

A PLAN FOR MANAGING GROWTH 2004-2024

# City of Seattle Comprehensive Plan



Comprehensive Plan

*Toward a Sustainable Seattle*



readers' guide

City of Seattle  
Department of Planning & Development

**EXHIBIT A**  
Comprehensive Plan  
January 2005



## Introduction

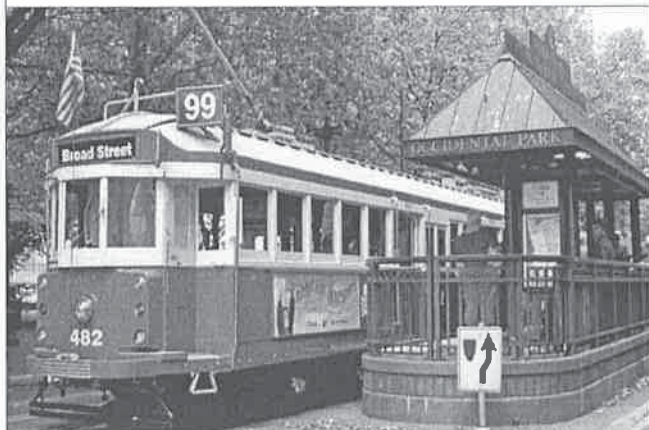


## City of Seattle Comprehensive Plan

The City of Seattle's Comprehensive Plan, *Toward a Sustainable Seattle*, is a collection of City-adopted goals and policies about how the City will accommodate growth over the next 20 years. In general, the goals define a future outcome that the City is aiming for, and the policies provide guidance for more specific decisions that will be made over time. The City first adopted the Plan in 1994. It has been updated in major and minor ways in subsequent years.

The original adoption of the Plan followed extensive involvement by citizens from throughout Seattle who helped identify both values that guide the Plan and ways the City could improve the urban environment, while planning for growth. The thoughtful participation by the public inspired the identification of four core values that underlie the Plan: community, economic opportunity, social equity and environmental stewardship.

This Readers' Guide provides an overview of the purpose, contents and results of the Plan.



### State Requirement for Comprehensive Planning

Washington's Growth Management Act (GMA) requires most counties and cities in the state to prepare comprehensive plans that show how they will manage the population growth the state has projected for each county.

Seattle and the Puget Sound region have seen a large amount of population growth since the late 1970's and are expected to continue growing. Without plans that direct that growth, land and other resources in the region could be quickly consumed or damaged by the levels of growth that are expected here. The state legislature enacted the GMA in order to redirect more of the expected future growth into already developed areas and to get cities and counties to think in more coordinated ways about how to handle this growth.

The GMA defines a set of goals for managing growth and lays out the basic contents of comprehensive plans. The GMA goals include:

- reducing urban sprawl
- encouraging future development to occur in urbanized areas where public facilities and services already exist
- maintaining transportation, housing and open space opportunities
- protecting property rights
- protecting the natural environment

The GMA requires each plan to include chapters, or "elements," on land use, transportation, housing, capital facilities and utilities that show where future population growth will occur and the types of infrastructure the city will need to provide to serve that growth.



The GMA also says that all actions of a jurisdiction, including capital investments, must conform to the provisions of the Comprehensive Plan. State agencies are also required to respect local comprehensive plans. These provisions significantly increased the authority of local land use plans.

**Planning in the Region**

Even before the GMA was adopted, the Puget Sound Regional Council had developed a strategy for addressing growth in the four-county region, including King, Pierce, Snohomish and Kitsap counties, through a document called Vision 2020. The overall approach that Vision describes is to concentrate growth in a number of growth centers across the region and to connect those centers with high capacity transit.

At the county level, the GMA required that each county define an urban growth boundary and directed where the population growth that the state had forecast for the county should go.

In King County, the county and cities cooperated to develop Countywide Planning Policies, which established an urban growth boundary; allocated growth targets to all the jurisdictions in the county; and provided policy guidance for all the cities' comprehensive plans, including a strategy to direct large portions of the county's expected growth to a number of designated urban centers.

**Growth Targets for King County: 2004-2024**

Location	New Households	New Jobs
Seattle	47,000	84,000
32 Suburban Cities	76,000	167,000
6 Rural Cities	5,000	5,000
Unincorporated King Co.	12,000	7,000

**Seattle's Plan**

Seattle's Comprehensive Plan promotes a development pattern called the urban village strategy.

The urban village strategy is the approach of directing most new household and employment growth into places the Plan designates as either urban centers or urban villages. The strategy tries to meet several goals:

- accommodating the City's growth targets
- revitalizing existing neighborhood business districts
- making efficient use of past and future infrastructure investments
- minimizing impacts on single-family neighborhoods
- reducing dependence on automobiles

The Plan contains growth targets for each urban center and urban village to help guide City and neighborhood planning efforts.

By locating housing, jobs and stores near each other, new growth can create more opportunities for people to shop for daily necessities without using a car. With higher concentrations of residents and employees, the City and transit providers can choose locations for new facilities that will reach greater numbers of customers and riders.

