [CB 120464](#) **AN ORDINANCE relating to Design Review for affordable housing; adopting temporary regulations to exempt affordable housing projects from Design Review; amending Section 23.41.004 of the Seattle Municipal Code; and adopting a work plan.**

*Supporting
Documents:*

[Summary and Fiscal Note
Presentation](#)
[Central Staff Memo](#)
[SDCI Memo](#)

Public Hearing, Discussion, and Possible Vote (20 minutes)

Presenters: Mike Podowski, SDCI; Ketil Freeman, Council Central Staff

2. [CB 120462](#) **AN ORDINANCE** relating to land use and zoning; amending the Seattle Comprehensive Plan to incorporate changes proposed as part of the 2022 Comprehensive Plan annual amendment process.

Attachments: [Att 1 - Amendments to the Growth Strategy Element](#)
 [Att 2 - Amendments to the Transportation Element](#)

Supporting
Documents: [Summary and Fiscal Note](#)
 [Director's Report](#)
 [Central Staff Memo](#)
 [Amendment 1](#)

Discussion and Possible Vote (20 minutes)

Presenters: Jim Holmes, OPCD; Lish Whitson, Council Central Staff

3. **Proposed Amendments to Arborist Registration Posting Requirements Process**

Briefing and Discussion (20 minutes)

Presenter: Yolanda Ho, Council Central Staff

E. Adjournment



Legislation Text

File #: CB 120464, Version: 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to Design Review for affordable housing; adopting temporary regulations to exempt affordable housing projects from Design Review; amending Section 23.41.004 of the Seattle Municipal Code; and adopting a work plan.

WHEREAS, in response to the COVID-19 pandemic, in April of 2020 the Council passed and the Mayor signed Ordinance 126072, which among other provisions exempted certain affordable housing projects, at the applicant's option, from the requirement to undergo design review if the applicant filed a complete building permit application while the ordinance was in effect. Ordinance 126072 was effective for 180 days; and

WHEREAS, in October of 2020, the Council passed and the Mayor signed Ordinance 126188, which reinstated the same exemption for a period of time ending sixty days after the termination of the civil emergency proclaimed by the Mayor on March 3, 2020; and

WHEREAS, the Mayor terminated the foregoing civil emergency on October 31, 2022, such that Ordinance 126188 will expire at the end of December, 2022; and

WHEREAS, The City of Seattle is considering changes to its Design Review program, including the applicability of the program to affordable housing projects, but those changes will take time to develop and adopt; and

WHEREAS, in light of the considerations further described below, it is critical that the design review exemption for affordable housing projects established by Ordinance 126188 be reinstated for a limited time while the City evaluates and pursues permanent changes to the Design Review program; NOW,

THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Council makes the following findings:

A. On November 2, 2015, the Mayor declared a civil emergency to address the homelessness crisis in the City of Seattle, which the Council ratified and confirmed. Despite concerted efforts to prevent and reduce it, homelessness continues at exceptionally high levels. The 2020 Point-in-Time count for Seattle/King County (which understates the true extent of homelessness) found 11,751 people experiencing homelessness on one night in January, with 47 percent unsheltered and 53 percent sheltered. By 2022, that number had increased to 13,368, with 57 percent unsheltered and 43 percent sheltered. Homelessness disproportionately impacts people and households of color.

B. Experiencing homelessness is traumatic and can trigger, create, or exacerbate health conditions, substance use, and mental and behavioral health conditions. Sleeping outdoors increases the likelihood of developing exposure-related conditions. Moreover, unsheltered people face conditions that further the spread of COVID-19.

C. Even when they do not end up unsheltered, persons who are evicted due to inability to meet housing costs face other harmful outcomes, including worsened mental health, increased likelihood of teenage pregnancy and alcoholism, worsened educational outcomes and higher dropout rates for children, and higher likelihood of experiencing job loss.

D. Seattle residents with lower incomes face enormous challenges remaining housed while meeting basic needs. Nearly 46,000 households are spending more than half their incomes on housing costs, which classifies them as severely cost-burdened by federal standards. Average rents increased faster than incomes in most Seattle zip codes in the 2010-2019 period.

E. The supply of housing affordable to those with lower incomes is extremely constrained; there is an effective shortage of nearly 21,000 rental units that are both affordable and available to households at 80

percent of AMI or below. For households at 50 percent of AMI or less, there is little prospect that affordable market rate housing will be available in the future.

F. No single policy response will be sufficient to address all of the foregoing issues. However, increasing the supply of income- and rent-restricted housing that is affordable to households at or below 60 percent of AMI is crucial to reducing housing instability and keeping lower-income families housed. Given the interconnected nature of the housing market, provision of such rent- and income- restricted housing at a large scale and on a rapid timeline is essential to preventing and ameliorating homelessness.

G. In recent years, Seattle has devoted substantial resources to development of such housing. In 2021, 489 new City-funded rental housing units were placed in service, and an additional 5,400 City-funded affordable apartments are under development. However, lengthy and complex land use review processes, such as design review, add time and cost to affordable housing development. Design review can add months to the time required to permit affordable housing projects, increasing costs and delaying the time when affordable units can enter service.

H. Through the 2022 budget process, the Council established a work program through the Statement of Legislative Intent for the Seattle Department of Construction and Inspections (SLI SDCI-004-A-001) to convene a stakeholder group to review the Design Review program and recommend changes, considering (among other items) the program's effect on housing costs and a review of national best practices for design review programs. Legislative changes resulting from that effort or otherwise could involve changes to the applicability of the Design Review program, its processes, or other matters, both for housing projects generally and for affordable housing projects. However, any such legislative changes are unlikely to be finalized until, at the earliest, next year.

I. In response to the COVID-19 pandemic, Ordinances 126072 and 126188 provided a temporary exemption from design review, at the applicant's option, for certain affordable housing projects (e.g., projects meeting the requirements according to SMC 23.41.004.A.5, which applies to projects substantially consisting

of units serving households at or below 60 percent of AMI). Nineteen publicly funded developments totaling approximately 2,400 low-income housing units have availed themselves of the design review exemption provided by these ordinances, substantially advancing the date when those projects enter service. However, Ordinance 126188 expires at the end of 2022.

