



SEATTLE CITY COUNCIL

Land Use Committee

Agenda

Wednesday, November 30, 2022

2:00 PM

Special Meeting - Public Hearing

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

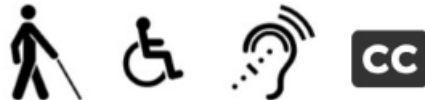
Dan Strauss, Chair
Tammy J. Morales, Vice-Chair
Teresa Mosqueda, Member
Sara Nelson, Member
Alex Pedersen, Member

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

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November 30, 2022 - 2:00 PM
Special Meeting - Public Hearing

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 or Public Hearing 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 or Public Hearing 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. [Appt 02416](#) **Appointment of Juan C. Rodriguez as member, Equitable Development Initiative Advisory Board, for a term to February 28, 2025.**

Attachments: [Appointment Packet](#)

Briefing, Discussion, and Possible Vote (15 minutes)

Presenter: Patrice Carroll and Abesha Shiferaw, Office of Planning and Community Development (OPCD)

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](#)

Public Hearing and Briefing (15 minutes)

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

3. [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](#)

Briefing and Discussion (15 minutes)

Presenter: Mike Podowski, Department of Construction and Inspections; Ketil Freeman, Council Central Staff

4. **One Seattle Comprehensive Plan Update Environmental Impact Statement (EIS) Scoping Report**

Supporting

Documents:

[EIS Scoping Report](#)

[Presentation](#)

Briefing and Discussion (15 minutes)

Presenters: Brennan Staley and Michael Hubner, OPCD; Lish Whitson, Council Central Staff

E. Adjournment



Legislation Text


File #: Appt 02416, **Version:** 1

Appointment of Juan C. Rodriguez as member, Equitable Development Initiative Advisory Board, for a term to February 28, 2025.

The Appointment Packet is provided as an attachment.



City of Seattle Boards & Commissions Notice of Appointment

Appointee Name: <i>Juan C. Rodriguez (John)</i>		
Board/Commission Name: <i>Equitable Development Initiative Advisory Board</i>		Position Title: <i>Board Member</i>
<input checked="" type="checkbox"/> Appointment OR <input type="checkbox"/> Reappointment	City Council Confirmation required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Appointing Authority: <input type="checkbox"/> City Council <input checked="" type="checkbox"/> Mayor <input type="checkbox"/> Other: <i>Fill in appointing authority</i>	Term of Position: * 3/1/2022 to 2/28/2025 <input type="checkbox"/> <i>Serving remaining term of a vacant position</i>	
Residential Neighborhood: <i>Capital Hill</i>	Zip Code: <i>98122</i>	Contact Phone No.: [REDACTED]
Background: John Rodriguez is originally from the Dominican Republic, his family moved to New York City when he was a teenager, he fell in love with Seattle and has been living in the emerald city for the last 5 years. He is a full-time LGBTQ+ community advocate and human rights activist. He’s been advocating for social equity, equality, and human rights for the past 15 years, John has served as human rights ambassador for the United Nations in the Caribbean. John has worked as Executive Director for different nonprofits in different countries, he has a professional background in business consulting, nonprofit development, communications, business management, travel industry management, marketing, marketing research and sales. John has vast experience in board - project advisory and consulting, for the last years in Seattle he has been involved with the Dominican Association of Washington State, an organization that he founded here in Seattle and has built a BIPOC network for promoting social justice and equity serving mainly BIPOC and underrepresented communities. He also served as co-chair of the Seattle LGBTQ Commission from 2019 to 2020 and served as Executive Director for the Seattle Chapter of Affirmation LGBTQ Mormons Families and Friends, an organization that supports LGBTQ members and queer ex-members of the LDS religious organization, and also founded the Dominican Chapter for this organization. He currently serves as remote Executive Director for one of the It Gets Better Project’s affiliates in the Dominican Republic and co-chairs an advisory committee for health providers for a local and regional health program serving the King, Snohomish, and the Island counties. John has been leading a peer support group focused on spiritual and emotional support and suicide prevention for LGBTQ youth in Seattle. John is fully bilingual in English and Spanish.		
Authorizing Signature (original signature):  Date Signed (appointed): 10/26/2022	Appointing Signatory: <i>Bruce A. Harrell</i> <i>Mayor of Seattle</i>	

*Term begin and end date is fixed and tied to the position and not the appointment date.

Juan C. Rodriguez

Alias: John Rodriguez

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

OBJECTIVE: Applying for a position as a City of Seattle's EDI Advisory Board member, with the motivation to collaborate to build a more equitable city and fight social injustice.

EXPERIENCE

Dominican Association of Washington State, Seattle, WA — Executive Director.
April, 2020 - Present.
Executive Management and Development.

Markpro Research Corp Consulting, Seattle, WA — General Manager.

January, 2017 - Present. Marketing, Business and Nonprofit Development.

It Gets Better República Dominicana. Santo Domingo — Affiliate Remote Executive Director.
January 2016 - Present.
Affiliate's Executive Direction , events coordinator, facilitation and online peer support counseling.

Three Dollar Bill Cinema, Seattle, WA — Outreach Coordinator.

April, 2019 - August 2022. Coordinated community partnerships, networking and assisted festivals sponsors and co presenters .

Washington TGA Appointed Council Member, Ryan White Program. King County, Snohomish county and the Islands County — Council member unaligned consumer and mental health specialist.
May 2019 - Present (for a three years term.)
Council Member. (Volunteer)

Peer Seattle, Seattle — Support Group Facilitator. (English only).

July 2018 - Present. Facilitates a Support Group for LGBTQ+ individuals struggling with religious/spiritual background -Suicide Prevention. (Volunteer)

Affirmation LGBTQ Mormons Seattle Chapter, Seattle — Chapter Director.

January 2018 - January 2019.
Chapter Executive Direction , events coordinator, facilitation and counseling.

United Nations Development Program-UN, Santo Domingo Dominican Republic— International. Remote LGBTQ Community Outreach and Agency Support Coordinator.

October 2016 - Present. Outreach and Agencies Support Coordinator, Educator.

EDUCATION SPECIAL TRAINING

Peer Coaching
counseling facilitation,
Business and Nonprofit
Development-Management.
English & Spanish teaching methodology, computer programming and operation of Microsoft Word, Excell, Access, Internet , Basic Website designing, sales and marketing, psychology, market research, data analysis hotel travel industry business management, LGBTQ+ international political leadership.

AWARDS

Certificate of Appreciation for being a founder of the First LGBTQ pro Religious Organization in the Dominican Republic.
Manager of the Year for World Wide Tours NYC,
employee of the year for DMO-ITC Travel Company for traveling and coordinating programs in 34 different countries. Has organized and planned successful business/fundraising strategies for various companies and organizations.

LANGUAGES

English. Spanish (Fluent Native)- Basic French .

UAPA University, Dominican Republic — *Associate, Hotel & Travel Industry Management*

January 2001 - June 2003

New York City College, NYC, NY — *Technical, Marketing Research.*

January 1997 - June 1998

New York City College, NYC, NY — *Certificate, ESL teaching.* March 1994 - June 1996

OTHER STUDIES / CERTIFICATES

QPR Institute— Suicide Prevention.

2018

Harvard University— GSE1X Coaching: Unlocking the immunity to change, a new approach to personal improvement. Social Work and Community Development. 2013

Harvard University— GSE2X: Education: Leaders of learning. 2013

Berklee College of Music— Introduction to the Music Business. 2014

Berklee College of Music— Vocal Recording Technology. 2015

Curtin University- Western Australia- Digital Branding and Engagement.

CurtinX - MKT1x

2015

REFERENCES: Will be sent separately.

Equitable Development Initiative Advisory Board

13 Members: Pursuant to *Ordinance 119887*, all members subject to City Council confirmation.

- a) Initial members in positions 3, 6, 9, 12, and 13 shall be members of the Equitable Development Initiative’s Interim Advisory Board as of the effective date of this ordinance
 - b) The initial terms for positions 1, 3, 4, 6, 8, 10, and 13 shall be one year
 - c) The initial terms for positions 2, 5, 7, 9, 11, and 12 shall be two years
 - d) All subsequent terms shall be for three years. With the exception of initial positions 3, 6, 9, 12, and 13 no member shall serve more than two consecutive three-year terms
- **3** City Council-appointed
 - **3** Mayor-appointed
 - **7** Other Appointing Authority-appointed (specify): Initial appointments by Interim Advisory Board, subsequent appointments by Advisory Board

Roster:

*D	**G	RD	Position No.	Position Title	Name	Term Begin Date	Term End Date	Term #	Appointed By
			1.	Member	Cesar Garcia	3/1/2022	2/28/2025	2	Mayor
			2.	Member	Evelyn Allen	3/1/2021	2/28/2023	1	Mayor
			3.	Member	Juan C. Rodriguez	3/1/2022	2/28/2025	1	Mayor
			4.	Member	Lindsay Goes Behind	3/1/2022	2/28/2025	1	City Council
			5.	Member	Abdirahman Yusuf	3/1/2021	2/28/2023	1	City Council
			6.	Member	Kaleb Germinaro	3/1/2022	2/28/2024	1	City Council
			7.	Member	Mark R. Jones	3/1/2021	2/28/2023	1	Board
			8.	Member	Jamie Madden	3/1/2022	2/28/2024	1	Board
			9.	Member	Willard Brown	3/1/2021	2/28/2023	1	Board
			10.	Member	Diana Paredes	3/1/2022	2/28/2025	1	Board
			11.	Member	Quanlin Hu	3/1/2021	2/28/2023	1	Board
			12.	Member	Maria – Jose “Cote” Soerens	3/1/2021	2/28/2023	1	Board
			13.	Member	Sophia Benalfew	3/1/2022	2/28/2025	1	Board

SELF-IDENTIFIED DIVERSITY CHART

					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
	Male	Female	Transgender	NB/ O/ U	Asian	Black/ African American	Hispanic/ Latino	American Indian/ Alaska Native	Other	Caucasian/ Non-Hispanic	Pacific Islander	Middle Eastern	Multiracial
Mayor													
Council													
Other													
Total													

Key:

- *D List the corresponding *Diversity Chart* number (1 through 9)
- **G List *gender*, M= Male, F= Female, T= Transgender, NB= Non-Binary O= Other U= Unknown
- RD Residential Council District number 1 through 7 or N/A

Diversity information is self-identified and is voluntary.



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



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



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?

SEATTLE
CITY HALL

Nov. 30, 2022

Seattle Department of
Construction and Inspections



City of Seattle

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 #: Inf 2199, **Version:** 1

One Seattle Comprehensive Plan Update Environmental Impact Statement (EIS) Scoping Report



Seattle

One Seattle Comprehensive Plan Update

Environmental Impact Statement (EIS) Scoping Report

November 2022

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City of Seattle
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Introduction

What is the One Seattle Comprehensive Plan?

The City of Seattle is updating its Comprehensive Plan. The Comprehensive Plan is the vision for how our city grows and makes investments. The Plan guides City decisions about where we locate housing and jobs, and where we invest in transportation, utilities, parks, and other public assets. The updated Plan, which we are calling the One Seattle Comprehensive Plan, will address new and longstanding challenges including racial inequities, housing costs, access to economic opportunity and education, and climate change. We will explore different approaches to growth and investment, along with new strategies to reduce displacement pressures. The One Seattle Plan project began March 2022 with the goal of adopting an updated Plan in 2024. More information on the Comprehensive Plan Update process is available at:

<https://www.seattle.gov/opcd/one-seattle-plan>.

What is an Environmental Impact Statement?