The Plan designates six urban centers: Downtown, First Hill/Capitol Hill, South Lake Union, Uptown, University District and Northgate. These are places that meet the Countywide Planning Policies' criteria as urban centers, including the potential for high levels of job and housing growth. Together these centers are expected to take about 60 percent of the city's residential growth and 75 percent of the job growth over the next 20 years.

The Plan also designates two types of urban villages. Hub urban villages are places that are expected to take shares of both job and housing growth, but at lower densities than expected in the urban centers. There are six hub urban villages, and they include some of the larger neighborhood business districts, such as Ballard, Fremont and West Seattle Junction.



Residential urban villages are centered around smaller business districts that are expected to experience primarily residential growth, although they all have capacity for some commercial growth. There are 18 residential urban villages, including places like Rainier Beach, Columbia City, Admiral, Upper Queen Anne and Wallingford.

The Plan also designates two manufacturing/industrial centers in the Duwamish and Interbay areas. These are places where residential uses are not permitted and where the City encourages the growth of employment.

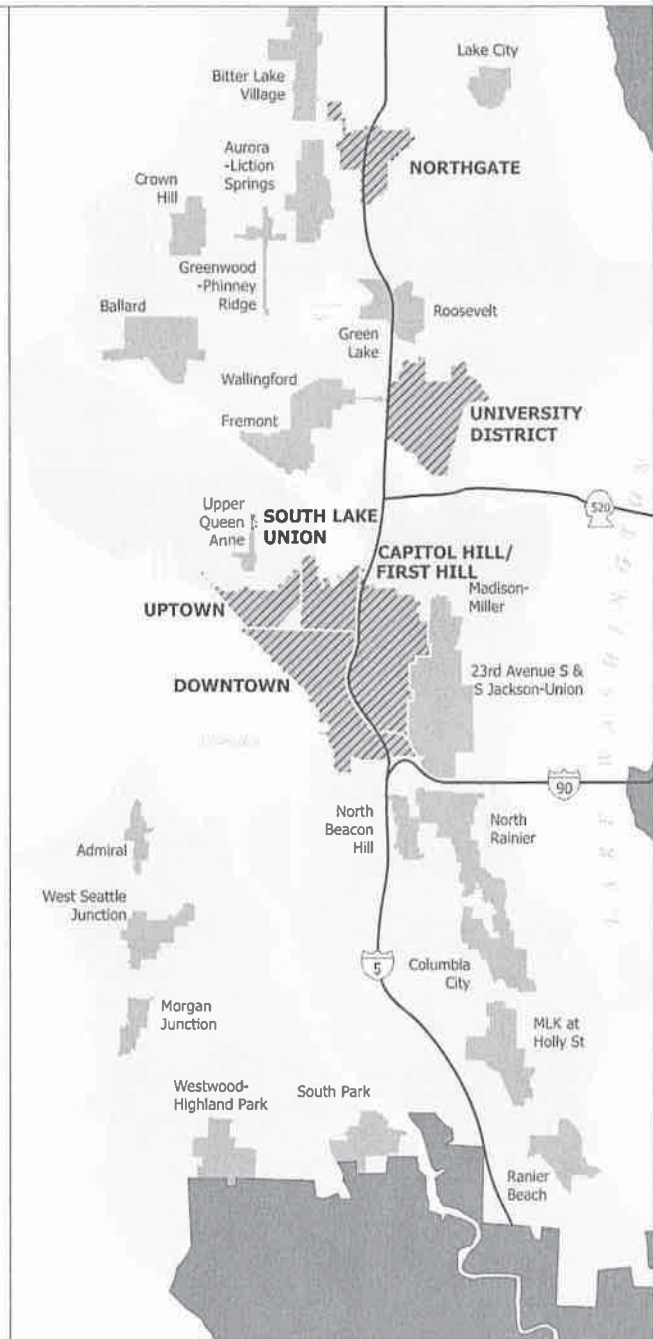
**Growth Targets for Seattle: 2004-2024**

Type of Location	New Households	New Jobs
Urban Centers	27,450	61,120
Urban Villages	11,880	4,450
Manufacturing/ Industrial Centers	0	11,900
Outside Villages/ Centers	7,670	-----
Citywide Total	47,000	84,000

Seattle's Plan includes all of the elements required by GMA, plus others that cover:

- economic development
- urban villages
- neighborhood planning
- cultural resources
- human development
- environment

Seattle's Plan also incorporates the principle of sustainability. This is the idea that Seattle will accommodate growth in ways that allow it to continue growing, while improving the quality of life and the city's natural environment for future generations.



**Urban Centers and Villages**



## Comprehensive Plan Elements



**Urban Village Element.** Seattle's Comprehensive Plan is unique in having an element addressing urban villages. This element shows the importance the urban village strategy plays in the City's plan for managing growth. It contains policies that define the different types of urban villages, urban centers and manufacturing/industrial centers. The appendix to this element displays the 20-year growth targets for each center and village.



**Land Use Element.** The Growth Management Act requires that all comprehensive plans include a land use element. Policies guiding the City's zoning and development regulations can be found here. This includes general descriptions of the five major zoning categories – single family, multifamily, commercial, industrial and downtown – as well as the rationale behind development regulations, such as height and density limits, parking and setback requirements. Zoning and development regulations are important tools for implementing the urban village strategy because they help to direct and control where and what type of development can occur.