J. The Council does not wish to prejudge what permanent changes might be made to the Design Review program as a result of SDCI's ongoing review. However, the Council finds that, while consideration of permanent changes to the Design Review program is ongoing during the next year, continuing the design review exemption for affordable housing projects established by Ordinance 126188 will avoid an imminent threat to public health and safety by accelerating the permitting and completion of affordable housing projects that will prevent housing instability and prevent and ameliorate homelessness.

K. SDCI and the City's Office of Housing have identified approximately 450 low-income housing units that could be exempt from design review if this legislation is adopted. These units would serve individuals and families with incomes no higher than 60 percent of AMI.

L. Based on the foregoing facts, the Council finds that an exemption from conducting SEPA review of the design review exemption proposed herein is appropriate and necessary under Seattle Municipal Code Section 25.05.880.

Section 2. Section 23.41.004 of the Seattle Municipal Code, last amended by Ordinance 126685, is amended as follows:

23.41.004 Applicability

A. Design review required

1. Subject to the exemptions in subsection 23.41.004.B, design review is required in the following areas or zones when development is proposed that exceeds a threshold in Table A or Table B for 23.41.004:

a. Multifamily;

- b. Commercial;
- c. Seattle Mixed;
- d. Downtown; and
- e. Stadium Transition Area Overlay District as shown in Map A for 23.74.004, when the

width of the lot exceeds 120 feet on any street frontage.

2. Subject to the exemptions in subsection 23.41.004.B, design review is required in the following areas or zones when commercial or institution development is proposed that exceeds a threshold in Table A or Table B for 23.41.004:

- a. Industrial Buffer; and
- b. Industrial Commercial.

3. The gross floor area of the following uses is not included in the total gross floor area of a development for purposes of determining if a threshold is exceeded:

- a. Religious facilities;
- b. Elementary and secondary schools;
- c. Uses associated with a Major Institution Master Plan (MIMP); or
- d. Development of a major institution use within a Major Institution Overlay (MIO)

district.

4. Any development proposal participating in the Living Building or 2030 Challenge High Performance Existing Building Pilot Program according to Sections 23.40.060 and 23.40.070, including a development proposal for an existing structure, regardless of size or site characteristics, is subject to full design review according to Section 23.41.014.

5. Any development proposal, regardless of size or site characteristics, is subject to the administrative design review process according to Section 23.41.016 if it receives public funding or an allocation of federal low-income housing tax credits, and is subject to a regulatory agreement, covenant, or

other legal instrument recorded on the property title and enforceable by The City of Seattle, Washington State Housing Finance Commission, State of Washington, King County, U.S. Department of Housing and Urban Development, or other similar entity as approved by the Director of Housing, which restricts at least 40 percent of the units to occupancy by households earning no greater than 60 percent of median income, and controls the rents that may be charged, for a minimum period of 40 years.

6. Any development proposal that is located in a Master Planned Community zone and that includes a request for departures, regardless of size or site characteristics, is subject to full design review according to Section 23.41.014. If a development proposal in a Master Planned Community zone does not include a request for departures, the applicable design review procedures are in Section 23.41.020. A development proposal in a Master Planned Community zone, which includes a request for departures and provides affordable housing per subsection

23.41.004.A.5, shall be subject to administrative design review according to Section 23.41.016.

7. Subject to the exemptions in subsection 23.41.004.B, design review is required for additions to existing structures when the size of the proposed addition or expansion exceeds a threshold in Table A or Table B for 23.41.004. Administrative design review, as described in Section 23.41.016, is required for certain other additions to existing structures according to rules promulgated by the Director.

* * *

C. Optional design review

1. Design review. Development proposals that are not subject to design review may elect to be reviewed pursuant to the full, administrative, or streamlined design review process if:

a. The development proposal is in any zone or area identified in subsection 23.41.004.A.1 or 23.41.004.A.2 or in the Stadium Transition Area Overlay District, except development that is within a Master Planned Community zone is not eligible for optional design review; and

b. The development proposal does not include the uses listed in subsection

23.41.004.A.3.

2. Administrative design review. According to the applicable process described in Section 23.41.016, administrative design review is optional for a development proposal that is not otherwise subject to this Chapter 23.41 and is on a site that contains an exceptional tree, as defined in Section 25.11.020, when the ability to depart from development standards may result in protection of the tree as provided in Sections 25.11.070 and 25.11.080.

D. Temporary provisions for affordable housing projects

1. Notwithstanding any contrary provision of this Title 23, a project subject to administrative design review according to subsection 23.41.004.A.5 or a project in a Master Planned Community zone that meets the requirements according to subsection 23.41.004.A.5 shall be exempt from design review if the applicant files a complete building permit application while this ordinance is in effect, except that the applicant may elect to have the project be subject to design review notwithstanding the preceding exemption.

2. Requests for departures. If a project is exempt from design review according to subsection 23.41.004.D.1, the Director may consider requests for departures from the following development standards in this Title 23:

a. Requirements for bike rooms and the quantity of bike parking;

b. Requirements for the size of parking spaces;

c. Requirements for overhead weather protection;

d. Requirements for facade openings, articulation, and modulation and art on the facades of buildings but not including limitations on structure width;

e. Requirements for the size and design of common recreational areas, amenity areas, community rooms, and similar indoor amenities but not including any required outdoor open space;

f. Requirements related to residential uses, transparency, blank facades, and floor-to-floor height at street level, except as otherwise limited in subsection 23.41.012.B; and

g. Other similar standards as determined by the Director, not including those listed in subsection 23.41.012.B, that pertain to the interior of the building and do not affect the size of the building envelope.

3. Departures decision. Requests for departures according to subsection 23.41.004.D.2 shall be evaluated by the Director, in consultation with the Office of Housing, in light of the particular population designed to be served by the project, and may be granted by the Director as a Type I decision if the departure would not impact the overall height, bulk, and scale of the proposed building and would result in additional housing units meeting the standards of subsection 23.41.004.A.5 being constructed.

