

Amendment 2 Version #4 to CB 120969 OPCD Interim State Zoning Compliance ORD

Sponsor: Councilmember Hollingsworth

Adopt a work program outlining key changes anticipated in permanent legislation

Effect: Council Bill (CB) 120969 is interim legislation to implement Washington State House Bill 1110, and other State mandates. The Council will consider permanent legislation to implement those bills, and to implement the One Seattle Comprehensive Plan during the Summer of 2025. This amendment would amend the work program contained in CB 120969 to add a list of key concepts the Council intends to consider in reviewing the permanent legislation. Version 3 of the amendment adds two additional work program items and consolidates discussion of setbacks and amenity areas.

Amend Section 4 of CB 120969, as follows:

Section 4. Under RCW 36.70A.390, the Council approves the following work plan for the development of permanent regulations to address the issues in this ordinance and directs the Office of Planning and Community Development to transmit proposed legislation(~~((to the Council for adoption after resolution of any appeals under SEPA))~~). The Council intends to consider the permanent legislation and to adopt the Seattle Comprehensive Plan under the following schedule:

Mayor Transmits Legislation to Council	Anticipated May 2025
Council Deliberations and Public Hearing on Proposed <u>Comprehensive Plan and Permanent Controls</u>	Anticipated June through ((August)) <u>September</u> 2025
<u>Comprehensive Plan and Permanent Controls</u> Effective	Anticipated <u>October 2025</u> ((September 2025, subject to date of resolution of SEPA appeals))

The Council intends to consider the issues included in Attachment 1 during its deliberations on the permanent legislation.

City Council Topics for Permanent Legislation to implement State Land Use Regulations

The City Council understands the long-term importance of permanent legislation to implement Washington State’s land use mandates and intends to carefully consider the implications of the legislation on the City’s ability to be a welcoming, accessible, affordable, livable and safe city. In pursuit of those goals, the City will consider the following concepts in its review of the Comprehensive Plan and permanent legislation:

1. Supporting measures to reduce displacement pressure, such as:
 - a. Supporting a variety of housing types, to address the needs of households of different sizes, people with different accessibility requirements, and families at different income levels;
 - b. Supporting lot splitting;
 - c. Considering opportunities to support utility connections;
 - d. Incorporating strategies to help protect homeowners from predatory developers; and
 - e. Considering bonuses for community land trusts;
2. Considering whether residential densities should be based on the number of units on a lot or the square footage per unit;
3. Considering whether Accessory Dwelling Units should be counted toward determining the density of development on a lot;
4. Considering consistent and appropriate thresholds for street, alley, driveway, and pedestrian improvements;
5. Clarifying “designated non-disturbance areas in steep slopes” and reviewing density limits and development standards for properties with steep slope critical areas;
6. Considering adjustments to setbacks and amenity area regulations to maximize tree protection and support flexibility in design to address neighborhood needs and provide buffers along major thoroughfares;
7. Considering whether to extend the City’s Mandatory Housing Affordability program (Chapter 23.58C Seattle Municipal Code) to Neighborhood Residential zones; such consideration would be informed by information, analyses, and policy proposals that are currently being developed for permanent legislation by the Mayor and Council;
8. Supporting a diversity of housing options near public amenities, goods, and services; and
9. Considering the modification of off-street parking requirements to support City goals for neighborhoods accessible by pedestrians, people with disabilities, bicyclists, transit users, and others who do not drive.