The element is divided into three major sections: one deals with policies that affect all areas of the city; a second describes the unique rules for each of the five zoning categories; and the third addresses special areas, such as shorelines, environmentally critical areas and major institutions. Detailed regulations that are used in reviewing individual development projects can be found in the City's Land Use Code.

The Plan's Land Use Appendix includes data summarizing current land use, population and employment characteristics.

The Future Land Use Map shows the general locations where certain categories of use are expected to occur – single family, multifamily, mixed-use, industrial, major institution and downtown.



**Transportation.** Part of Seattle's growth strategy is to encourage people to use cars less than they do today. One way to do that is through the urban village strategy's goal of concentrating most new housing, jobs and services near one another in small areas, so that more trips can be made by walking, biking or transit. Another way is to support new public transit options. The element sets goals for the percent of future trips in each urban center that will be made in some way other than a single-occupant car. This element contains policies that set the stage for street design standards that will match future street improvements to the types of uses and neighborhoods the street is serving. This is also where the reader will find the City's arterial level-of-service standards (sometimes called the "concurrency" standard), a GMA requirement for defining acceptable performance of the transportation system.

More detailed lists of projects and programs to carry out these policies can be found in the Transportation Strategic Plan, a separate document that provides more specific guidance for the actions and programs carried out by the Seattle Department of Transportation.

The Transportation Appendix includes an inventory of existing transportation facilities and services, as well as maps showing arterials, traffic signals, transit lanes, 2002 traffic flow, transit routes and park-and-ride lots. It also shows projections of the City's street system performance relative to the concurrency standard and the expected future traffic volumes on state highways and within adjacent jurisdictions.



**Housing.** The GMA requires the Plan to accommodate a variety of housing for all income groups. The private market serves higher income groups well, and policies in the urban village and land use elements help guide where units can be built. This element includes goals for the percentage of housing units that would be affordable to lower-income households. Its policies call on the City to use incentives, available funding mechanisms and partnerships to encourage development of affordable housing.

The Housing Appendix includes data about the affordability of the city's rental and owner-occupied units, U.S. Census information about household type and size, recent housing unit growth, and descriptions of City programs that support housing.



**Capital Facilities.** Because most of the city is already developed, many capital facilities such as libraries, parks, police and fire stations are already in place. Policies in this element call for new facilities to be built in locations where they can serve the growing populations of urban centers and urban villages and also help attract growth to those places. This element calls for maintenance of existing facilities as a way to meet the Seattle's needs efficiently.

The Capital Facilities Appendix describes the citywide systems for fire, police and public school facilities, as well as parks, libraries, neighborhood service centers, public health clinics and publicly subsidized housing. It also contains lists of the specific capital facilities that serve each urban center and urban village.



**Utilities.** Policies in this element primarily address City-owned utilities that provide electricity, water and drainage service. They also encourage efficient use of water and power resources and efforts to control the environmental impacts of utility service.

The Utilities Appendix contains descriptions of the City's electricity-generating and distributions system, the water, drainage and wastewater systems and solid waste facilities. It also describes privately owned utilities for communications and power.



**Economic Development.** This element promotes the idea of accommodating most of the city's job growth in the urban centers and villages. It also encourages City efforts to attract activities that bring higher-than-average wages and new capital into the Seattle's economy, while recognizing that the City has limited ability to directly influence the economy. Many of the policies

here address related activities that the City can undertake to encourage economic development, such as establishing a positive business climate and ensuring that needed infrastructure is in place.



**Neighborhood Planning.** There are two major portions of this element. The first portion contains policies that describe the role of neighborhood plans within the City's growth management structure. Generally, this says that neighborhood plans are to be prepared primarily for areas that the Comprehensive Plan designates as urban centers or urban villages, and that these plans must be consistent with the Plan. The policies also describe ways in which the City would implement and update the neighborhood plans.

The second portion of this element is the lengthiest of the entire Plan because it contains the goals and policies for all of the City-adopted neighborhood plans. Following the 1994 adoption of the Plan, the City offered assistance to neighborhoods containing urban centers or urban villages that wanted to prepare plans for themselves. Thirty-seven neighborhoods undertook planning efforts, and because many of them looked at areas surrounding urban villages, the plans cover about two-thirds of the city's geographic area.

Each neighborhood plan emphasizes different aspects of the urban environment and each goes into a different level of detail, but they all are intended to fine-tune the citywide Plan policies for specific neighborhoods, and the policies in these neighborhood plans carry the same effect as other policies in the Plan.

In addition to these goals and policies, neighborhood planning groups proposed specific improvements for their neighborhoods, and many of these recommendations have been incorporated into the work programs of City departments.



**Human Development.** Unlike most elements of the Plan, this one does not deal much with the location and physical nature of city growth, but focuses instead on the people who live here. Policies in this element address City goals for building supportive human relationships, developing educational opportunities, promoting accessible health care and public safety, and encouraging cultural diversity.



**Cultural Resources.** This element includes policies about how the City can encourage the use of cultural activities to support the distinct communities that make up the city. It includes goals and policies on historic preservation, important regional cultural facilities in the city, public art and life-long learning.



