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BEFORE THE HEARING EXAMINER  
CITY OF SEATTLE

In the Matter of the Appeal of	)	
CITIZENS FOR LIVABILITY IN BALLARD,	)	Hearing Examiner File:
	)	W-16-003
From a decision by the Director, Office of	)	
Planning and Community Development, regarding	)	SUPPLEMENTAL DECLARATION OF
the adequacy of a Final Environmental Impact	)	GORDON S. CLOWERS
Statement.	)	

GORDON S. CLOWERS declares as follows:

1. I am over 18 years of age, and am competent to testify in this action. I make this declaration based on my personal knowledge of the facts set forth below, in support of Respondent City of Seattle Office of Planning and Community Development’s Motion and Reply to Dismiss the administrative appeal filed by Citizens for Livability in Ballard in the above-captioned matter.
2. I have personally reviewed the arguments and assertions regarding alleged parking impacts set forth at pages 4-6 of Appellants’ Response to City’s Motion for Dismissal in the above-captioned matter. I have also personally reviewed the statements regarding parking impacts set

1 forth in the declarations of Kirk W. Robbins, Steven M. Cohn and Joseph E. Wert, respectively,  
2 that were included with the above-referenced Response.

3           3.       As part of the Seattle 2035 Comprehensive Plan Update planning effort, the City  
4 of Seattle prepared a detailed comparison of the proposed 2035 Comprehensive Plan amendments  
5 with the corresponding provisions of the City's current Comprehensive Plan. This comparison is  
6 set forth as an Appendix to the Director's Report dated May 2016 and is entitled "Policy  
7 Crosswalk: Comparing Current Comprehensive Plan with Mayor's Recommended  
8 Comprehensive Plan". A true and correct copy of pages 60-63 of the Appendix is attached to this  
9 Declaration as Exhibit 1.

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11           4.       The relevant parking policies in the City's existing Comprehensive Plan, Land Use  
12 Goals Nos. 4, 6 and 7, and Policies Nos. LU 49 and LU 50, are revised in their wording as  
13 represented in proposed Seattle 2035 Goal LU G6 and Policies Nos. LU 6.1, LU 6.2, LU 6.3 and  
14 LU 6.4, but will remain in intent and effect substantively unchanged. Stated differently, the City  
15 is merely rewriting an already-established framework of goals and policies in order to support an  
16 already-established land use regulation. As a result, there will be no net change in the policies'  
17 effective meaning for future implementation, and changes in the regulations for the allowance of  
18 zero minimum parking will not be necessitated from this proposal.

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20           5.       True and correct copies of the Seattle 2035 DEIS and FEIS are accessible through  
21 the City's website at <http://2035.seattle.gov/deis/>.

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23           6.       The Seattle 2035 amendments evaluated in the EIS are expressly limited to the  
24 City's Comprehensive Plan. Seattle 2035 is a policy document that does not contain any  
25 amendments to the City's development regulations or otherwise have any direct regulatory effect  
26 on particular development proposals.

1 I declare under penalty of perjury under the laws of the State of Washington that the  
2 foregoing is true and correct to the best of my knowledge and belief.

3 Executed at Seattle, Washington this 22nd day of July, 2016.

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6 Gordon S. Clowers

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	storage areas, while limiting light and glare on surrounding uses, enhancing the urban character of the city, and encouraging energy conservation.		conservation.	
<b>LU48</b>	<p>Seek to preserve views through:</p> <ul style="list-style-type: none"> <li>• land use regulations that address view impacts with height, bulk, scale, view corridor and design review provisions;</li> <li>• zoning policy that considers the effect of zone designations on views, with special emphasis on protection of views related to shoreline areas; and</li> <li>• application of adopted environmental policy to protect public views, including views of mountains, major bodies of water, designated landmarks and the Downtown skyline, in review of development projects.</li> </ul>	<b>LU 5.15</b>	<p>Address view protection through</p> <ul style="list-style-type: none"> <li>• zoning that considers views, with special emphasis on shoreline views;</li> <li>• development standards that help to reduce impacts on views, including height, bulk, scale, and view corridor provisions, as well as design review guidelines; and</li> <li>• environmental policies that protect specified public views, including views of mountains, major bodies of water, designated landmarks, and the Downtown skyline.</li> </ul>	
		<b>LU 5.16</b>	Require higher-density development to offset its impacts through mechanisms such as incentives for landmark preservation, open space amenities, and affordable housing.	new
<b>LU G5</b>	Regulate the location of off-street parking and the size and location of curbcuts to reduce parking and vehicle traffic impacts on pedestrians and residential and commercial streetscapes, and to prevent	<b>LU G6</b>	Regulate off-street parking to address parking demand in ways that reduce reliance on automobiles, lower construction costs, create attractive and walkable environments, and promote economic development	