An Environmental Impact Statement (EIS) is an informational document that provides the City, public, and other agencies with environmental information to be considered in the decision-making process. An EIS is required under the State Environmental Policy Act (SEPA) ([RCW 43.21C](#)) for many large projects. An EIS describes:

- existing conditions in the city;
- proposed actions and alternatives (e.g., new policies and growth strategies);
- adverse environmental impacts that may occur;
- mitigation measures to reduce or eliminate adverse impacts; and
- potential significant, unavoidable, and adverse impacts.

The EIS focuses on identifying and avoiding adverse impacts and can also identify potential beneficial outcomes. The EIS evaluation and mitigation measures will help inform the development of the One Seattle Plan.

The first step in creating an EIS is to hold a scoping period. During scoping, the City released a draft approach to undertaking EIS analysis including the topics that would be covered and the alternatives that will be evaluated, in order to get feedback. The City held a scoping period in June through August 2022. In cooperation with a team of consultants, the City is now conducting the first phase of EIS analysis and expects to publish a Draft EIS in May 2023. After another comment period, the City will begin analysis of a final proposal, including a preferred alternative, and will publish a Final EIS in Spring 2024.

What are EIS Alternatives?

An EIS is required to identify and analyze alternative approaches to meeting the goals of a proposal. In the case of comprehensive plans, these EIS alternatives represent different growth strategies that describe the types and location of new homes and jobs that are anticipated during a 20-year planning period (2024–2044). Alternatives should represent a diverse range of options that can highlight the impacts of different potential policy choices. The alternatives should be broad enough that the final preferred alternative, which is included in the final plan, will fall within the range of the alternatives studied in the EIS. The City is not required or expected to choose one alternative (from among the alternatives studied in the DEIS) that will be included in the final plan; rather, the final plan can include a mixed or hybrid approach that draws from any of the strategies and locations studied in the alternatives.

130th & 145th Street Station Areas

The City is conducting additional in-depth analysis of the NE 130th and 145th Street station areas in preparation for zoning changes under consideration ahead of the opening of new light rail stations. The NE 130th and 145th Street station areas analysis will be folded into the citywide EIS. The scoping process included three station area alternatives nested in the citywide alternatives as summarized in [Exhibit 1](#).

Exhibit 1. 130th and 145th Street Station Area Alternatives Summary

Citywide Alternative	Alternative 1: No Action	Alternative 2: Focused	Alternative 5: Combined
Approach in 130 th and 145 th	Baseline growth and pattern with existing zoning.	Cluster growth in newly designated neighborhood anchors.	Potential new urban village at NE 130 th Street station and neighborhood anchor at NE 145 th Street.

Detailed EIS Scoping Comment Summary

In addition to this document, the City has also created a detailed summary of the comments received including appendixes containing the text of these comments. This document is available at: <https://www.seattle.gov/opcd/one-seattle-plan/project-documents>.

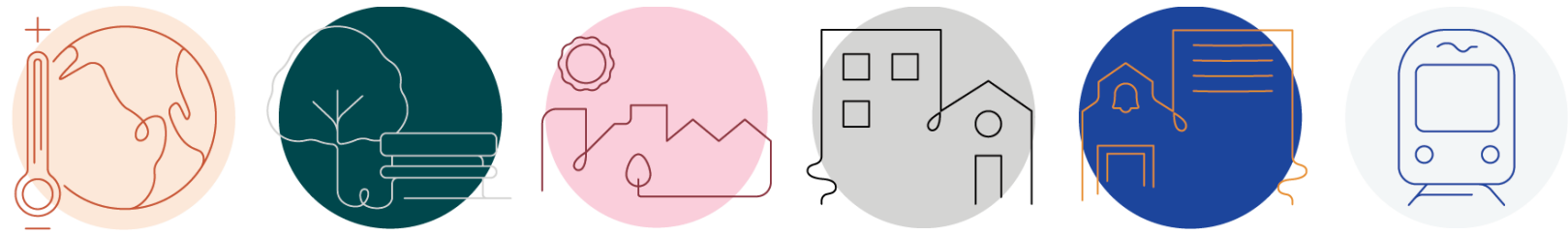
Summary of the Scoping Process

At the beginning of the scoping process, the City released a [scoping fact sheet](#), [notice](#), and overview website describing the draft approach and held a 60-day comment period from June 23 through August 22 to solicit feedback on the draft approach. During the comment period, the City held two citywide scoping meetings on June 29 and July 19 and a special meeting on the 130th and 145th Street station areas on July 21.

OPCD also co-facilitated two engagement focus groups and a series of one-to-one interviews with Department of Neighborhoods [Community Liaison](#) partners. Community Liaisons are professionals paid by the City to serve as resources to engage with communities of color and other historically marginalized communities more effectively. The Community Liaisons also augment other language access services for non-English speaking communities. These discussions focused on both the individual Community Liaison’s perspectives, as well as what each Community Liaison had been hearing in community. Community Liaisons were also instrumental in conducting outreach to inform their communities about the scoping process and guide individuals through the formal commenting process on OPCD’s Engagement Hub. This outreach helped to overcome technical barriers to submitting comments, such as not having a working email address, by offering opportunities to submit verbal or hand-written comments through the Community Liaisons at focus groups and interviews.

During the comment period, the City received 1,496 comments through the Comprehensive Plan Engagement Site, engage.oneseatleplan.com, and 95 comments via email. We also received comment letters representing the following organizations:

- 350 Seattle
- American Institute of Architects
- Beacon Development Group
- Beacon Hill Council
- Bellwether Housing
- Community Housing
- Futurewise
- Habitat for Humanity
- Housing Development Consortium
- Interim CDA
- Labor Council
- Laurelhurst Community Council
- Master Builders
- Magnolia Community Council
- Mercy Housing
- Plymouth Housing
- Puget Sound Regional Council
- Puget Sound Sage
- Public Health Seattle-King County
- Seattle Neighborhood Greenways
- SEIU 1199
- Sierra Club
- Sightline
- Seattle Metropolitan Chamber of Commerce
- Seattle Planning Commission
- Seattle Public Schools
- Tech 4 Housing
- Transit Riders Union
- Urban Forestry Commission
- Urbanist
- Welcoming Wallingford



Topics to be Analyzed

Comment Summary

Comments suggested a wide range of topics that should be covered in the environmental analysis. The most common comments on this subject were to consider the impact of potential changes on housing cost, residential and commercial displacement, tree canopy, and greenhouse gas emissions.

Many comments specifically suggested that we need to quantify these impacts at a regional level as well as a city level. Some also suggested that we should try to model potential outcomes specifically for low-income households, people of color, immigrants and refugees, LGBTQ+ people, and disabled persons. A couple of comments suggested that analysis of commercial displacement should be included in the EIS rather than in a separate document.

A detailed list of topics mentioned in comments is shown in [Exhibit 2](#).

Exhibit 2. Topics Mentioned in Comments

EIS Category	Specific Topics Mentioned
Earth & Water Quality	<ul style="list-style-type: none"> Permeable area Runoff
Air Quality/GHG	<ul style="list-style-type: none"> GHG emissions Light and air quality concerns People within distance of high-volume roadways experience highest pollution levels within the first 500 feet of a roadway.
Plants & Animals	<ul style="list-style-type: none"> Urban ecosystem services Biodiversity
Energy & Natural Resources	<ul style="list-style-type: none"> Changes to state building codes, SCL green energy, and plans for electrification
Noise	<ul style="list-style-type: none"> Airplane noise Arterial and major roadway noise and proximity to housing
Land Use Patterns	<ul style="list-style-type: none"> Localized impact of development in specific areas Where development is most likely to occur (particularly under a scenario of comprehensive rezones)

EIS Category	Specific Topics Mentioned
Historic Resources	<ul style="list-style-type: none"> ▪ Heat impacts and impervious areas ▪ Height/scale ▪ Resources that exist beyond formal local designation and/or National Register listing (individual or district)
Population, Employment, & Housing	<ul style="list-style-type: none"> ▪ Diversity of housing types ▪ Number, type, and cost of new homes ▪ Impact on BIPOC households
Transportation	<ul style="list-style-type: none"> ▪ Distance to shops and services ▪ Pedestrian safety
Public Services & Utilities	<ul style="list-style-type: none"> ▪ Access to amenities (what % of residents will have access to parks, waterfront, etc.?) ▪ North precinct police station capacity ▪ Sewer system and water system capacity

Revised Proposal

The comments received will help shape where the City focuses the EIS analysis and identify specific metrics that it will consider studying. The City and consultant team will analyze each of the categories in the left column of [Exhibit 2](#) in the EIS, including a summary of the affected environment (existing conditions) and a separate analysis of adverse environmental impacts that may occur under each of the proposed alternatives. We will strive to consider each of the specific comment topics in the EIS, though the analysis will be citywide in nature. The environmental evaluation will include quantitative and qualitative approaches such as models (e.g., transportation) or adopted standards (e.g., stormwater LID practices, levels of service, etc.) to determine the effect of the alternatives. The EIS will also identify specific mitigation measures to reduce or eliminate adverse environmental impacts and any potential significant, unavoidable, and adverse impacts for each environmental topic. Evaluation and mitigation measures identified in the EIS will ultimately help inform development of the One Seattle Plan.

Comments received suggested that we should pay particular attention to analysis of impacts for housing displacement and tree canopy. For housing displacement, the City and consultant team will conduct detailed analysis of existing trends and potential future impacts. This work will start with analysis of where households vulnerable to displacement live as well existing trends in housing price, size, and demographics for existing and new construction. We will also look at recent trends in demolitions, rehabilitations, and condominium conversion and what new construction is producing. Next, we will use the City’s development capacity model to evaluate likely development scenarios. These scenarios will identify the types of housing produced and demolished in order to understand overall impacts on the housing market. We will also have a qualitative analysis of impacts on housing cost locally and regionally. This work will provide a comprehensive understanding of the many factors that will influence displacement under each alternative.

For tree canopy, we will analyze past trends on tree canopy and development to understand the potential impact of various alternatives. This work will be based on a Canopy Cover Assessment the City is conducting using LIDAR and satellite imagery from 2016 and 2021. The analysis will assess canopy cover change across the city during this period and specifically analyze sites with new housing or large commercial structures built 2017–2021 and 2012–2014. The City will estimate the number of sites in various zones that are likely to redevelop under each alternative based on past trends and on analysis of potential changes to Neighborhood Residential zones. We will then apply data from the Canopy Cover Assessment to understand potential impact of new development on tree canopy cover.

The City and consultant team will also analyze the regional impact of the proposal and alternatives in the EIS. For example, some environmental topics will consider:

- The consistency of the alternatives with major state and regional policies that influence the One Seattle Comprehensive Plan Update—such as the Growth Management Act, VISION 2050, and the King County Countywide Planning Policies—and selected other relevant regional plans and policy documents.
- How implementation of the alternatives may affect global climate change through GHG emissions related to transportation and land use changes, increased impervious surfaces, loss of open space and habitat, changes to utility and transportation networks, and other impacts of development. This will include a quantitative analysis of the regional impact of emissions of air pollutants—including greenhouse gases (GHGs)—from tail pipe, roadway, buildings, utility use, solid waste, and area sources under each alternative.
- The impact of land use and growth changes proposed under each alternative in relation to regional housing supply, cost, and sprawl.

Alternatives

Comment Summary

The most frequent type of comment received on this topic was an expression of support for specific alternatives. While measuring support of different alternatives was not the primary purpose of the scoping period and the City does not intend to simply choose one alternative from among those studied to include in the final plan, this feedback is still important as it helps the City understand what people value as it pertains to the range of alternatives that the EIS should explore. Most comments supported implementing a growth pattern that would lead to significant increases in the supply and diversity of new housing; however, opinions varied on the size of change desired and the potential locations of new housing.