**Environment.** Policies throughout the Plan address City efforts to improve various aspects of the environment, such as reducing the number of trips made by car and efficient use of water and electricity. This element presents policies that deal with broader environmental subjects, such as the role a healthy environment plays in economic development, how natural processes can help control human impacts on the environment, as well as the City's approach to planning for aquatic areas and to minimize Seattle's contributions to global climate change.



## Implementing the Plan

As a policy document, the Plan lays out general guidance for future City actions. Many of those actions are addressed in functional plans that focus on a particular aspect of City services, such as parks, transportation or drainage. Another way the City implements the Plan is through development regulations, primarily found in the City's zoning map and Land Use Code.

The City periodically revises its functional plans and regulations and continues to look for ways to further advance the urban village strategy and other goals of the Plan through these implementation measures.

## Updating the Plan

Even though the Plan is intended as a long-range guide, it will work best if used as a living document that is periodically revisited and updated to address new challenges and changing circumstances. Under state law, the City can amend the Plan only once a year. Most years since the initial adoption in 1994, the City has made amendments.

In 2004, the City adopted a series of amendments to meet the GMA requirement for a 10-year review of the Plan. This update included extending the horizon year of the Plan from 2014 to 2024, and adopting new growth targets, based on revised population forecasts provided by the state.

The City's Department of Planning and Development (DPD) oversees the annual amendment process. To suggest amendments to the Comprehensive Plan, or to learn about amendments being considered, read DPD's monthly newsletter, *dpdINFO*, or visit [www.seattle.gov/dpd/planning/compplan](http://www.seattle.gov/dpd/planning/compplan).

# How the Layout of the Comprehensive Plan Works

The updated design of the Comprehensive Plan helps the reader find what they're looking for quickly and easily.

**Page Number.** Pages are numbered for each element of the plan.

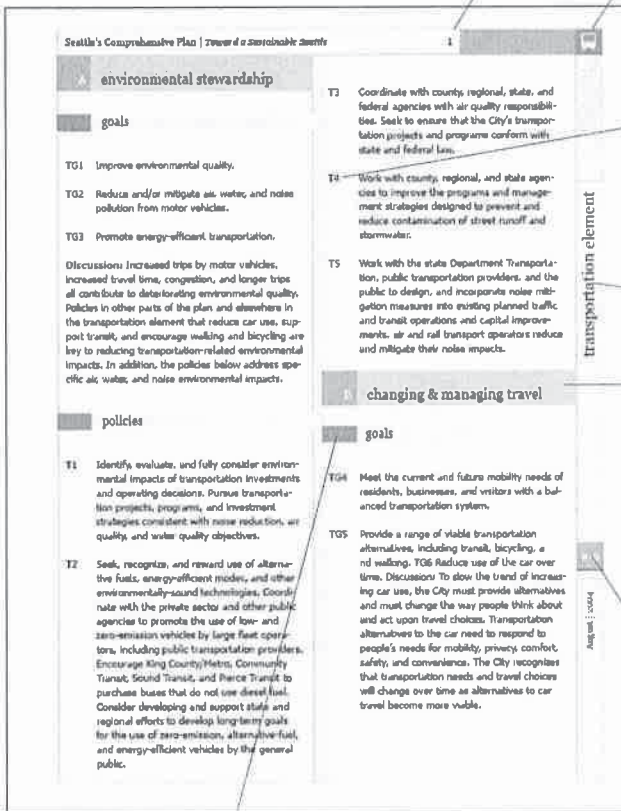
**Element Symbol.** Each element of the plan has a unique corresponding symbol for fast reference when flipping through the document.

**Goal & Policy Numbering.** Identified for each element, e.g., T4 stands for transportation policy 4. G is used for goals, so TG2 means transportation goal 2.


**Section Header.** This area denotes what section you are in. Placed on the edge of the page for quick reference.


**Sub-section Header.** Large bars denote where sub-sections begin. They are accompanied by a letter.

**Sub-section Range.** This area denotes which sub-sections appear on this page.



**Goals & Policies.** Provide guidance for future City decisions and actions

 **Elements.** Element symbols always appear inside of a square.

 **Appendices.** A circle denotes an appendix.

 **Table of Contents.** Three horizontal lines indicate a table of contents.



Ordinance No. 119506

*pre*

Council Bill No. 112595

# The City of Seattle Council Bill/Ordinance

AN ORDINANCE relating to the West Seattle Junction Hub Urban Village Neighborhood Plan; amending the Seattle Comprehensive Plan to incorporate portions of the West Seattle Junction Hub Urban Village Neighborhood Plan; amending the Official Land Use Map, Title 23 of the Seattle Municipal Code, to reflect the boundaries of the West Seattle Junction Hub Urban Village; and amending Seattle Municipal Code Chapter 23.47, relating to single purpose residential development.