	obstacles to commerce and traffic flow.		throughout the city.	
<b>LUG4</b>	Establish off-street parking requirements for new development to provide parking for the occupants of the structure. Set off-street parking requirements to reduce reliance on automobiles, promote economic development, and reduce housing costs.	<b>LU 6.1</b>	Establish parking requirements where appropriate for both single-occupant vehicles and their alternatives at levels that further this Plan’s goal to increase the use of public transit, car pools, walking, and bicycles as alternatives to the use of single-occupant vehicles.	Existing goals LUG4, LUG6, LUG7 and Policy LU 49 were edited and revised to become new policies LU 6.1, 6.2 and 6.3.
<b>LUG6</b>	Encourage the use of alternatives to single-occupant vehicles and the use of smaller, more energy efficient automobiles through the City’s regulation of parking, including the amount of parking required, design of parking, location of parking, and access to parking.	<b>LU 6.2</b>	Modify residential parking regulations, where parking is required, to recognize differences in the likely auto use and ownership of intended occupants of new developments, such as projects provided for low-income, elderly, or disabled residents.	
<b>LUG7</b>	Establish off-street parking requirements for new development to provide parking for the occupants of the structure. Set off-street parking requirements to reduce reliance on automobiles, promote economic development, and reduce housing costs.	<b>LU 6.3</b>	Rely on market forces to determine the amount of parking provided in areas of the city that are well-served by transit, such as urban centers and urban villages.	
<b>LU49</b>	Recognize the different ways that parking is used by residents, businesses, customers, and employees when determining parking regulations. Generally support short-term parking for customers of businesses and longer-term parking for residents, while discouraging			

	<p>longer-term parking for employees who could use modes other than single-occupant vehicles to get to work.</p> <p>Seek to further this Plan's goal of encouraging the use of public transit, carpools, walking, and bicycles as alternatives to the use of single-occupancy vehicles when setting parking requirements for both single-occupant vehicles and their alternatives. When setting new requirements for off-street parking, balance the goals of accommodating the parking demand generated by new development and avoiding on-street congestion of parked cars with the goals of lowering construction costs and discouraging single-occupant vehicles. Recognize differences in the likely auto use and ownership of the intended occupants of new development, such as low-income elderly or disabled residents, when setting parking requirements.</p>			
<b>LU50</b>	<p>In urban centers and urban villages, consider removing minimum parking requirements and setting parking maximums in recognition of the increased pedestrian, bicycle and transit accessibility these areas already provide or have planned. Parking requirements for urban centers and villages should</p>	<b>LU 6.4</b>	<p>Consider setting parking maximums in urban centers and urban villages, where high levels of pedestrian, bicycle, and transit accessibility make many trips possible without a car.</p>	

	account for local conditions and planning objectives.			
<b>LU51</b>	Establish requirements for bicycle parking in larger developments to encourage bicycle ownership and use in order to promote energy conservation, public health and reductions in traffic congestion.	<b>LU 6.5</b>	Establish bicycle parking requirements to encourage bicycle ownership and use.	

<b>LU52</b>	In order to maintain an attractive street level environment, to facilitate pedestrian and vehicular traffic circulation, to minimize adverse impacts of parking on adjacent areas and structures, to sustain on-street parking, and, where appropriate, to maintain or create a continuity of street fronts, generally prohibit street level parking between buildings and the street, restrict the number and size of curbcuts, and require alley access to parking when a surfaced alley is accessible to the rear of a building, and not prevented by topography.	<b>LU 6.6</b>	Limit the off-street impacts on pedestrians and surrounding areas by restricting the number and size of automobile curb cuts, and by generally requiring alley access to parking when there is an accessible, surfaced alley that is not used primarily for loading and when not prevented by topography.	LU 52 was revised and edited to become LU 6.6 and LU 6.7
		<b>LU 6.7</b>	Prohibit most street-level parking between buildings and the street in multifamily zones and pedestrian-oriented commercial zones in order to maintain an attractive and safe street-level environment, facilitate the movement of pedestrian and vehicular traffic, minimize adverse impacts on nearby areas and structures, and, where appropriate, maintain or create continuous street fronts.	
		<b>LU6.12</b>		