Section 3. The Council approves the following work plan for the development of permanent regulations to address the matters in this ordinance, as well as other design review-related matters as appropriate, and directs the Seattle Department of Construction and Inspections, in consultation with the Office of Planning and Community Development, to transmit proposed legislation to the Council by August 1, 2023.

WORK PLAN:

Outreach on proposed permanent legislation	January 1, 2023 - March 1, 2023
Draft permanent legislation and conduct SEPA review on draft permanent legislation	March 1, 2023 - July 5, 2023
Mayor Transmits Legislation to Council	August 1, 2023
Council Deliberations and Public Hearing on Proposed Legislation	September 2023
Legislation Effective	By December 31, 2023

Section 4. This ordinance shall be automatically repealed without subsequent Council action 12 months after it becomes effective.

Section 5. The provisions of this ordinance are declared to be separate and severable. If any clause, sentence, paragraph, subdivision, section, subsection, or portion of this ordinance is held to be invalid, it shall not affect the validity of the remainder of this ordinance, or the validity of its application to other persons or

circumstances.

Section 6. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the _____ day of _____, 2022, and signed by me in open session in authentication of its passage this ____ day of _____, 2022.

President _____ of the City Council

Approved / returned unsigned / vetoed this ____ day of _____, 2022.

Bruce A. Harrell, Mayor

Filed by me this _____ day of _____, 2022.

Elizabeth Adkisson, Interim City Clerk

(Seal)

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Construction and Inspections	Mike Podowski/206-290-1596	Christie Parker/206-684-5211

** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to Design Review for affordable housing; adopting temporary regulations to exempt affordable housing projects from Design Review; amending Section 23.41.004 of the Seattle Municipal Code; and adopting a work plan.

Summary and Background of the Legislation:

The Seattle City Council adopted, and the Mayor signed, interim Ordinances 126072 and 126188 that included provisions to assist in the production of certain low-income housing projects by providing an exemption from Design Review and allowing waiver or modification of certain development standards. Ordinance 126072 expired on October 25, 2020, and was replaced by Ordinance 126188, which will expire at the end of December 2022 (sixty days after the October 31, 2022, termination of the Mayor’s COVID emergency proclamation). In light of the continuing homelessness emergency, the need for provisions to address housing solutions as addressed by Ordinance 126188 remains.

The City of Seattle first declared a State of Emergency for homelessness in 2015. Despite intentional efforts the emergency has only grown worse. Since 2015, the population of people experiencing homelessness has increased, so have shelters, encampments and tents. The supply of housing has not kept pace with the City’s growing demand.

This legislation extends Design Review exemptions for an interim period of twelve months. Without this legislation, the exemptions will expire in late December 2022, i.e., 60 days after the termination of the COVID-related civil emergency proclaimed by the Mayor on March 3, 2020. Extending these provisions will respond to the ongoing homeless emergency and allow development to address urgent housing needs for low-income people, including those experiencing homelessness. The legislation continues to assist in the production of low-income housing by exempting these projects from Design Review, at the applicant’s option, and allowing the SDCI Director to waive or modify certain development standards for these projects. The legislation should also accelerate the permitting of City-funded affordable housing projects, thereby reducing costs and decreasing the time needed for new affordable units to enter into service.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? Yes No

3. SUMMARY OF FINANCIAL IMPLICATIONS

- 2. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle’s resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

To the extent the legislation leads to more housing production in areas well served by transit and with easy access to goods and services, more resilient growth patterns will be reinforced.

- g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program’s desired goal(s)?**

No.

Summary Attachments: None.

Proposed Legislation – Temporary Design Review Exemption Briefing to Land Use Committee

Nov. 30, 2022

Seattle Department of
Construction and Inspections



City of Seattle

Background

- City Council has adopted interim Ordinances to assist in the production of low-income housing projects by providing an exemption from Design Review and allowing waiver or modification of certain development standards.
- Ordinance 126072 expired on October 25, 2020, and was replaced by Ordinance 126188, which will expire at the end of December 2022.
- In light of the continuing homelessness emergency, the need for provisions to ease housing supply constraints as addressed by these Ordinances remains.



Proposal - Facilitate construction of low-income housing

Council Bill 120464 extends Design Review exemptions for an interim period of twelve months. Without this legislation, the exemptions will expire in late December 2022.

Assists in the production of low-income housing by providing an expedited permit process:

- Exempts these projects from Design Review at the applicant's option.
- Allows the SDCI Director to waive or modify certain development standards for these projects.

Comprehensive Plan

Goal H G2 - Help meet current and projected regional housing needs of all economic and demographic groups by increasing Seattle's housing supply.

Goal H G5 - Make it possible for households of all income levels to live affordably in Seattle and reduce over time the unmet housing needs of lower-income households in Seattle.

Policy H 5.5 - Collaborate with King County and other jurisdictions in efforts to prevent and end homelessness and focus those efforts on providing permanent housing and supportive services and on securing the resources to do so.



Low-income Housing

- CB 120464 applies to projects substantially consisting of units serving households at or below 60 percent of AMI.
- City's Office of Housing has identified projects with 450 low-income housing units that could benefit.



Thank you.
Questions?

Nov. 30, 2022

Seattle Department of
Construction and Inspections



November 28, 2022

MEMORANDUM

To: Land Use Committee
From: Ketil Freeman, Analyst
Subject: Council Bill 120464 – Temporary Design Review Exemption for Low-income Housing

On November 30, the Land Use Committee (Committee) will have an initial briefing and discussion on [Council Bill \(CB\) 120464](#), which would exempt multifamily and mixed-use projects developed for low-income households from the Design Review Program on a temporary basis.

This memo: (1) briefly describes what CB 120464 would do and (2) sets out procedural next steps.

What Would CB 120464 Do?