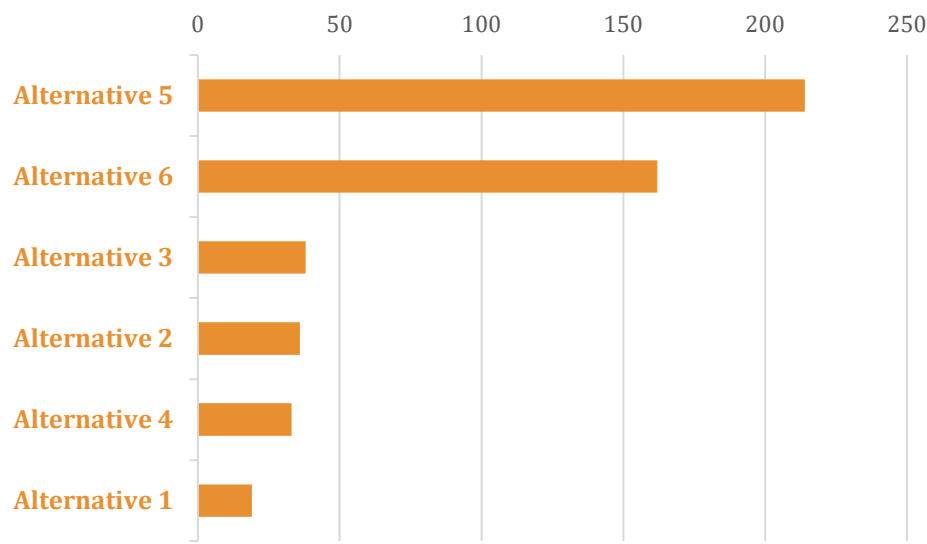
Many comments expressed support for an “Alternative 6” that would create more opportunities for new housing than Alternative 5. While different groups and individuals had different ideas about what an Alternative 6 might include, they tended to include:

1. Allowing more high-rise towers in existing urban centers and villages.
2. Allowing more space for apartments and condominiums near transit and parks.
3. Allowing a diversity of housing types including cottage housing and small apartments and condominiums in all Neighborhood Residential zones.

A coalition of 17 organizations led by the Housing Development Consortium, a member organization representing affordable housing providers, summarized their version of Alternative 6 as follows: “It could look like a connected network of complete neighborhoods, allowing 4- to 6-story apartments in all neighborhoods, with bonuses for affordable homes by right, and ground floor commercial and community spaces to serve people’s daily needs.”

Below is a chart showing the number of people commenting about different alternatives. Most comments expressed support for a specific alternative, although some comments discussed the pros and cons of different alternatives.

Exhibit 3. Relative Number of Comments on Alternatives



Note: Comment from letters, meetings, and hub. Some commenters provided input on more than one alternative.
Sources: City of Seattle, 2022; BERK, 2022.

Separately, Councilmember Pedersen requested an "Alternative L" that would limit changes in Neighborhood Residential zones to projects with 100% low-income housing and located in frequent transit corridors. There were no other public comments on this specific approach.

Many other comments focused on the pros and cons of adding significant capacity for new housing. Comments supporting more housing in more locations tended to focus on the importance of:

- Reducing the cost of housing.
- Addressing the exclusivity of many neighborhoods by creating new, lower-cost housing options.
- Increasing the diversity of housing options.
- Reducing displacement by reducing housing costs and creating more housing options.
- Creating more space for affordable housing projects.
- Reducing greenhouse gas emissions by allowing people to locate in areas near transit, jobs, shops, and services.
- Reducing regional sprawl.

Comments requesting a smaller or less intensive change in capacity for new housing tended to focus on the importance of:

- Focusing growth near transit where it will have the least impact on traffic, on-street parking, and car ownership.
- Limiting change in certain areas to retain existing housing, preserve tree canopy, and support architectural character.

- Reducing demolitions of existing detached homes, particularly those occupied by renters
- Reducing impacts on infrastructure.

Many people expressed support for making it easier for people to walk and bike to everyday needs. These comments often support the concept of “15-minute neighborhoods” where people can meet most daily needs within a short walk of their home. Many comments expressed a desire to allow more flexibility for commercial spaces including creating or expanding neighborhood business districts, allowing more corner stores, encouraging grocery stores in more neighborhoods, and allowing at-home and low-impact commercial uses everywhere. Others expressed concern about allowing commercial uses in the middle of Neighborhood Residential zones. Many comments referenced the importance of locating new housing near existing shops and services and investing in walking and biking infrastructure to make it easier and safer to walk and bike to local businesses.

Other comments to modify alternatives suggested:

- Focusing new housing away from busy streets or areas with bad air quality.
- Adding more urban villages rather than just smaller nodes.
- Allowing more capacity for apartments in existing urban villages.
- Allowing more housing in areas of low displacement risk and areas with amenities; specific areas mentioned included Madison Park, Queen Anne, Magnolia, Laurelhurst, Sunset Hill, Wedgwood, Northgate, Montlake, the east side of Capitol Hill, and the Central District.
- Studying additional housing, equal to the same rate of growth that occurred over the last 10 years.
- Treating land use on corner lots differently.

The following pages outline the updated alternatives we will study in the EIS and the comments we received specific to each alternative. The first pages give additional information on housing and place types the EIS will discuss, and the remaining pages detail the updated alternatives.

Housing Types

Below is an overview of common housing types that will be discussed in the place types and alternatives shown in this report.

Detached homes are in their own structure that do not share walls with any other homes.



Detached Homes on a Small Lot
Existing home preserved with two new homes added behind (left), three homes on one lot (middle), and eight homes on two lots (right).



Detached Accessory Dwelling Unit (DADU)
A second unit added to a residential lot, usually behind the main house.



Cottage Housing
Detached homes of 2-3 stories arranged around a shared open space.

Attached houses share walls with other homes, where each unit is owned outright.



Duplex & Triplex (side-by-side)
Two or three units that share walls with one another.



Townhouse & Rowhouse
Homes that share a wall with another home that can all be owned outright.



Courtyard Housing
Attached homes of 2-3 stories arranged around a shared open space.



Stacked housing includes multiple units arranged vertically.



Foursquare
A traditional form with two units per floor in a structure that often resembles a large house.



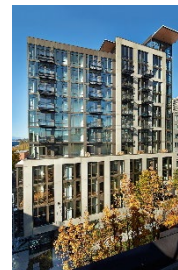
8-plex
A four-story structure with two homes per floor.



Sixplex
A three-story structure with two homes per floor.



Apartments & Condos of 5-8 Stories
Midrise buildings with multiple homes per floor that can be rented as apartments or owned as condominium units.



Highrise Apartments & Condos
Buildings above 12 stories with multiple homes per floor that can be rented as apartments or owned as condominium units.

Place Types

The alternatives described in this report discuss a set of place types that describe the characteristics of different areas and the types of development that might occur there. Some place types align closely with existing elements of the urban village strategy; others are new concepts created for this update. The place types are defined as follows:

- **Urban Centers** are regionally designated places with a diverse mix of uses, housing, and employment including several centers that comprise greater Downtown along with the University District and Northgate. These areas are Seattle’s densest neighborhoods and contain most of the City’s jobs.
- **Urban Villages** are dense, walkable, mixed-use places with a wide range of housing and businesses located near transit, amenities, and jobs.
- **Neighborhood Anchors** are places with a wide range of housing and businesses that primarily serve the local community. These areas are similar to urban villages, but with a smaller size and lower intensity of allowed development.
- **Corridors** are areas near frequent transit and large parks. These areas could allow a wide range of housing types ranging from duplexes, triplexes, and fourplexes to 5-story buildings closer to transit in areas that are currently zoned exclusively for detached homes. Corridors include areas already zoned for multifamily and commercial use.
- **Broad changes to Neighborhood Residential zones** would allow flexibility for new forms of housing in areas currently zoned exclusively for detached homes.
- **Manufacturing and Industrial Centers** are regionally designated industrial job centers. The One Seattle Plan process would not change the boundaries of these centers nor the goals and policies for these areas. The boundaries, goals, and policies for these areas are currently being updated as part of the [Industrial and Maritime Strategy](#) project.

Exhibit 4. Most Common Housing Types Expected by Place Type

	Broad Neighborhood Residential Changes	Corridors	Neighborhood Anchors	Urban Villages	Urban Centers
Detached home	X	X			
Duplex, triplex, and fourplex	X	X	X		
Townhouse and rowhouse	X	X	X	X	
Sixplex/3-story stacked flats	X	X	X	X	
4- to 5-story building		X	X	X	X
6- to 7-story buildings			X	X	X
8- to 12-story buildings				X	X
HIGHRISE BUILDINGS (above 12 stories)					X

Source: City of Seattle, 2022.

Alternative 1: No Action

Every EIS must have a no action alternative that studies what would happen if no changes were implemented in order to compare it to other alternatives. The no action alternative for the One Seattle Plan maintains the status quo of focusing most housing and jobs within existing **urban centers** and **urban villages** with no change to land use patterns. It also incorporates changes proposed as part of the recent Industrial and Maritime Strategy EIS.

Comment Summary

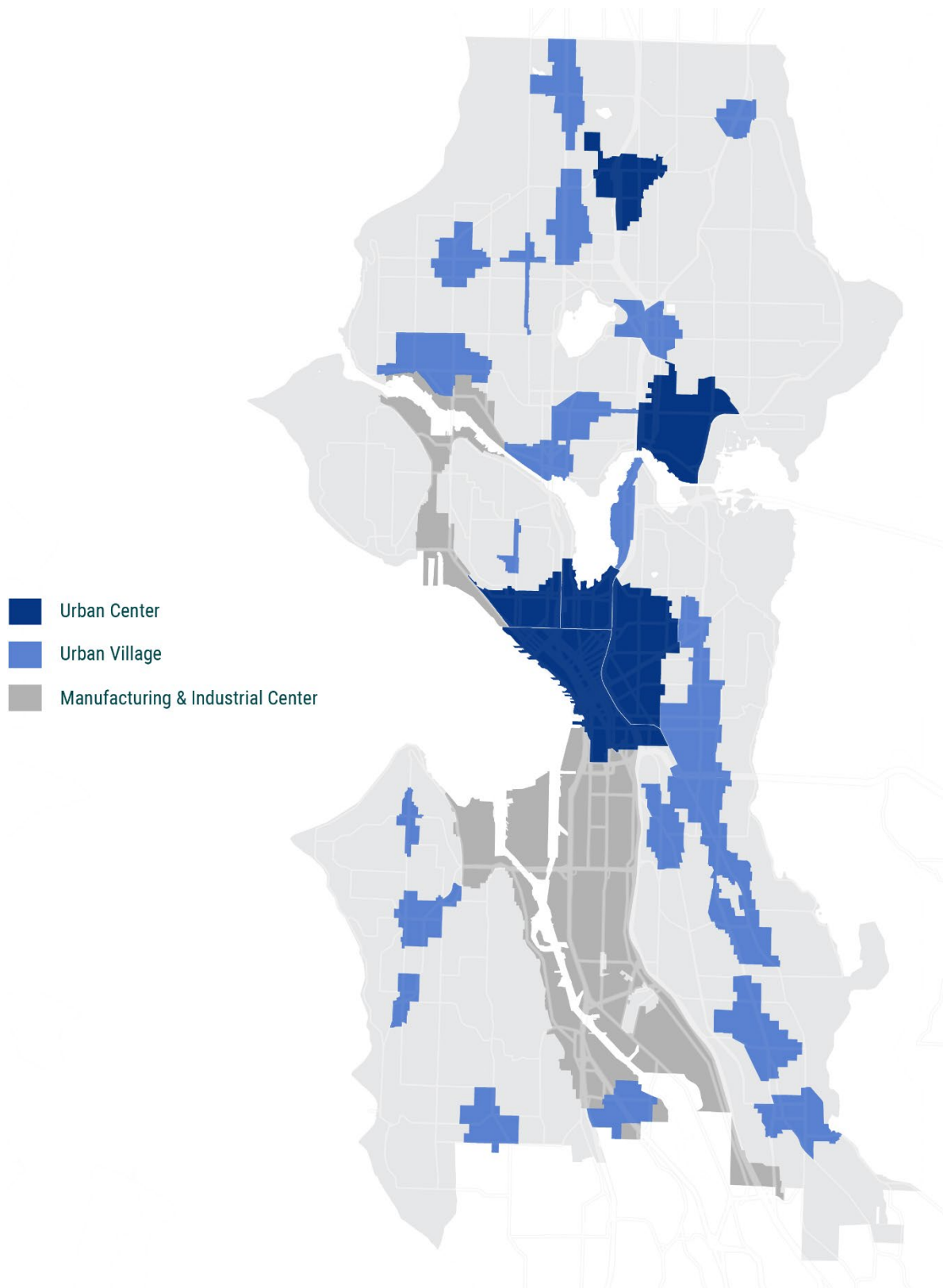
There were few comments on Alternative 1 compared to other alternatives. Several commenters felt that job and housing numbers in Alternative 1 seem too small for expected growth. Those comments that supported Alternative 1 felt that preserving Seattle's supply of detached homes with yards was important for raising families or that current zoning already allows a variety of housing across all zones in the city.