*6/2/99*

CF No. \_\_\_\_\_

Date Introduced: <u>MAR 1 1999</u>	
Date 1st Referred: <u>MAR 1 1999</u>	To: (committee) <u>Neighborhoods, Growth Planning and Over-</u> <u>and Planning Committee</u>
Date Re - Referred:	To: (committee)
Date Re - Referred:	To: (committee)
Date of Final Passage: <u>6-21-99</u>	Full Council Vote: <u>8-0</u>
Date Presented to Mayor: <u>6-21-99</u>	Date Approved: <u>6/29/99</u>
Date Returned to City Clerk: <u>6/30/99</u>	Date Published: <u>5/99</u> T.O. <input type="checkbox"/> E.T. <input checked="" type="checkbox"/>
Date Vetted by Mayor:	Date Veto Published:
Date Passed Over Veto:	Veto Sustained:

6-21-99 Full Co  
(Eycose)

This file is complete and ready

*Law Department*

Law Dept. Review

**EXHIBIT B**

# The City of Seattle - Legislative Department

Council Bill/Ordinance sponsored by:

CONLIN

Councilmember

## Committee Action:

6/5/99 <sup>(C)</sup> pass as amended - UNANIMOUS  
Conlin yes  
Pageler y/o

6-21-99 Full Council: Passed 8-0

(Excused: Pageler)

This file is complete and ready for presentation to Full Council.

Committee:

RC 6/8/99

(Initial/date)

### Law Department

Law Dept. Review

OMP  
Review

<sup>(C)</sup>  
City Clerk  
Review

<sup>(E)</sup>  
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ORDINANCE 119506

1  
2 **AN ORDINANCE relating to the West Seattle Junction Hub Urban Village**  
3 **Neighborhood Plan; amending the Seattle Comprehensive Plan to incorporate portions**  
4 **of the West Seattle Junction Hub Urban Village Neighborhood Plan; amending the**  
5 **Official Land Use Map, Title 23 of the Seattle Municipal Code, to reflect the**  
6 **boundaries of the West Seattle Junction Hub Urban Village; and amending Seattle**  
7 **Municipal Code Chapter 23.47, relating to single purpose residential development.**

8 WHEREAS, on July 25, 1994, by Ordinance 117221, the City Council adopted the Seattle  
9 Comprehensive Plan, which includes a neighborhood planning element; and

10 WHEREAS, City Council Resolution 28966, adopted August 1, 1994, established a  
11 Neighborhood Planning Program for the City of Seattle; and

12 WHEREAS, a coalition of West Seattle Junction neighborhood stakeholders came together  
13 to form Friends of the Junction (FOJ) in the spring of 1995 for the purpose of  
14 preparing a Neighborhood Plan as provided for in the City of Seattle Comprehensive  
15 Plan; and

16 WHEREAS, FOJ convened monthly meetings open to everyone and regularly attended by  
17 community stakeholders throughout the next three years; and

18 WHEREAS, FOJ conducted an extensive Phase I outreach process featuring several surveys  
19 of residents and local businesses, focus groups, presentations at community group  
20 meetings, displays at community events and a well-attended validation celebration,  
21 all of which led to the creation of a generally recognized vision for maintaining the  
22 "small town" character of the Junction; and

WHEREAS, this outreach process also created a list of priority planning topics and led to  
selection of members for a Planning Committee to lead Phase II planning; and

WHEREAS, subcommittees were formed and consultants were hired to study and prepare  
analyses and recommendations on the issues of Transportation, Economic  
Development, Parks and Open Space, Land Use/Housing, and Human Development;  
and

WHEREAS, a final plan incorporating Key Strategies, additional activities for  
implementation and activities for long term consideration was completed, reviewed  
and approved by the Planning Committee and validated by the community in  
response to a community-wide mailer and validation meeting; and

WHEREAS, the West Seattle Junction Hub Urban Village Neighborhood Plan is consistent  
with the goals and policies of Seattle's Comprehensive Plan; and

1 WHEREAS, the City's environmental review requirement under SEPA has been fulfilled  
2 through issuance of an addendum to the Comprehensive Plan's 1994 Final  
Environmental Impact Statement on January 28, 1999; and

3 WHEREAS, the Council finds that the proposed amendments are consistent with the Growth  
4 Management Act, and will protect and promote the health, safety and welfare of the  
general public;

5 **NOW THEREFORE,**

6 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

7  
8 **Section 1.** The Seattle Comprehensive Plan as adopted by Ordinance 117221 and  
subsequently amended, is hereby amended as follows:

- 9
- 10 A. The Table of Contents of the Neighborhood Plans volume of the Comprehensive  
Plan is hereby amended to add West Seattle Junction, as shown in Attachment 1.
  - 11 B. The West Seattle Junction Neighborhood Plan goals and policies, as shown in  
12 Attachment 2 to this Ordinance, are hereby incorporated into the Neighborhood  
Plans volume of the Comprehensive Plan.
  - 13 C. The Land Use Element of the Comprehensive Plan is hereby amended as shown in  
14 Attachment 3 to this Ordinance to confirm the designation and growth targets for the  
West Seattle Junction Hub Urban Village.
  - 15 D. The capital facilities and utilities inventory and analyses and transportation analyses  
16 shown in Attachment 4 to this Ordinance are hereby incorporated into the  
Neighborhood Plans volume, West Seattle Junction section, of the Comprehensive  
17 Plan.
  - 18 E. The following maps are hereby amended to reflect the final designation and  
boundaries of the West Seattle Junction Hub Urban Village, as shown in Attachment  
19 5 to this Ordinance:
    - Future Land Use Map
    - Land Use Figure 1
    - 20 • Land Use Figure A-1
  - 21 F. Land Use Appendix B is hereby amended to reflect the final growth targets for the  
22 West Seattle Junction Hub Urban Village, as shown in Attachment 6 to this  
Ordinance.