CB 120464 would amend the Land Use Code for a one-year period to exempt multifamily and mixed-use projects developed for low-income households from the Design Review Program. Specifically, the bill would:

- Allow developments with at least 40 percent of units affordable to households with income no greater than 60 percent of Area Median Income (AMI) to opt out of design review;¹
- Authorize the Director of the Seattle Department of Construction and Inspections (SDCI) to waive or modify certain development standards for projects opting out of design review as a Type I (i.e., non-appealable) decision, if the waiver (1) does not impact the height, bulk and scale of the development and (2) results in more affordable units; and
- Approve a work program for consideration of permanent changes to the Design Review Program.

Except for the proposed authority for the SDCI Director to grant waivers as a Type I decision for exempt projects, which is new, CB 120464 would continue a COVID-related exemption for low-income housing development initially established by [Ordinance 126072](#) and extended by [Ordinance 126188](#). The exemption authorized under Ordinance 126188 will expire at the end of 2022.

SDCI estimates that currently six projects with 450 low-income units would be eligible to opt out of design review. During the pandemic, roughly half of eligible projects chose the design review exemption. It is unclear whether the proposed administrative authority to waive or

¹ For 2022, 60 percent of AMI is \$54,350 for a one-person household. U.S. Department of Housing and Urban Development published affordable rent for a one-bedroom apartment at 60 percent AMI is \$1,455/month.

modify development standards will induce more eligible projects to opt out of design review. While projects that opt out would be able to achieve some design waivers otherwise only available through design review, those projects would not enjoy the inoculation from SEPA appeals based on aesthetics afforded to projects that participate in design review.²

If Council does not approve CB 120464, affordable rental housing projects required to go through design review would be subject to the pre-pandemic requirement of administrative, not full, design review.

Next Steps

The Committee will hold a public hearing on CB 120464 at a special LUC meeting on December 8, 2022. Committee discussion and a potential recommendation on the bill to the City Council could occur at that meeting, which may allow the City Council to vote on the bill as early as its December 13 meeting.

cc: Esther Handy, Director
Aly Pennucci, Deputy Director
Yolanda Ho, Lead Analyst

² Seattle Municipal Code Section 25.05.680, as amended by [Ordinance 126685](#).



Memo

Date: November 23, 2022
To: Councilmember Dan Strauss, Land Use Committee Chair
From: Mike Podowski, Code Development Manager, SDCI
Subject: Affordable Housing Design Review Legislation

This memo serves as the Seattle Department of Construction and Inspections (SDCI) Director's Report for legislation to provide a design review exemption for affordable housing to help facilitate bringing needed affordable housing to the City of Seattle.

Background and Analysis

The Seattle City Council adopted, and the Mayor signed, interim Ordinances 126072 and 126188 that included provisions to assist in the production of certain low-income housing projects by providing an exemption from Design Review and allowing waiver or modification of certain development standards. Ordinance 126072 expired on October 25, 2020, and was replaced by Ordinance 126188, which will expire at the end of December 2022 (sixty days after the October 31, 2022, termination of the Mayor's COVID emergency proclamation). In light of the continuing homelessness emergency, the need for provisions to address housing solutions as addressed by Ordinance 126188 remains.

The City of Seattle first declared a State of Emergency for homelessness in 2015. Despite intentional efforts the emergency has only grown worse. Since 2015, the population of people experiencing homelessness has increased, so have shelters, encampments and tents. The supply of housing has not kept pace with the City's growing demand.

This legislation extends Design Review exemptions for an interim period of twelve months. Without this legislation, the exemptions will expire in late December 2022, i.e., 60 days after the termination of the COVID-related civil emergency proclaimed by the Mayor on March 3, 2020. Extending these provisions will respond to the ongoing homeless emergency and allow development to address urgent housing needs for low-income people, including those experiencing homelessness. The legislation continues to assist in the production of low-income housing by exempting these projects from Design Review, at the applicant's option, and allowing the SDCI Director to waive or modify certain development standards for these projects. The legislation should also accelerate the permitting of City-funded affordable housing projects, thereby reducing costs and decreasing the time needed for new affordable units to enter into service.

Ordinances 126072 and 126188 provided a temporary exemption from design review, at the applicant's option, for certain affordable housing projects (e.g., projects meeting the requirements according to SMC 23.41.004.A.5, which applies to projects substantially consisting of units serving households at or below 60 percent of AMI). Nineteen publicly funded developments totaling approximately 2,400 low-income housing units have availed themselves of the design review exemption provided by these ordinances, advancing the date when those projects enter service. However, Ordinance 126188 expires at the end of 2022.

SDCI and the City's Office of Housing have identified approximately 6 projects with 450 low-income housing units that could be exempt from design review if this legislation is adopted. These units would serve individuals and families with incomes no higher than 60 percent of AMI.

Comprehensive Plan Goals and Policies

The proposal is consistent with following relevant goals and policies in the *Seattle 2035* Comprehensive Plan:

- Goal H G2 - Help meet current and projected regional housing needs of all economic and demographic groups by increasing Seattle's housing supply.
- Goal H G5 - Make it possible for households of all income levels to live affordably in Seattle, and reduce over time the unmet housing needs of lower-income households in Seattle.
- Policy H 5.5 - Collaborate with King County and other jurisdictions in efforts to prevent and end homelessness and focus those efforts on providing permanent housing and supportive services and on securing the resources to do so.

Recommendation

SDCI recommends that the City Council adopt the proposed amendments to help facilitate the development of badly needed housing. Thank you for your attention to this important legislation. I am available should you have any questions.



Legislation Text

File #: CB 120462, **Version:** 1

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

AN ORDINANCE relating to land use and zoning; amending the Seattle Comprehensive Plan to incorporate changes proposed as part of the 2022 Comprehensive Plan annual amendment process.