Revised Alternative

Alternative 1 will study the impact of adding 80,000 new homes and 158,000 jobs over 20 years, based on growth targets adopted by the King County Growth Management Council for the years 2019-2044. The 20-year estimates for the EIS have been adjusted to account for population, housing, and employment change for the years 2019-2023. These homes and jobs will be distributed across the city based on the growth that occurred between 2010 and 2020 and the distribution of growth in the Seattle 2035 comprehensive plan. In addition, growth in any urban center or urban village does not exceed existing zoned capacity.

Under this alternative, new housing will continue to be primarily rental apartments concentrated in existing mixed-use areas. Most land outside urban centers and villages will remain limited to high cost detached houses. New jobs will continue to be located primarily in existing urban centers and villages.

Exhibit 5. Alternative 1: No Action



Source: City of Seattle, 2022.

Alternative 2: Focused

This alternative will study the creation of additional areas of focused growth called **neighborhood anchors** to create more housing around shops and services. Neighborhood anchors would be similar to urban villages in that they would allow a wide range of housing types and commercial space, but with a smaller geographic size and lower intensity of allowed development. This alternative would result in a greater range of housing options with amenities and services in many neighborhoods.

Comment Summary

Most comments on Alternatives 2 focused on the potential benefits of this approach in focusing growth near transit and limiting potential impacts to other areas. Some people suggest adding more urban villages rather than or in addition to adding neighborhood anchors. Comments about the location of potential neighborhood anchors (and housing in general) tended to focus on:

- Identifying areas of focused growth in a diversity of areas so that more people have an opportunity to walk and bike to everyday needs
- Focusing new housing away from busy streets or areas with bad air quality
- Allowing more housing in areas of low displacement risk and areas with amenities; specific areas mentioned included Madison Park, Queen Anne, Magnolia, Laurelhurst, Sunset Hill, Wedgwood, Northgate, Montlake, east side of Capitol Hill, and the Central District

Revised Alternative

The updated Alternative 2 identifies specific locations that could be considered as future neighborhood anchors. Centered around existing commercial areas, these locations were identified based on previous planning with minor additions to ensure citywide coverage. The adopted 1994 Comprehensive Plan included locations for neighborhood anchors that were later removed in the 2004 Plan update. The potential neighborhood anchors shown in Alternative 2 include those locations designated in the 1994 plan as well as designated pedestrian overlay districts. After mapping these areas, we identified significant neighborhood gaps and included six additional locations representing existing business districts.

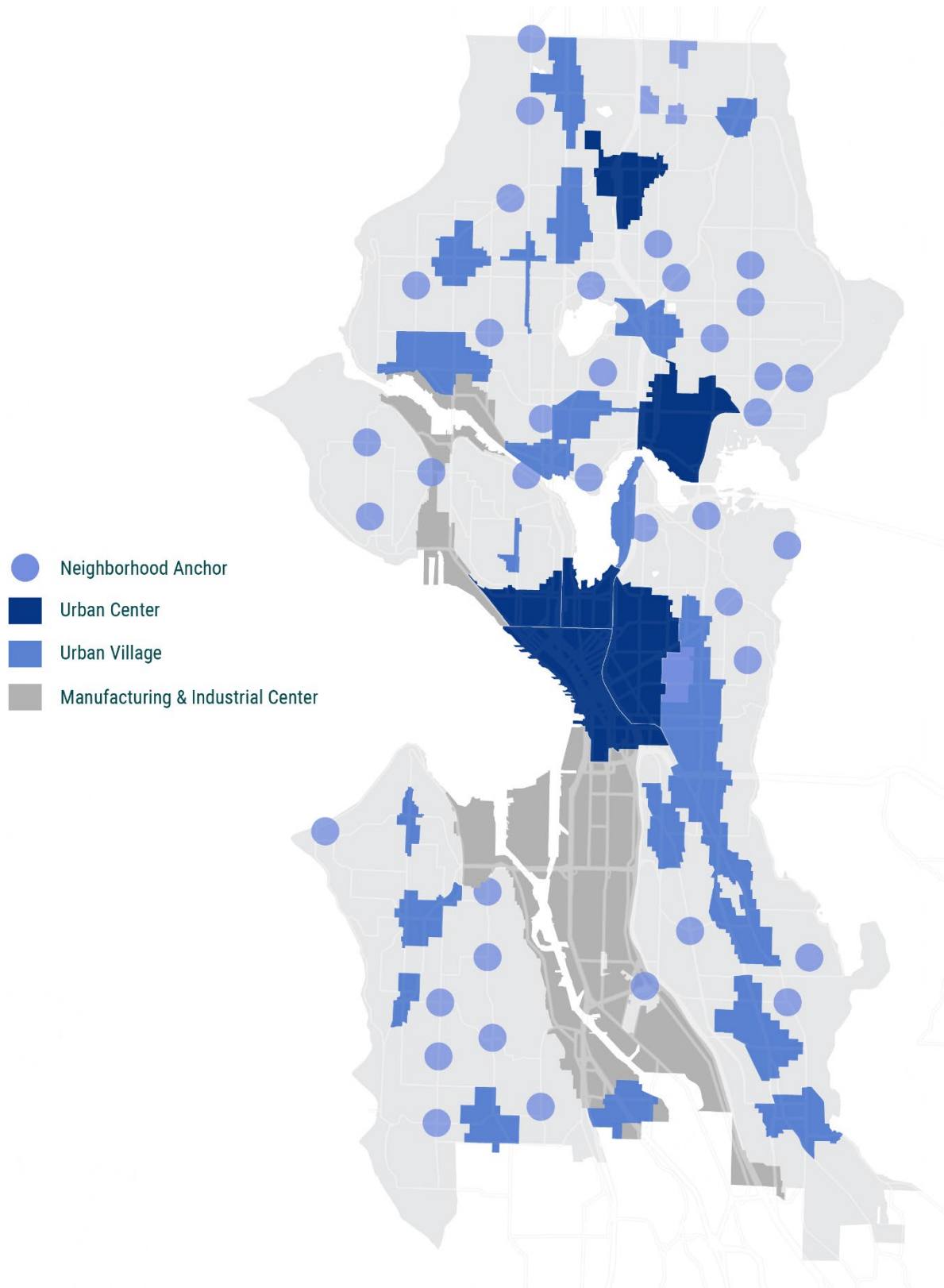
Each potential neighborhood anchor is shown as a circle of 1,000-foot radius (about 3-4 blocks), trimmed where necessary to prevent overlap with any industrial zoning or other growth areas. Neighborhood anchors could contain a mix of residential and mixed-use development from townhouses to 5- to 7-story apartments and mixed-use buildings. The neighborhood anchors within the 130th and 145th Street station areas are shown with more detailed specific boundaries due to previous neighborhood planning work in that area.

Alternative 2 will study a total housing growth of 100,000 housing units (20,000 more than the no action alternative) to account for the potential additional housing demand that could be met within the neighborhood anchors. As in Alternative 1, 80,000 units would be located primarily in existing urban centers and villages, with the additional 20,000 locating within the new

neighborhood anchors. Potential neighborhood anchors in areas with low displacement risk would be allocated 50 percent more housing units than those in areas with high displacement risk. This distribution is generally consistent with our approach of encouraging housing choice in all neighborhoods while focusing additional growth in areas with low displacement risk. This alternative studies the same number of jobs as the no action alternative but includes a small shift in the distribution of jobs and commercial space toward neighborhood anchors consistent with the distribution of new housing. All neighborhood anchors already contain areas zoned for commercial or mixed-use development; however, we expect additional jobs and commercial space in these areas might increase more quickly due to the local demand from new housing.

This alternative addresses City Council’s request for an alternative that supports the development of “15-minute neighborhoods” where more people can walk to everyday needs.

Exhibit 6. Alternative 2: Focused



Source: City of Seattle, 2022.

Alternative 3: Broad

This alternative will study allowing a wider range of low-scale housing options, like triplexes and fourplexes, in all **Neighborhood Residential (NR) zones**. This approach would:

- Expand housing choices in all neighborhoods.
- Increase production of homeownership options.
- Address exclusionary nature of current zoning.
- Allow more housing options near existing large parks and other neighborhood amenities.

Comment Summary

Comments on Alternative 3 tended to focus on the benefits and potential impacts of this option. Discussion of benefits tended to focus on the importance of allowing more housing choices in neighborhoods citywide to address limited supply, expand more homeownership options, address exclusivity, and prevent impacts to cities south of Seattle as people leave Seattle to find homeownership opportunities and compete for limited housing in those areas. Discussion of impacts focused on potential impacts to infrastructure, on-street parking, or architectural character as well as whether increasing capacity in these areas is necessary if we allow more apartments and condominium construction in other areas.

Many comments requested that this alternative study allowing development denser than triplexes or fourplexes. These requests often suggested allowing buildings with stacked units such as “sixplexes” rather than just detached and attached units. Other comments also suggested allowing additional capacity for affordable housing.