**Section 2.** The amendments contained in Section 1 of this ordinance constitute

1 an adopted neighborhood plan. All previous neighborhood plans relating to the West Seattle  
2 Junction, including the "West Seattle Junction Comprehensive Plan Study" recognized in  
3 Resolution 28657, are hereby repealed.

4 **Section 3.** The Official Land Use Map, Section 23.32.016, Seattle Municipal  
5 Code, is amended to reflect the boundaries of the West Seattle Junction Hub Urban Village  
6 as depicted on Attachment 5 to this Ordinance.

7 **Section 4.** Residential use in single purpose residential development within  
8 commercial zones in the West Seattle Hub Urban Village, established by adoption of this  
9 ordinance, shall continue to be permitted by conditional use, except where permitted outright  
10 as shown on a new map entitled "West Seattle Hub Urban Village Map 23.47.004 C," and  
11 shown as Attachment 7, and hereby added to subsection 23.47.004(E) of the Seattle  
12 Municipal Code.

13 **Section 5.** Section 23.47.004, Subsection E of the Seattle Municipal Code, as  
14 last amended by Ordinance 119238 is further amended as follows:

15 **23.47.004 Permitted and prohibited uses.**

16 **E. Residential Uses.**

17 1. Residential use in single-purpose residential structures. Residential  
18 use in single-purpose residential structures is permitted as an administrative conditional use,  
19 unless:

20 a. the structure is located within an area in which the use is either  
21 permitted outright or prohibited, as shown on Maps 23.47.004 A, ~~((and))~~ B, and C; or

22 b. ~~The ((use is a nursing home, in which case it is permitted  
outright, unless it))structure is located in a Pedestrian-Designated zone, in which case  
residential ((the)) use is prohibited ((at street level along the designated principal pedestrian  
street as provided in Section 23.47.042));~~ or

c. the structure is located within a zone which has a height limit  
of 85 feet or higher, in which case ~~((the use is))~~ single purpose residential structures are  
prohibited.

2. ~~((Residential use in mixed use structures. Residential use in mixed-  
use development is permitted outright in NC1, NC2, NC3 and C1 zones, provided that  
nursing homes are permitted in all zones except in Pedestrian Designated zones at street  
level (See Section 23.47.040). Except in Pedestrian Designated zones at street level, where~~

1 ~~the provisions of Subchapter IV of Chapter 23.47 shall apply, the street level non-~~  
2 ~~residential use portion of an Assisted Living facility in a mixed use development may~~  
3 ~~include, in addition to the uses permitted in Section 23.47.042, uses associated with the~~  
4 ~~Assisted Living facility, such as activity rooms, administrative offices, lounges, mail room,~~  
5 ~~dining area, or lobby, provided that the non residential portion of the development does not~~  
6 ~~include private living units. All other provisions of Subchapter IV of Chapter 23.47 shall~~  
7 ~~apply.))~~ Residential use in mixed use development. Residential use in mixed-use  
8 development is permitted outright in NC1, NC2, NC3 and C1 zones. Where non-residential  
9 use is required to occupy the street level of a mixed-use development, as provided in  
10 23.47.008, Mixed use development, or as provided in 23.47.042, Uses in pedestrian-  
11 designated zones, the following residential uses are permitted at the street level of a mixed-  
12 use development:

- 13           a. Nursing home; and
- 14           b. Assisted living facilities, limited to the following uses: activity rooms,  
15 administrative offices, lounges, mail room, dining area, or lobby. Private living units and  
16 their accessory parking are not permitted at the street level of a mixed-use development.

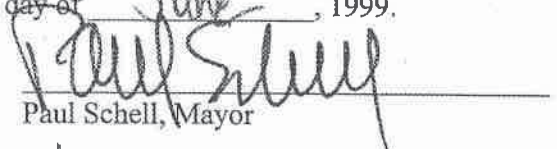
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**Section 6.** This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the 21<sup>st</sup> day of June, 1999, and signed by me in open session in authentication of its passage this 21<sup>st</sup> day of June, 1999.

  
\_\_\_\_\_  
President of the City Council

Approved by me this 21<sup>st</sup> day of June, 1999.

  
\_\_\_\_\_  
Paul Schell, Mayor

Filed by me this 30<sup>th</sup> day of June, 1999.