WHEREAS, The City of Seattle adopted a Comprehensive Plan through Ordinance 117221 in 1994 and most recently adopted amendments to its Comprehensive Plan in October 2021 through Ordinance 126457; and

WHEREAS, the Growth Management Act, chapter 36.70A RCW, authorizes annual amendments to the City's Comprehensive Plan; and

WHEREAS, the adopted procedures in Resolution 31807 provide the process for interested citizens to propose annual Comprehensive Plan amendments for consideration by the City Council; and

WHEREAS, various parties proposed amendments for consideration during the 2022 annual amendment process; and

WHEREAS, on August 2, 2021, the City Council considered these proposed Comprehensive Plan amendments and adopted Resolution 32010, directing that City staff further review and analyze certain proposed amendments; and

WHEREAS, these proposed amendments have been reviewed and analyzed by the Office of Planning and Community Development and considered by the Council; and

WHEREAS, the City has provided for public participation in the development and review of these proposed amendments and other changes to comply with the Growth Management Act, including requirements

for early and continuous public participation in the development and amendment of the City's Comprehensive Plan; and

WHEREAS, the Council has reviewed and considered the Director's report and recommendations, public testimony made at the public hearings, and other pertinent material regarding all the proposed amendments; and

WHEREAS, the Council finds that this amendment to the Comprehensive Plan is consistent with the Growth Management Act, and will protect and promote the health, safety, and welfare of the general public;

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Seattle Comprehensive Plan, last amended by Ordinance 126457, is amended to include amendments to the Growth Strategy and Transportation Elements as shown in Attachments 1 and 2 to this ordinance.

Section 2. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the _____ day of _____, 2022, and signed by me in open session in authentication of its passage this _____ day of _____, 2022.

President _____ of the City Council

Approved / returned unsigned / vetoed this _____ day of _____, 2022.

Bruce A. Harrell, Mayor

Filed by me this _____ day of _____, 2022.

Elizabeth M. Adkisson, Interim City Clerk

(Seal)

Attachments:

Attachment 1 - Amendments to the Growth Strategy Element

Attachment 2 - Amendments to the Transportation Element

Attachment 1

Amendments to the Growth Strategy Element

Growth Strategy

* * *

Urban Design

* * *

GOAL

- GS G3** Maintain and enhance Seattle’s unique character and sense of place, including its natural setting, history, human-scaled development, and community identity, as the city grows and changes.

Natural Environment

POLICIES

- GS 3.1** Encourage the preservation, protection, and restoration of Seattle’s distinctive natural features and landforms such as bluffs, beaches, streams, and remaining evergreen forests.
- GS 3.2** Design public facilities to emphasize physical and visual connections to Seattle’s natural surroundings, with special attention to public vistas of shorelines, the Olympic Mountains, and the Cascade Range.
- GS 3.3** Encourage design that recognizes natural systems and integrates ecological functions such as stormwater filtration or retention with other infrastructure and development projects.
- GS 3.4** Respect topography, water, and natural systems when siting tall buildings.
- GS 3.5** Provide both physical and visual public access to streams, lakes, and Puget Sound.
- GS 3.6** Extend sustainable landscaping and an urban design approach to typically underdesigned sites such as surface parking lots, rooftops, and freeway edges.
- GS 3.7** Promote the use of native plants for landscaping to emphasize the region’s natural identity and foster environmental health.

Built Environment

- GS 3.8** Encourage the preservation and expansion of the tree canopy throughout the city for the aesthetic, health and environmental benefits trees provide, considering first the residential and mixed-use areas with the least tree canopy in order to more equitably distribute the benefits to residents.
- GS 3.9** Preserve characteristics that contribute to communities' general identity, such as block and lot patterns and areas of historic, architectural, or social significance.
- GS 3.10** Design public infrastructure and private building developments to help visitors understand the existing block and street patterns and to reinforce the walkability of neighborhoods.
- GS 3.11** Use zoning tools and natural features to ease the transitions from the building intensities of urban villages and commercial arterials to lower-density developments of surrounding areas.
- GS 3.12** Design streets with distinctive identities that are compatible with a citywide system that defines differences between types of streets and that allows for different design treatments to reflect a particular street's function, right-of-way width, and adjoining uses.
- GS 3.13** Preserve, strengthen, and, as opportunities permit, reconnect Seattle's street grid as a means to knit together neighborhoods and to connect areas of the city. Support efforts to use lids and other connections over highways that separate neighborhoods, especially when such lids provide opportunities to reconnect neighborhoods and provide amenities such as affordable housing, open space, or pedestrian and bike connections to transit stations.
- GS 3.14** Design urban villages to be walkable, using approaches such as clear street grids, pedestrian connections between major activity centers, incorporation of public open spaces, and commercial buildings with retail and active uses that flank the sidewalk.
- GS 3.15** Design multifamily zones to be appealing residential communities with high-quality housing and development standards that promote privacy and livability, such as appropriately scaled landscaping, street amenities, and, in appropriate locations, limited commercial uses targeted for the local population.
- GS 3.16** Encourage designs for buildings and public spaces that maximize use of natural light and provide protection from inclement weather.
- GS 3.17** Encourage the use of land, rooftops, and other spaces to contribute to urban food production.

- GS 3.18** Use varied building forms and heights to enhance attractive and walkable neighborhoods.
- GS 3.19** Use groupings of tall buildings, instead of lone towers, to enhance overall topography or to define districts.
- GS 3.20** Consider taller building heights in key locations to provide visual focus and define activity centers, such as near light rail stations in urban centers and urban villages and other residential and commercial areas near future light rail stations.
- GS 3.21** Limit the negative impacts of tall buildings on public views and on sunlight in public streets and parks by defining upper-level building setbacks and lot coverage or by using other techniques.
- GS 3.22** Locate tall buildings to respect natural surroundings and key natural features and to minimize obstructing views of these features, such as by having lower building heights near lakes or Puget Sound.
- GS 3.23** Encourage street widths and building heights that are in proportion with each other by reducing setbacks from the street and keeping reasonable sidewalk widths for lower buildings.

Attachment 2

Amendments to the Transportation Element

Transportation

* * *

Transportation Options

* * *

GOAL

TG 3 Meet people’s mobility needs by providing equitable access to, and encouraging use of, multiple transportation options.