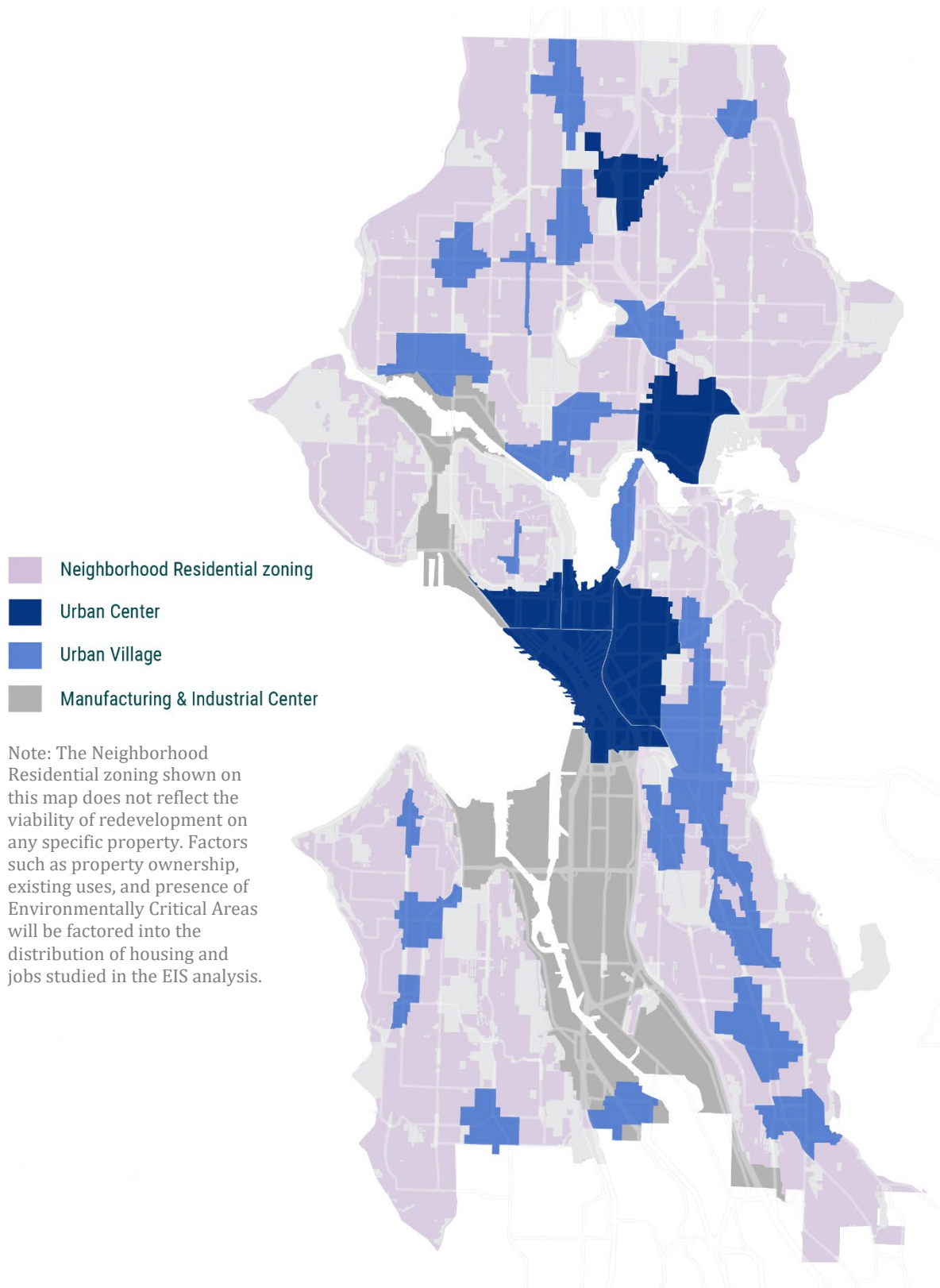
Revised Alternative

This alternative will study allowing detached and attached homes in all Neighborhood Residential areas, including duplexes, triplexes, and fourplexes as well as stacked flats including sixplexes on larger lots. Market-rate development in these areas will continue to have a 3-story height limit, consistent with current rules in Neighborhood Residential zones. The City will also study potential height, floor area, or density bonuses for affordable housing projects.

This alternative studies a total housing growth of 100,000 housing units (20,000 more than the no action alternative) to account for the potential additional housing demand that could be met with broad zoning changes. As in Alternative 1, 80,000 units would be located primarily in existing urban centers and villages, with the additional 20,000 accommodated in new housing types within Neighborhood Residential zones. This alternative studies the same number of jobs as the no action alternative but would include a small shift in the distribution of jobs and commercial space toward existing Neighborhood Residential areas to reflect local demand with the distribution of new housing. The City will also consider allowing more flexibility for commercial space in these areas such as allowing corner stores or making it easier to operate at-home businesses.

This alternative addresses City Council’s request for an alternative that provides additional housing capacity and housing type diversity in Neighborhood Residential areas. The commercial flexibility to be studied addresses City Council’s request for an alternative that supports the development of “15-minute neighborhoods” where more people can walk to everyday needs.

Exhibit 7. Alternative 3: Broad



Source: City of Seattle, 2022.

Alternative 4: Corridors

This alternative will study allowing a wider range of housing options only in **corridors** to focus growth near transit and amenities. This alternative would increase production of both homeownership and rental options in various neighborhoods and support city and regional investment in transit.

Comment Summary

Similar to Alternative 2, most comments on Alternative 4 focused on the potential benefits of focusing growth near transit and limiting potential impacts to other areas. Several comments expressed concern that Alternative 4 would focus new housing on busy streets where residents would be impacted by air pollution, noise, and reduced safety due to the high volume and speed of traffic. These comments often focused on the equity impacts of placing apartments (which tend to house lower-income households and thus are disproportionately households of color) in areas with a potential lower quality of life. Other comments on this alternative suggested that the City should allow even more zoning for apartments in areas close to transit and expanding corridors to a broader area such as a 15-minute walk.

Revised Alternative

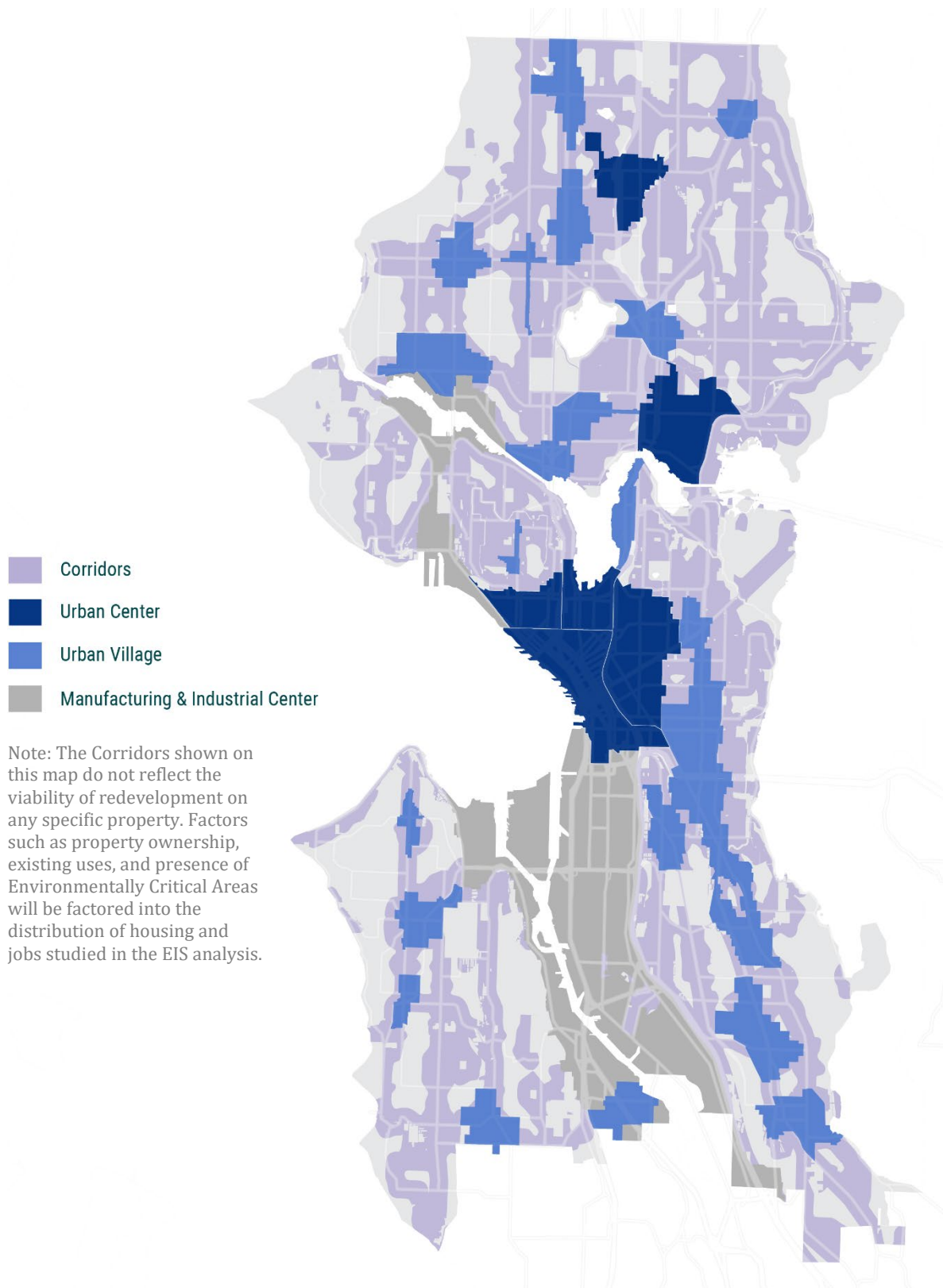
The corridors studied in this alternative are defined as areas within a 10-minute walk from a light rail station and a 5-minute walk from frequent bus transit service and entrances to large parks. Frequent bus transit meets the City's existing definition of at least four trips per hour between 6 a.m. and 7 p.m. and twice hourly in other timeframes on weekdays and weekends. Large parks include large multi-block parks designated as Tier 1, 2, or 3 through the City's Outside Citywide initiative. Under this approach, corridors include about 50 percent of areas currently zoned Neighborhood Residential, excluding parks.

Within corridors, this alternative would allow housing ranging from duplexes, triplexes, and fourplexes to 5-story apartments. These corridors also include some areas already zoned for multifamily and commercial development that could also have changes in height.

We received comments on the importance of encouraging housing near transit, shops, and services without focusing it primarily on the busy streets where these amenities are located. Consequently, this alternative would tend to focus growth in locations that are just off busy streets in existing Neighborhood Residential zones. However, this alternative would still study some additional residential growth on lots located directly on busy streets.

This alternative studies a total housing growth of 100,000 housing units (20,000 more than the No Action Alternative) to account for the potential additional housing demand that could be met within the corridors. As in Alternative 1, 80,000 units would be located primarily in existing urban centers and villages, with the additional 20,000 accommodated in new housing types within the corridors. This alternative studies the same number of jobs as the no action alternative but includes a small shift in the distribution of jobs and commercial space toward transit corridors, consistent with the distribution of new housing.

Exhibit 8. Alternative 4: Corridors



Source: City of Seattle, 2022.

Alternative 5: Combined

Alternative 5 will study the largest increase in supply and diversity of housing across Seattle. It includes the strategies for encouraging housing growth in Alternatives 2, 3, and 4 plus some additional changes to existing urban center and village boundaries and changes to place type designations. This alternative would:

- Accommodate abundant housing in neighborhoods across the city
- Promote a greater range of rental and ownership housing
- Address past underproduction of housing and rising housing costs

Comment Summary

Most comments on Alternative 5 were expressions of support for this approach or comments that more change was needed to address our housing crisis. Many comments on how to change Alternative 5 were also relevant to other alternatives, like allowing more space for apartments and condominiums near transit and parks or allowing a wider diversity of housing types in all Neighborhood Residential zones. Additionally, some comments suggested that Alternative 5 should also include increased capacity for housing in existing urban centers and villages.