*acting*  
  
\_\_\_\_\_  
City Clerk

(SEAL)

1 **LIST OF ATTACHMENTS**

2

3 **ATTACHMENT 1** TABLE OF CONTENTS

4 **ATTACHMENT 2** WEST SEATTLE JUNCTION GOALS AND POLICIES

5 **ATTACHMENT 3** AMENDMENTS TO THE COMPREHENSIVE PLAN  
LAND USE ELEMENT

6 **ATTACHMENT 4** CAPITAL FACILITIES AND UTILITIES INVENTORY  
AND ANALYSES AND TRANSPORTATION ANALYSES

7 **ATTACHMENT 5** COMPREHENSIVE PLAN MAP AMENDMENTS

8 **ATTACHMENT 6** COMPREHENSIVE PLAN LAND USE APPENDIX B

9 **ATTACHMENT 7** MAP 23.47.004D OF THE SEATTLE MUNICIPAL CODE,  
WEST SEATTLE JUNCTION HUB URBAN VILLAGE

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**ATTACHMENT 1**

**THE CITY OF SEATTLE COMPREHENSIVE PLAN  
NEIGHBORHOOD PLANS**

**Table of Contents**

\*\*\*

West Seattle Junction



## **WEST SEATTLE JUNCTION GOALS AND POLICIES**

### **COMMUNITY CHARACTER**

- G1 A small town community with its own distinct identity comprised of a strong single-family residential community and a vibrant mixed use business district serving the surrounding residential core.
- P1 Seek to maintain and enhance a compact mixed-use commercial core, with small town character, located between 41<sup>st</sup> and 44<sup>th</sup> Avenues SW and SW Genesee Street and SW Edmunds Street, by encouraging improved traffic flow, pedestrian safety and amenities, and architectural image.
- P2 Target city investments into areas where growth is expected to occur, especially within the village "core" located between 41<sup>st</sup> and 44<sup>th</sup> Avenues SW and SW Genesee Street and SW Edmunds Street.

### **ECONOMIC DEVELOPMENT WITHIN THE COMMERCIAL CORE**

- G2 A vibrant center of shopping, dining, and cultural opportunities that supports both day-time and night-time activity.
- P3 Encourage attractive, higher density mixed-use development within the commercial core at a height compatible with the neighborhood's small-town scale.
- P4 Strive to balance the goal of a compact urban village with the need for adequate parking, traffic circulation and pedestrian safety on neighborhood streets.
- P5 Seek to reinforce pedestrian orientation, enhance the architectural character of the area, and promote interaction between the community, property owners, and developers to encourage new buildings that contribute to and enhance the Junction's character.
- P6 Encourage a human scale design of buildings and public spaces to be accessible to pedestrians, safe, well-lit, and clean.
- P7 Encourage efforts to maintain and preserve local "landmark" buildings within the business district.

### **FAUNTLEROY GATEWAY INTO THE JUNCTION**

- G3 A community gateway near Fauntleroy Way and Oregon St that reflects the character of the rest of the neighborhood, presents a positive image, and provides a safe and pleasant pedestrian environment, efficient traffic flow and a pleasant and positive aesthetic appearance.
- P8 Seek to integrate Fauntleroy Way into the neighborhood physically, aesthetically, and operationally while, at the same time, maintaining its arterial functions.



- P9 Seek to enhance pedestrian safety and improve pedestrian circulation along Avalon Way, Fauntleroy Way, and SW Alaska Street from 35<sup>th</sup> Ave SW to California Ave SW.

#### **TRANSPORTATION**

- G4 A neighborhood which facilitates movement of people and goods with a particular emphasis on increasing safety, supporting the economic centers, and encouraging a full range of transportation choices.
- P10 Enhance pedestrian access and vehicular and bicycle mobility throughout the neighborhood, with particular attention to the Junction commercial core, the Fauntleroy Way Corridor, the California Avenue SW Corridor, and the 35<sup>th</sup> Avenue SW Corridor.
- P11 Encourage pedestrian and bicycle linkages among the three West Seattle Junctions (Admiral, West Seattle, and Morgan) and to and from other Seattle neighborhoods via the Spokane Street corridor.
- P12 Strive to protect the residential neighborhoods surrounding the West Seattle Junction from traffic impacts.

#### **HOUSING AND LAND USE**

- G5 A community with housing and amenities that support a population of diverse incomes, ages and other social characteristics.
- P13 Maintain the character and integrity of the existing single-family areas.
- P14 Encourage programs that help low- and fixed-income people, especially seniors, retain ownership of their homes.
- P15 Encourage opportunities to provide affordable market-rate housing in the neighborhood for Junction workers.

#### **PARKS AND OPEN SPACE**

- G6 A desirable place for families with a safe and attractive residential neighborhood served by a variety of park and recreation facilities.
- G7 A neighborhood with a cohesive identity and aesthetics, which respects the urban forest and native habitat.
- P16 Encourage the provision of open spaces in conjunction with pedestrian and bicycle linkages throughout the neighborhood.
- P17 Seek opportunities to reclaim unneeded portions of street rights-of-way to develop open space and trails where appropriate and explore opportunities to support the "Open Space Lattice" concept.
- P18 Explore opportunities within the business district to create community gathering places.



- P19 Promote greening and beautification of the neighborhood through local citizen participation.
- P20 Enhance the urban forest within existing parks and open space areas.
- P21 Support the maintenance and restoration of native habitat and species in existing parks, open spaces, and street rights-of-way.

**CULTURAL ARTS**

- G8 A neighborhood community with a distinctive flavor in arts and culture, yet integrated into the overall arts and cultural community in West Seattle.
- P22 Support the provision of public art throughout the Junction.
- P23 Strive to integrate art into the business district and at new open space sites.
- P24 Encourage multi-cultural outreach for and participation in the arts throughout West Seattle.