POLICIES

- T 3.1** Develop and maintain high-quality, affordable, and connected bicycle, pedestrian, and transit facilities.
- T 3.2** Improve transportation options to and within the urban centers and urban villages, where most of Seattle’s job and population growth will occur.
- T 3.3** Consider the income, age, ability, and vehicle-ownership patterns of populations throughout the city in developing transportation systems and facilities so that all residents, especially those most in need, have access to a wide range of affordable travel options.
- T 3.4** Develop a citywide transit system that includes a variety of transit modes to meet passenger capacity needs with frequent, reliable, accessible, and safe service to a wide variety of destinations throughout the day and week.
- T 3.5** Prioritize transit investments on the basis of ridership demand, service to populations heavily reliant on transit, and opportunities to leverage funding.
- T 3.6** Make transit services affordable to low-income residents through programs that reduce household transportation costs.
- T 3.7** Optimize operations of bus rapid transit, RapidRide, and streetcar corridors by adjusting signals and providing exclusive transit lanes to promote faster travel times for transit than for automobile travel.

- T 3.8** Work with transportation providers, such as car share, bike share and taxi providers, to provide access to their services throughout the city and to maintain the affordability of their services.
- T 3.9** Expand light rail capacity and bus reliability in corridors where travel capacity is constrained, such as crossing the Lake Washington Ship Canal or the Duwamish River, or through the Center City.
- T 3.10** Provide high-quality pedestrian, bicycle, and bus transit access to high-capacity transit stations, in order to support transit ridership and reduce single-occupant vehicle trips.
- T 3.11** Develop and maintain bicycle and pedestrian facilities, including public stairways, that enhance the predictability and safety of all users of the street and that connect to a wide range of key destinations throughout the city.
- T 3.12** Look for opportunities to reestablish or improve connections across I-5 and State Highways by creating new crossings, enhancing streets where ~~((I-5 or))~~ State Highways cross~~((es))~~ overhead, or constructing lids, especially where these can also enhance opportunities for development or open space, affordable housing, and neighborhood cohesion.
- T 3.13** Prioritize bicycle and pedestrian investments on the basis of increasing use, safety, connectivity, equity, health, livability, and opportunities to leverage funding.
- T 3.14** Develop facilities and programs, such as bike sharing, that encourage short trips to be made by walking or biking.
- T 3.15** Develop and implement programs to educate all users of the street on rules of the road, rights, and responsibilities.
- T 3.16** Support and plan for innovation in transportation options and shared mobility, including car sharing, bike sharing, and transportation network companies, that can increase travel options, enhance mobility, and provide first- and last-mile connections for people.
- T 3.17** Implement new technologies that will enhance access to transportation and parking options.
- T 3.18** Implement curb-space management strategies such as parking time limits, on street parking pricing, loading zones, and residential parking programs to promote transportation choices, encourage parking turnover, improve customer access, and provide for efficient allocation of parking among diverse users.

- T 3.19** Consider roadway pricing strategies on city arterials to manage demand during peak travel times, particularly in the Center City.
- T 3.20** Consider replacing short-term parking that is displaced by construction or new transportation projects only when the project results in a concentrated and substantial amount of on-street parking loss.
- T 3.21** Design and manage the transportation system, including on-street parking, so that people with disabilities have safe and convenient access to their destinations, while discouraging use of disabled parking permits for commuter use in areas of high short-term parking demand.
- T 3.22** Assess the affordability and accessibility of existing and potential transportation options in order to better inform decisions affecting the equitable provision of transportation services.

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Office of Planning and Community Development	Jim Holmes/206-684-8372	Christie Parker/206-684-5211

1. BILL SUMMARY

Legislation Title:

AN ORDINANCE relating to land use and zoning; amending the Seattle Comprehensive Plan to incorporate changes proposed as part of the 2022 Comprehensive Plan annual amendment process.

Summary and Background of the Legislation:

The proposed legislation amends the Comprehensive Plan, as part of the annual Comprehensive Plan amendment process, to express City support for the use of lids across state highways to reconnect neighborhoods and to provide open space and affordable housing resources.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ___ Yes X No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? ___ Yes X No

Does the legislation have other financial impacts to The City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?
No.

Are there financial costs or other impacts of *not* implementing the legislation?
No.

4. OTHER IMPLICATIONS

a. Does this legislation affect any departments besides the originating department?
No.

b. Is a public hearing required for this legislation?

Yes. The City Council must hold a public hearing before acting on the proposal. The hearing must be noticed 30 days prior to the hearing.

c. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

Yes.

d. Does this legislation affect a piece of property?

No. The legislation offers support for potential projects that would affect specific property, but as a Comprehensive Plan text amendment does not currently affect any specific piece of property.

e. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?

The proposal is general in nature and does not propose any specific highway lid. In some cases, some predominantly BIPOC neighborhoods that have been impacted by highways dividing their communities will benefit through reconnection of their neighborhoods if a highway lid is constructed in the future.

f. Climate Change Implications

1. Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?

The proposal is not a capital project, nor does it increase development capacity currently. It is not possible at this time to know of any potential increase or decrease in carbon emissions until a specific proposal to construct a lid over a highway is analyzed.

2. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.

This proposal is unlikely to affect Seattle's resiliency to adapt to climate change in a material way.

g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)?

This legislation does not include a new initiative or major programmatic expansion.