Revised Alternative

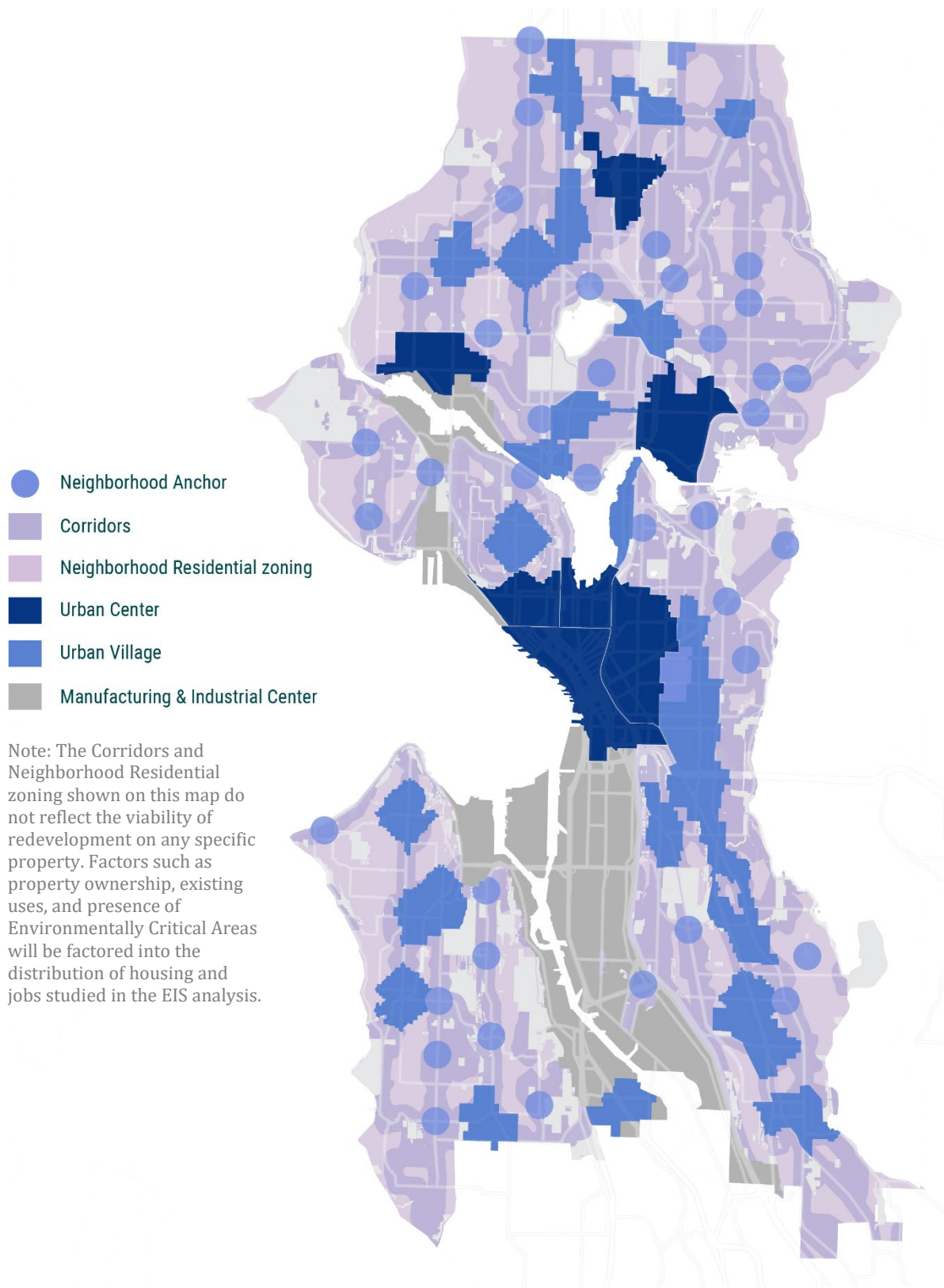
Alternative 5 represents a combination of the revised Alternatives 2, 3, and 4. Additionally, it would study the following additional changes:

- Expanding the boundaries of seven urban centers and villages to include a 10-minute (half-mile) walkshed from their central point or light rail station. Several urban centers and villages were already expanded to this size under previous projects. The remaining urban centers and villages include four neighborhoods not considered in past work that are relatively small compared to other urban villages (Admiral, Greenwood–Phinney Ridge, Morgan Junction, and Upper Queen Anne) and three areas with new light rail stations (Uptown, West Seattle Junction at Avalon, Othello at Graham Street).
- Designating Ballard as an urban center rather than an urban village. This change would suggest a larger role for this area as a housing and, particularly, job center and could make it eligible for greater transportation funding from regional funding sources. It would also make it possible to allow high-rise zoning in this area as part of future zoning changes.
- Designating NE 130th Street station area as an urban village rather than a neighborhood anchor. This change would result in a larger rezone to accommodate more housing and job growth.
- Studying additional housing growth in existing urban centers that do not meet standards for designation as a Metro Growth Center by the Puget Sound Regional Council and existing urban villages that do not meet the standards for designation as a Countywide Center by the King County Growth Management Planning Council, both of which are criteria for eligibility to for receive certain transportation funds. Specifically, we would study higher levels of

growth in six urban centers and villages, including Northgate, Crown Hill, Othello, Rainier Beach, South Park, and Westwood–Highland Park.

This alternative studies a total housing growth of 120,000 housing units (40,000 more than the no action alternative) to account for the potential additional housing demand that could be met within the areas of change identified in Alternatives 2, 3, and 4 as well as changes to existing and new centers and villages. As in Alternative 1, 80,000 units would be located primarily in existing urban centers and villages, with the additional 40,000 accommodated in other areas. The distribution of jobs and housing would be a combination of the other alternatives after accounting for expanded urban village boundaries and potential changes to place type designations.

Exhibit 9. Alternative 5: Combined



Source: City of Seattle, 2022.

Investments, Policies, & Regulations

The EIS deals with investments, policies, and regulations by:

1. Studying the impacts of changes proposed as part of the Comprehensive Plan Update; and
2. Identifying mitigating measures that could address impacts resulting from potential changes, including growth strategies studied in each of the alternatives.

The initial documentation provided by the City at the beginning of scoping did not contain a specific proposal for the investments, policies, and regulations that could be included in the plan update.

Comments Summary

The City received many suggestions about desired investments and specific changes to policy and regulations to include in the One Seattle Plan. Many people expressed a desire for adding more amenities as the city grows. The most common amenities mentioned included green space, Green Streets, bike infrastructure, street calming, and bus-only lanes. Other comments on this subject varied substantially, but the following actions were mentioned by multiple people:

- Strengthen tree regulations
- Remove or reduce existing regulations and processes such as parking requirements and design review
- Implement anti-displacement measures
- Increase transit funding
- Fund local community groups to acquire land
- Implement rent control
- Incentivize mass timber and passive house construction
- Create more accessible units
- Create a height bonus for affordable housing across the city
- Purchase older apartments to preserve their affordability

Revised EIS Scope

The topics mentioned above will be considered as part of EIS process either as changes that could be proposed by the One Seattle Plan or as mitigating measure that could be included in the EIS. In addition to those topics, the City will also study potential changes to development standards that would support City goals such as allowing more people to walk or bike to everyday needs, encouraging better building design, or reducing the cost of housing. These could include approaches such as:

- Modifying heights, lot size, density limits, coverage limits, setbacks, amenity standards, and other similar standards affecting the scale and form of new construction.
- Allowing more flexibility for commercial uses such as more retail on arterial streets, home businesses, and corner stores in certain areas.
- Allowing more height and/or floor area for projects that provide needed housing types or public open space.
- Supporting the vibrancy of downtown as a 24-hour neighborhood by allowing the conversion of office or hotel space to residential in downtown.
- Reducing or eliminating parking requirements.
- Combining the multifamily and mixed-use/commercial designations on the Comprehensive Plan's Future Land Use Map categories to reflect that commercial space may be reasonable in a wider variety of areas.
- Prohibiting residential development in C2 zones.
- Changing the Industrial designation on the Comprehensive Plan's Future Land Use Map to an Industrial/Commercial designation including C2 zones to reflect those areas where residential development is limited.
- Other changes to goal and policy statements.

The EIS will also study changes to investments, policies, and regulations specifically designed to minimize displacement. While increasing the supply and diversity of housing is necessary to address the increasing housing prices that are driving displacement, it is also not sufficient by itself to address the displacement that is occurring. In addition to analyzing the impacts of different growth strategies on displacement, we will also study other anti-displacement actions including but not limited to:

- Generating more affordable housing in NR zones by implementing MHA or a voluntary incentive program.
- Allowing more height and/or floor area for affordable housing and equitable development projects.
- Funding nonprofit groups to purchase property to support community stabilization.
- Updating tenant relocation assistance requirements.

Other measures that will be considered for meeting City goals or mitigating the impacts of development include:

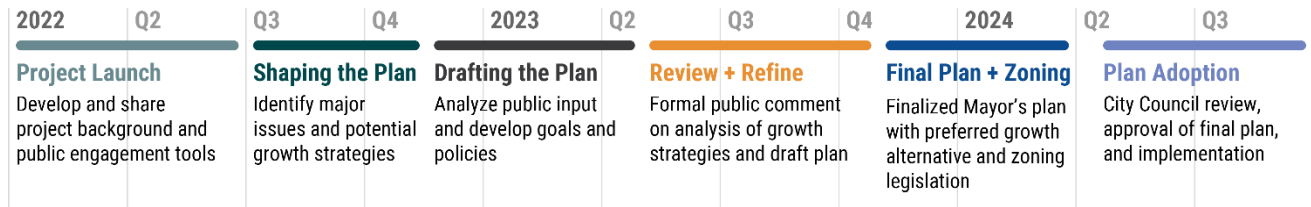
- Moving toward a proactive system of identifying and reviewing historic buildings.
- Requiring street trees with new development in all non-industrial zones.
- Requiring mitigation for removal of existing trees.
- Updating our transportation level of service standards and concurrency requirements.

Next Steps

The City is now working with an EIS consultant team led by BERK Consulting to begin analysis. This analysis will be summarized in a Draft EIS released along with the Draft Plan in spring of 2023. Once the Draft EIS is released, we will hold a 60-day comment period to solicit feedback. We will then develop and analyze a final preferred alternative that will be included in the updated Plan. While creating the preferred alternative, we will also develop legislation to implement changes to zoning and development standards that would help enact the vision in the updated Plan. Public engagement around the draft legislation will occur starting in late 2023. We will summarize updates to the Draft EIS and analysis of a preferred alternative in a Final EIS released with the Mayor’s Recommended Plan, which we will send to City Council for review and adoption in 2024. Updated legislation would also be analyzed in the Final EIS and sent to City Council allowing with the Mayor’s Recommended Plan.

Concurrent with the development of the Draft EIS, the City will continue engagement to inform the creation of the Draft Plan. More information on events and other opportunities for engagement is available on our engagement website at engage.onesattleplan.com.

Exhibit 10. Comprehensive Plan Process



Source: City of Seattle, 2022; BERK, 2022.



One Seattle Comprehensive Plan

EIS Scoping Report



City of Seattle



Seattle's Comprehensive Plan

Our vision for how we grow and invest in our community over the next 20 years.

Informed by four core values:

**Race and
Social Equity**

**Environmental
Stewardship**

Community

**Economic Opportunity
and Security**

Creating a more equitable, livable, sustainable, and resilient city as we grow

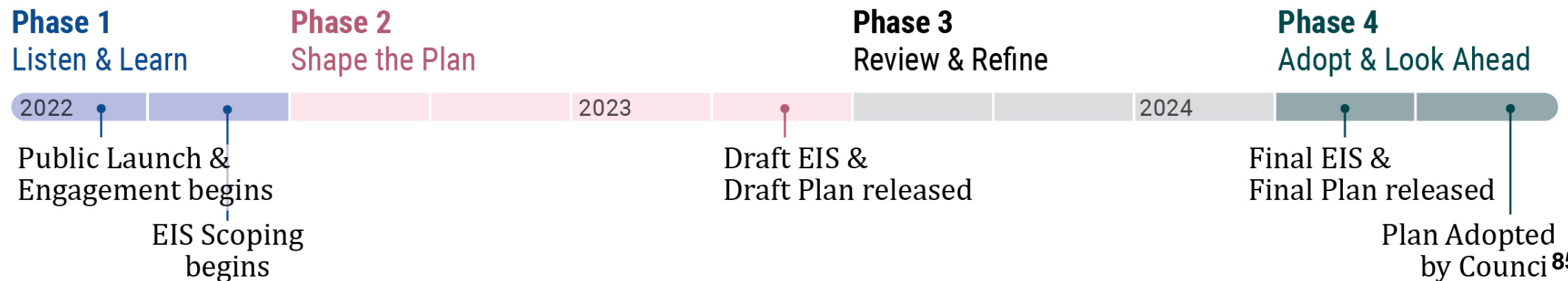
The Plan update will address several major challenges for our communities and Seattle as a whole, including:

- Racial inequities, past and current
- Displacement pressures
- Housing costs
- Climate change and resilience
- Investments to meet existing and future community needs
- Recovery from the global pandemic



Background

- State law requires that we conduct analysis on potential impacts and summarize that analysis in an EIS
- The EIS process includes a “scoping” period where the public can comment on the topics and alternatives we propose to analysis in the EIS
- We have completed scoping and received more than 1,000 comments during scoping, including letters representing 36 organizations
- A Scoping Report was released on November 7 summarizing what we heard and the final growth strategy alternatives we will analyze



What we heard

- Most comments supported **increasing supply, diversity, and affordability of housing**
- Many suggested **focusing development near transit, shops, and services**
- Many requested to add a sixth alternative including:
 - Increase high-rise zoning in existing urban centers and villages
 - Allow **apartments in more areas**
 - Allow **townhouses and/or small apartments in all existing Neighborhood Residential areas**
- Some expressed desire to allow more space for commercial and other non-residential uses across Seattle, including in areas currently zoned Neighborhood Residential
- Many identified desired investment and amenities: parks, Green Streets, biking and walking infrastructure, and trees

Growth Strategy Alternatives

- Alternative maps on the following slides represent options that will be analyzed to understand **potential impacts/benefits and identify mitigation** options
- Goal is to study the **broadest range** of land use and policy options and provide flexibility for decision-making at the next stages of the process
- Final growth strategy is expected to draw from the strategies and locations in the alternatives and is likely to be a **hybrid approach**

ALTERNATIVE 1

No Action

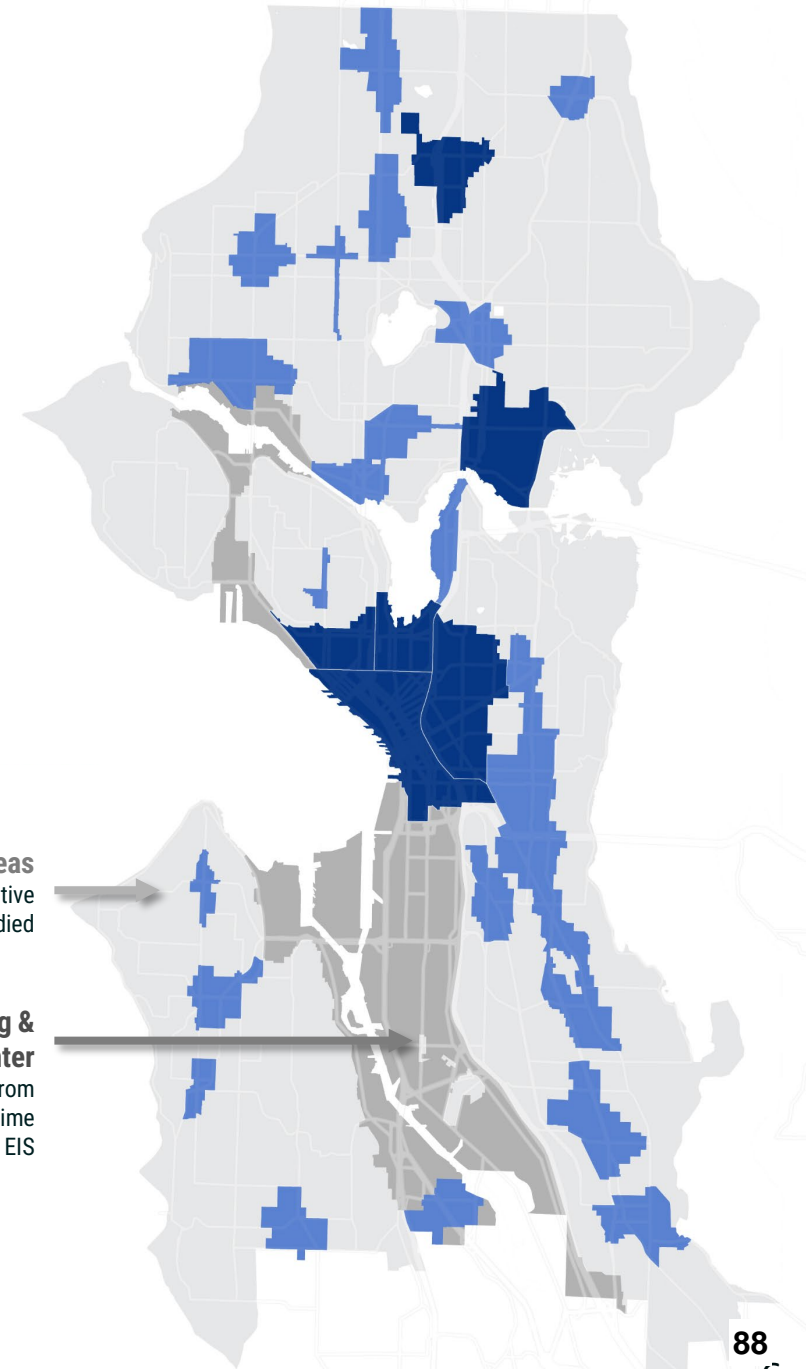
Maintains status quo of focusing most housing and jobs within the existing **urban centers** and **urban villages** with no change to land use patterns. Incorporates preferred alternative from Industrial and Maritime Strategy EIS.

urban center
Regionally designated neighborhoods with diverse mix of uses, housing, and employment

urban village
Areas with a wide range of housing types and transit, amenities, and jobs

outside areas
Land in each alternative where no change is studied

manufacturing & industrial center
Incorporates changes from Industrial & Maritime Strategy EIS



ALTERNATIVE CONCEPT 2

Focused

Creates additional areas of focused growth called **neighborhood anchors** to create more housing around transit and services

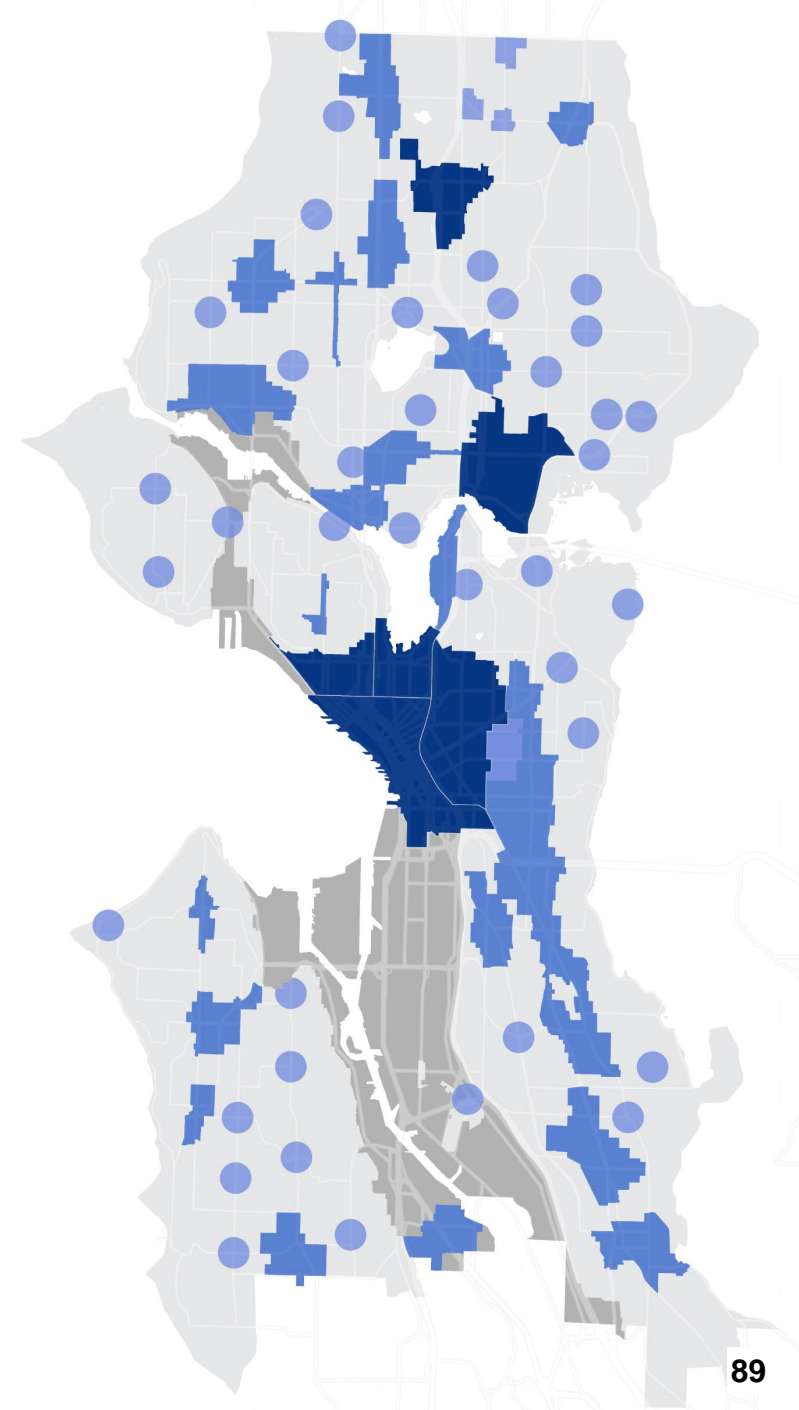
Neighborhood anchors:

- would be similar to urban villages but with smaller size and intensity
- include “neighborhood anchors” designated in 1994 plan, pedestrian overlay districts, and transit added centers to fill in significant gaps
- shown as circles of 1,000-foot radius
- allow a mix of residential and mixed-use development from townhouses to 5- to 7-story apartments and mixed-use buildings
- addresses Council proviso for alternative to study 15-minute neighborhood

urban center
Regionally designated neighborhoods with diverse mix of uses, housing, and employment

urban village
Areas with a wide range of housing types and transit, amenities, and jobs

neighborhood anchors
Places with diverse housing and mixed uses to support complete neighborhoods