Summary Attachments: None

Director's Report and Analysis
2022 Annual Amendments to the Seattle Comprehensive Plan



Office of Planning and Community Development

October 2022

Director's Report and Analysis on the Mayor's Recommended Comprehensive Plan 2022 Annual Amendments

Section 1 – Introduction

This document describes the Mayor's recommendations for amending the City's Comprehensive Plan, Seattle 2035. The Washington State Growth Management Act (GMA) permits, with some exceptions, the City to amend its plan once a year. As required by the GMA, the Comprehensive Plan (Comp Plan or Plan) includes goals and policies that guide City actions for managing future population, housing, and employment growth over a 20-year period. The Mayor recommends adoption of one amendment contained in the City Council Resolution 332010, which docketed potential amendments for consideration in 2022. The annual amendment process is described in City Council Resolution 31807, which was adopted on April 23, 2018, and consists of several phases. The annual amendment schedule this year was delayed to accommodate potential consideration of amendments from the Industrial and Maritime Strategy. Milestones in the process included:

- The City Council accepted applications seeking Comprehensive Plan amendments from April 1, 2021, to May 15, 2021.
- Adoption of a Docketing Resolution. The Council adopted resolution 32010 on August 2, 2021, identifying amendments to be “docketed” for further consideration in the 2021-2022 cycle. This resolution also included proposed Comprehensive Plan amendments identified for future consideration by the City Council in previous legislative actions.
- Analysis of proposed amendments by the Office of Planning and Community Development (OPCD) and the Seattle Planning Commission, with recommendations to the Council for action on selected amendments. This report constitutes a summary of the analysis conducted by OPCD and its recommendations to Council.
- Consideration of recommended amendments by the City Council commencing in April of 2022.

Section 2 – Background on Seattle's Comprehensive Plan and Amendment Process

The City first adopted a Comprehensive Plan under the state GMA in 1994 and conducted a review and update of the Plan in 2004 and again in 2015, extending the Plan's horizon to 2035 and planning for revised growth estimates. GMA requires that all comprehensive plans include seven chapters, or “elements” – land use, transportation, housing, capital facilities, utilities, parks and open space, and economic development. GMA also requires that certain cities, including Seattle, have elements in

their plans that address marine container ports. In addition to the required elements, Seattle has chosen to include elements related to growth strategy, environment, arts and culture, community well-being, community engagement, and shorelines in the City's Plan.

The City has amended the Plan nearly every year since it was first adopted. Currently the City is engaged in planning efforts to prepare a major update of the Comprehensive Plan with new growth estimates to be adopted in 2024.

Section 3 – Docketed Amendments Recommended for Adoption

Based on the Office of Planning and Development's (OPCD) evaluation, the Mayor recommends the following amendment be adopted into the City's Comprehensive Plan:

- **Neighborhood Connections Across Highways.** Amend the Comprehensive Growth Strategy and Transportation elements to enhance support for the use of lids that cover or cross highways to restore disconnected neighborhoods, expand neighborhoods, and open hundreds of acres of buildable land for housing and parks, with the aim of creating safer, healthier, and more vibrant neighborhoods.

Neighborhood Connections Across Highways

Proposal: Amend policy GS 3.13 in the Urban Design section of the Growth Strategy element and policy T3.12 of the Transportation element to strengthen the City's support for lids across highways to restore disconnected neighborhoods, expand neighborhoods, and open hundreds of acres of buildable land for housing and parks, with the aim of creating safer, healthier, and more vibrant neighborhoods.

Element: Growth Strategy and Transportation

Submitted by: Seattle City Council

OPCD recommends amending existing policies to meet the intent of the docketed proposal as shown below:

GS 3.13 Preserve, strengthen, and, as opportunities permit, reconnect Seattle's street grid as a means to knit together neighborhoods and to connect areas of the city. Support efforts to use lids and other connections over highways that separate neighborhoods, especially when such lids provide opportunities to reconnect neighborhoods and provide amenities such as affordable housing, open space, or pedestrian and bike connections to transit stations.

T 3.12 Look for opportunities to reestablish or improve connections across ~~I-5~~ state highways by creating new crossings, enhancing streets where ~~I-5 or~~ state highways crosses overhead, or constructing lids, especially where these can also enhance opportunities for development or open space, affordable housing, and neighborhood cohesion.

Analysis

Currently the Comprehensive Plan contains policies that generally express the City's support for lids across highways. The term 'lid' refers to structures that cover highways that provide usable space for community needs such as affordable housing, open space, or other city priorities. Policy GS 3.13 supports reconnection of Seattle's Street grid to connect neighborhoods in the City. The proposed amendment to this policy specifically supports lids and other connections over highways to reconnect neighborhoods. The additional language identifies amenities the lids should provide including affordable housing, open space, and pedestrian/bike connections to transit stations. Policy T 3.12 expresses the city's support to improve connections across Interstate 5 in areas where it crosses overhead or using lids when there are opportunities for development or open space. The proposed amendment to T 3.12 expands the policy to cover all state highways and expands the amenities that such lids should provide to include opportunities for affordable housing and neighborhood reconnections.

There are 5 state highways that pass-through Seattle (I-5, I-90, SR 520, SR99, SR599). Each of these separates neighborhoods that were better connected prior to construction. These highways have significant rights-of-way ranging from 100 feet in width (SR99) to 800 feet in width (I-90) that have

the potential for reestablishing connections and providing opportunities for affordable housing, open space, and pedestrian/bike connections to transit stations.

Recommendation

Amend policies GS3.13 and T3.12 as shown above to expand areas where lids are supported and the range of amenities such lids could provide.

Section 4 – Docketed Amendments not Analyzed, No Recommendation at this Time

There are several proposed Comprehensive Plan amendments that were docketed by Council in Resolution 31970 but have not been analyzed by OPCD and for which OPCD is not making any recommendation at this time. Each is briefly described below, with an explanation of why OPCD has not analyzed the proposal as part of the 2021-2022 annual amendment cycle.

A. Remove the arterial classification from Florentia Street and West Florentia Street in the Queen Anne neighborhood

Element: Transportation Appendix Figure A-1

Submitted by: Seattle City Council

Proposed amendment: The proposal is to reclassify Florentia Street and West Florentia in the Queen Anne neighborhood to remove the Arterial classification. This proposal is intended to allow for this segment of West Florentia Street/Florentia Street to be managed as a neighborhood street to promote traffic calming, reduce speeding, and discourage cut through traffic. The parcels along this segment are zoned as Neighborhood Residential, Low Rise 1, and Low Rise 2.

Reason for not analyzing: The Comprehensive Plan does not designate street classification. The Comprehensive Plan does include a transportation appendix where the street classification map is an exhibit. Changing this map will not reclassify Florentia Street.