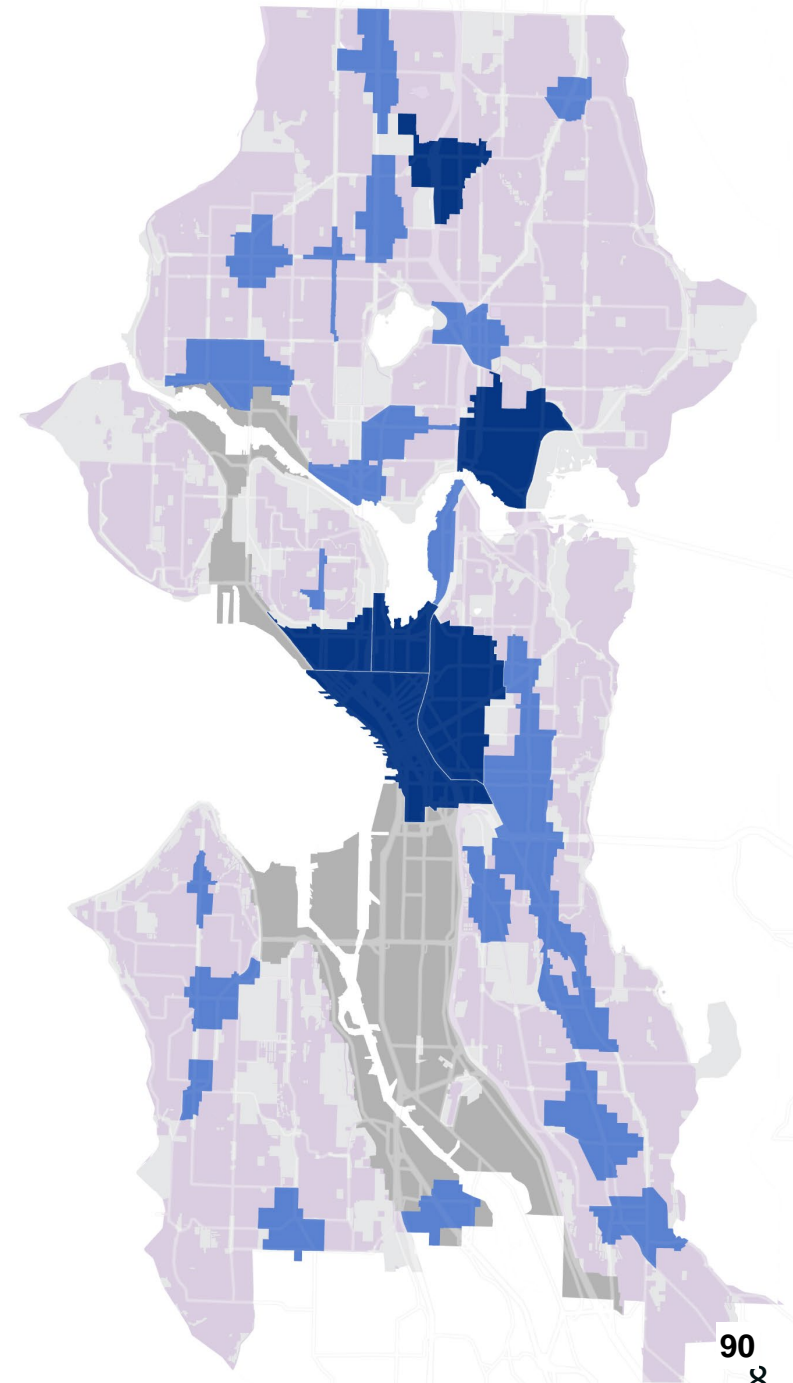
ALTERNATIVE CONCEPT 3

Broad

Allows a wider range of low-scale housing options, like triplexes and fourplexes, in all **Neighborhood Residential (NR) zones** to create more low-scale housing options and address exclusivity.

Changes to NR areas:

- would retain 3-story height limit for market-rate development in existing Neighborhood Residential zones, with potential height bonus for affordable projects
- would allow detached and attached homes including duplexes, triplexes, and fourplexes and could include some stacked flats including sixplexes on larger lots.
- address Council proviso for alternative to study changes to Neighborhood Residential



urban center
Regionally designated neighborhoods with diverse mix of uses, housing, and employment

urban village
Areas with a wide range of housing types and transit, amenities, and jobs

NR areas
New flexibility for housing choices throughout Neighborhood Residential areas

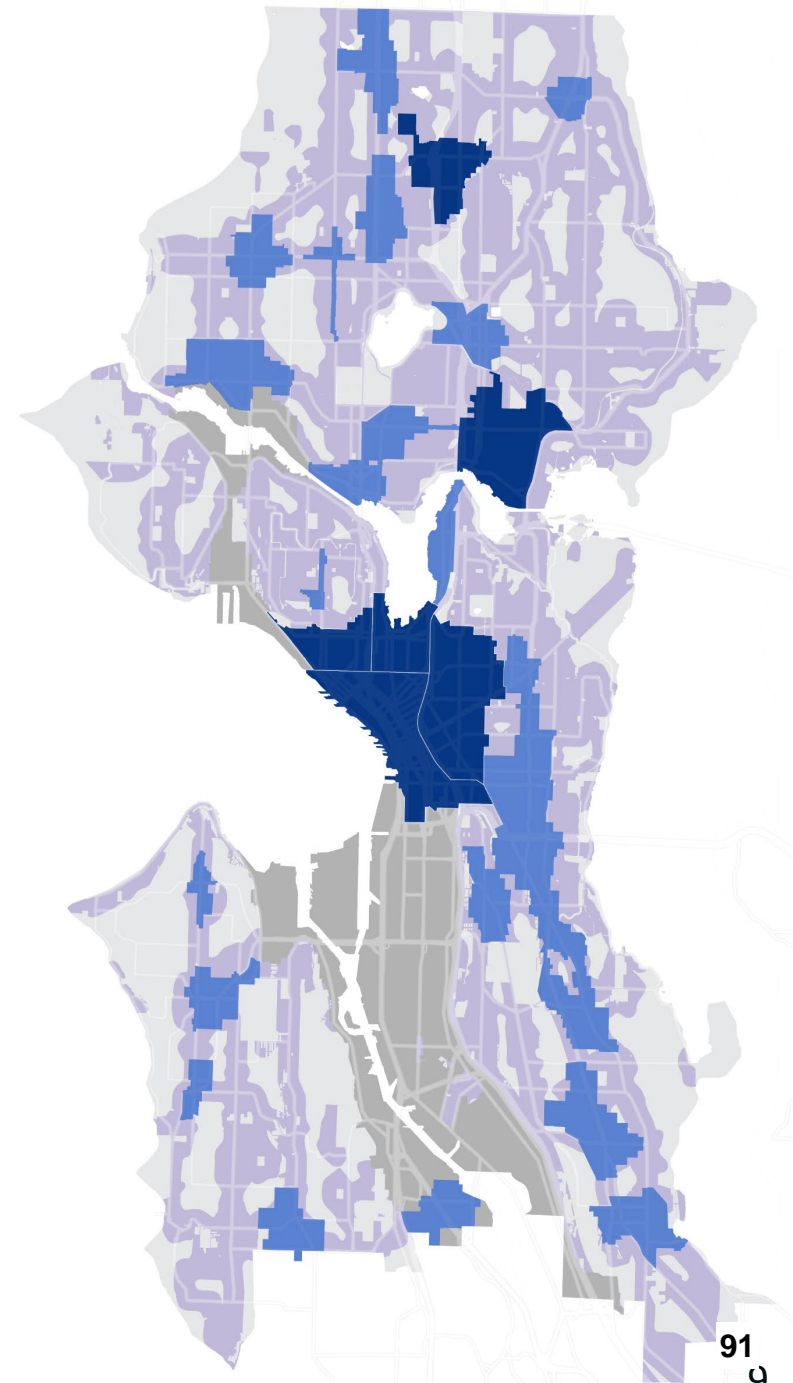
ALTERNATIVE CONCEPT 4

Corridors

Allows a wider range of low-scale housing options only in **corridors** to focus growth near transit and amenities.

Corridors:

- include 5-minute walk from frequent transit stops and large parks
- would include about 50% of areas currently zoned Neighborhood Residential
- would have housing ranging from duplexes and triplexes to 5-story apartments, with higher heights allowed in existing commercial zones on arterials



urban center
Regionally designated neighborhoods with diverse mix of uses, housing, and employment

urban village
Areas with a wide range of housing types and transit, amenities, and jobs

corridors
New flexibility for housing choices and other uses near transit and open space

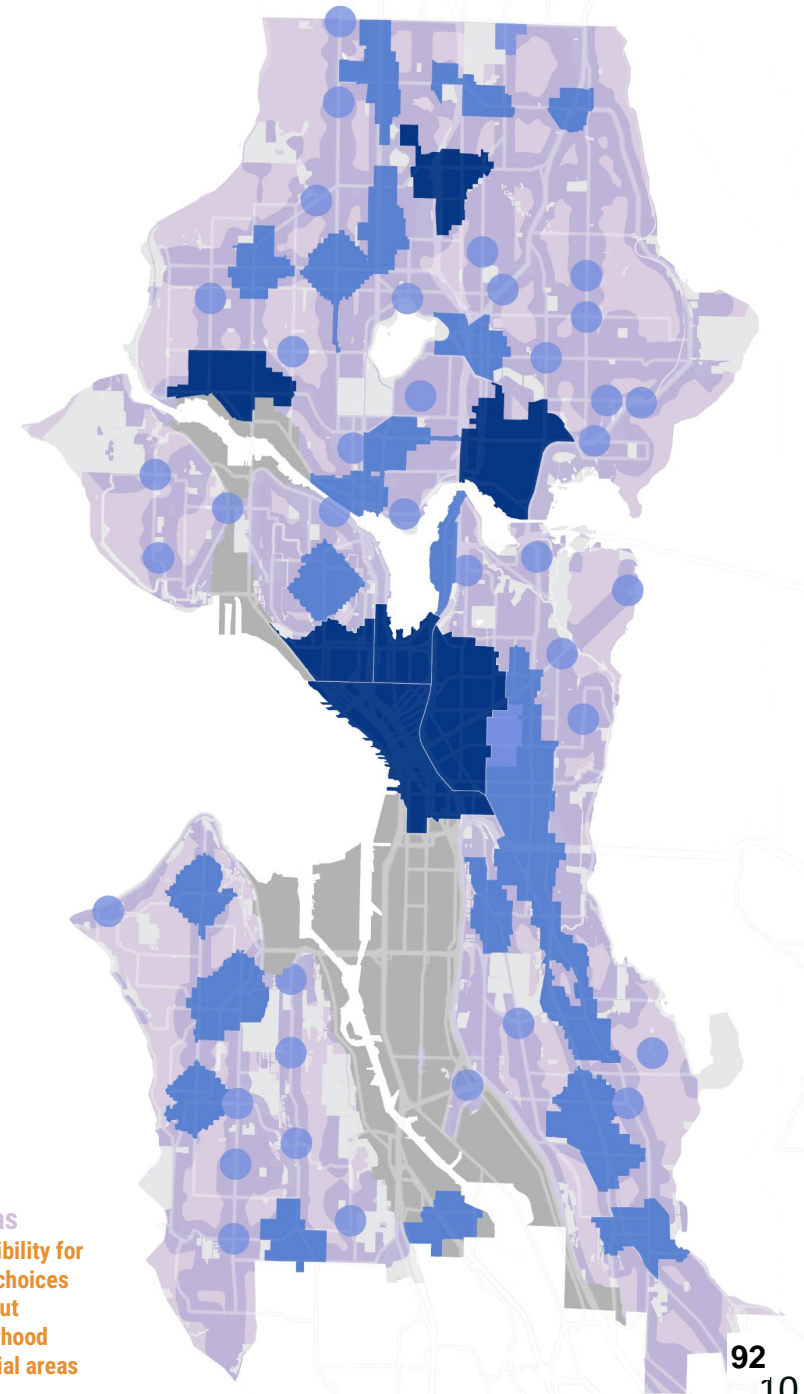
ALTERNATIVE CONCEPT 5

Combined

Accommodates greater supply and diversity of housing across Seattle. Studies highest level of growth including higher impact and most benefit for housing. Distribution of housing combines Alternatives 2, 3, and 4.

Alternative 5 would also include:

- expanding the boundaries of 7 urban centers and village to a 10-minute (1/2-mile) walkshed around frequent transit
- designating Ballard as an urban center
- designating the NE 130th Street station area as an urban village



urban center
Regionally designated neighborhoods with diverse mix of uses, housing, and employment

urban village
Areas with a wide range of housing types and transit, amenities, and jobs

neighborhood anchors
Places with diverse housing and mixed uses to support complete neighborhoods

corridors
New flexibility for housing choices and other uses near transit and open space

NR areas
New flexibility for housing choices throughout Neighborhood Residential areas

Anti-displacement strategy

The Plan will help increase the supply of housing, which is necessary to address displacement.

The EIS will evaluate each alternative for its potential impacts on displacement.

All action alternatives will show higher levels of growth in areas of low displacement risk.

The Plan will include measures to address displacement beyond the growth strategy:

- Requirement or **incentive for affordable housing** in NR zones
- Additional **development capacity for affordable housing & equitable development** projects
- **Funding for nonprofit groups** to purchase property
- **Additional tenant relocation assistance** requirements
- Supports for existing businesses and institutions

Next steps for community engagement

- 5 in-person public meetings across the city, 1 online open house
- Ongoing engagement by community-based organizations and community liaisons
- Continue to inform public about the One Seattle Comprehensive Plan process and meaning of alternatives being studied in EIS

Questions?