Reclassification of Florentia Street is determined by the Functional Classification Map. Functional Classifications are administered by the Federal Highway Administration (FHWA), with involvement of both the Washington State Department of Transportation (WSDOT) and the Puget Sound Regional Council (PSRC). Each local jurisdiction is encouraged to review the Functional Classification of its entire street network rather than one corridor at a time. The City Traffic Engineer follows that guidance—reviewing the entire street network as a whole—to ensure the arterial/non-arterial network remains intact and cohesive. The cohesivity of the network factors into legibility and, therefore, safety. The Functional Classification map also forms the backbone of our emergency response network.

After consultation with Seattle Department of Transportation (SDOT), OPCD is deferring this amendment until a citywide review of collector arterial and high volume non-arterial streets is completed as part of the Seattle Transportation Plan. The Seattle Transportation plan will inform the Transportation Element for the Comprehensive Plan Major Update scheduled for Council review and approval in 2024.

B. South Park Urban Village Designation

Element: Growth Strategy

Submitted by: Seattle City Council

Proposed Amendment: Assess how the South Park neighborhood meets the criteria for Urban Village designation and provide a report to Council.

Reason for not analyzing: The City will be adopting a major update to the Comprehensive Plan in 2024. As part of the update, OPCD expects to review the Urban Village Strategy. Whether the South Park neighborhood should continue to be designated as an Urban Village is more appropriately addressed as part of this more comprehensive work.

C. N 130th Street and I-5.

Element: Growth Strategy

Submitted by: Seattle City Council

Proposed Amendment: Specific to the area surrounding the future light rail station at North 130th Street and Interstate 5, along with other City departments, complete community-based planning and provide a proposal to establish an urban village as described in Resolution 31970.

Reason for not analyzing. The City will be adopting a major update to the Comprehensive Plan in 2024. As part of the update, OPCD expects to review the Urban Village Strategy. This review will build on the ongoing community-based planning in this area to develop a recommendation for and study a potential future urban village designation of the 130th/145th Station area.

D. Fossil Fuels and Public Health

Element: Environment, Land Use, or Utilities Elements

Submitted by: Seattle City Council

Proposed Amendment: The Council requests that OPCD, in consultation with the Seattle Department of Construction and Inspections, the Office of Sustainability and Environment, and the Environmental Justice Committee, draft, evaluate, undertake environmental review, and provide recommendations of potential amendments to the Environment, Land Use, or Utilities Elements that would clarify the City's intent to protect the public health and meet its climate goals by limiting fossil fuel productions and storage.

Reason for not analyzing: The level of analysis to effectively identify and evaluate potential amendments does not align with OPCD's current work plan and staffing capacity. Work to propose and evaluate such amendments is more appropriate for the major update to the Comprehensive Plan in 2024.

Docketed Amendments Deferred to 2022-2023 Amendment Cycle

The Mayor recommends deferring the docketed amendments to industrial lands policies to the 2022-2023 annual amendment cycle. Currently these amendments are the subject of an EIS process that will not be complete in time for consideration this annual amendment cycle.

A. Industrial and Maritime Strategy amendments

Element: Land Use

Submitted by: Seattle City Council

Reason for deferral: Currently the City is undertaking an environmental review process for the land use components of the Industrial and Maritime Strategy, including amendments to the industrial land use section of the Land Use Element. This review and resolution of any subsequent appeals will not be complete for consideration of these amendments in 2022. OPCD anticipates transmitting these amendments in 2023.

November 28, 2022

MEMORANDUM

To: Land Use Committee
From: Lish Whitson and Eric McConaghy, Analysts
Subject: Council Bill 120462: 2022 Comprehensive Plan amendment

On November 30, 2022, the Land Use Committee will hold a public hearing and discuss [Council Bill \(CB\) 120462](#), which would amend the Seattle 2035 Comprehensive Plan's Growth Strategy and Transportation elements. The proposed amendments support the use of lids and other connections to rejoin neighborhoods across State Highways and Interstate 5. The amendments encourage the use of lids to create open space, affordable housing, and pedestrian or bicycle connections to transit. The proposed bill responds to the City's 2021-2022 Comprehensive Plan docket, [Resolution 32010](#) and [Resolution 32068](#).

The bill would add language to Growth Strategy policy GS 3.13 that would indicate support for lids across highways to neighborhoods, particularly when such a lid would reconnect neighborhoods and provide amenities like affordable housing, open space, or pedestrian and bike connections. The bill would amend Transportation policy T 3.12 to broaden a policy related to improving connections across Interstate 5 to apply to State Highways as well as the Interstate. This amendment would similarly support improvements that increase opportunities for open space, affordable housing, and neighborhood cohesion.

Next Steps

The Land Use Committee will likely vote on CB 120462 at its December 8 meeting, which would allow for a City Council vote on the bill on December 13.

The City is limited to amending the Comprehensive Plan once a year under the Washington State Growth Management Act. If the Committee does not vote on the bill on December 8, it should hold the bill until it can consider this bill alongside amendments likely to be recommended by the Mayor for adoption in 2023. Those amendments will focus on changes to policies related to Maritime and Industrial areas.

cc: Esther Handy, Director
Aly Pennucci, Deputy Director
Yolanda Ho, Lead Analyst

Amendment 1 Version #1 to CB 120462

Sponsor: Councilmember Strauss

Clarify that policies apply to both State and Federal policies

Effect: This proposed amendment would clarify that policies supporting better connections across highways are intended to address both State Highways and Federal Interstates. Although interstates are classified as State Highways, common parlance treats them as distinct from State Highways.

Amend Transportation Policy T 3.12 as shown on Attachment 2 to Council Bill 120462 as shown in red as follows:

T 3.12 Look for opportunities to reestablish or improve connections across ~~((I-5 and))~~ State and Federal Highways by creating new crossings, enhancing streets where ~~((I-5 or))~~ ~~((State))~~ Highways cross(es) overhead, or constructing lids, especially where these can also enhance opportunities for development or open space, affordable housing, and neighborhood cohesion.



Legislation Text

File #: Inf 2206, **Version:** 1

Proposed Amendments to Arborist Registration Posting Requirements Process