**HUMAN DEVELOPMENT AND PUBLIC SAFETY**

- G9 A neighborhood that recognizes and supports the diverse human development needs and safety concerns of its changing population.
- P25 Encourage human services providers to work closely with neighborhood organizations in developing programs that benefit clients and the larger community.
- P26 Seek to improve communication between people, organizations, and communities dealing with human development and safety issues.
- P27 Promote the use of good environmental design to improve the safety of new open space sites, pedestrian trails and new development.

**CAPITAL FACILITIES**

- G10 A neighborhood with public facilities that are assets to both the neighborhood and the service providers.
- P28 Seek to involve the Junction community in planning efforts for the use of public facilities in the Planning Area.
- P29 Encourage the maintenance and continued use of public facilities as necessary to ensure they remain assets to the neighborhood and preserve their historic value.
- P30 Encourage the retention and re-use of public facilities within the Junction neighborhood that would serve long-term goals and needs of the community.





**Statement of Intent for Basic Framework for  
Mandatory Inclusionary Housing and Commercial Linkage Fee**

The parties agree that the following framework represents an agreement in principle to adopt and support the following actions. It is the intent of the parties to work in collaboration to achieve the terms of this framework. It is understood that during the course of conducting the necessary analysis and drafting of legislation, some of the terms may be modified. The parties agree to work collaboratively toward finding solutions in keeping with the spirit of this framework and the terms described below.


Framework document to be signed by participants in these negotiations.

- 1) The shared goal is that the development of a Commercial Linkage Fee and the Mandatory Inclusionary Housing ordinances combined shall target a projected production level of no less than 6,000 affordable units at 60% AMI and below over ten years. In the event that in the course of program design, production levels are projected to fall below 6,000 affordable units at 60% AMI over 10 years, all parties agree to develop and consider options to achieve the projected production target.
  
- 2) For residential property, there will be a new Mandatory Inclusionary Housing program with an upzone with following characteristics:
  - a) Mandatory Inclusionary Housing program would not go into effect until adoption of additional zoning capacity.
  - b) For low-midrise areas, this would add additional floor(s)/FAR across most zones at or below 85' (including LR, NC, C, MR).
  - c) This would change roughly 6% of all Single Family zoned land – that in Urban Villages and along corridors – to Lowrise (LR1 and in some cases LR2 and LR3).
  - d) For low- and mid-rise, including new LR, the affordability requirement would vary by market, and for <65' zones be set at rates for high (7%), medium (6%), and low (5%) inclusion of 60% AMI.
    - i) While affordability will be set at 60% AMI, this could also be met with comparable worth of fewer apartments at greater affordability, as approved by the Seattle Office of Housing.
    - ii) We will explore separate requirements for properties currently at 65', 85' and MR that have some combination more capacity/density, lower affordability, or less favorable numbers.
  - e) The payment-in-lieu option would be set by calculating cost as the capitalized value of the loss of net operating income with some additional charge (10%) to account for delay and inflation of paying for someone else to construct the home. (More detailed document available)
  - f) For high-rise areas (DT/SLU/HR-First Hill), residential buildings would be given an extra ~1,000 sf/floor.


- i) This increment would be charged at the current incentive zoning rate.
  - ii) This increment would be viewed as part of mandatory incentive zoning, so the value of this available increment would be paid towards affordable housing whether or not the increment was used.
    - (1) DPD would grant relief from other dimensional code requirements as necessary to accommodate additional capacity in most cases.
    - (2) In the limited number of cases where regulatory/permit requirements prevent the use of some of the additional capacity, additional fee would be adjusted downward to reflect this loss.
  - g) Zoning changes would be “zone-wide”, but completing proper EIS, legislative process, would take 2+ years to pass. The timeline for adoption of the Mandatory Inclusionary Housing program will be defined in a Resolution in 2015, with an implementation plan to pass all ordinances by September 2017.
  - h) There would be efforts to move some areas sooner with Mandatory Inclusionary Housing requirements that reflect this framework:
    - i) Neighborhood upzones in progress: U District, 23<sup>rd</sup> Ave, Bitter Lake, Uptown, Delridge.
      - (1) For these areas, the mandatory inclusionary requirement would, in most cases, be incorporated into the already anticipated additional height and set as comparable percentage 5% - 7% of total building.
    - ii) Areas with recent EIS work that anticipated more capacity than was zoned: Downtown, SLU, HR, South Downtown.
    - iii) Possibly areas covered under Comp Plan EIS such as converting Single Family in Urban Villages and expanding Urban Village boundaries.
  - i) Other considerations:
    - i) An affordable unit may be used to satisfy requirements of both the Mandatory Inclusionary Housing program and MFTE (i.e. programs may overlap on the same unit), but would have to demonstrate deeper affordability, as approved by the Seattle Office of Housing.
    - ii) Off-site performance would be allowed, as approved by the Seattle Office of Housing.
- 3) For commercial properties, there will be a Commercial Linkage Fee, that will:
- a) The fee would be set for 10-years (indexed for CPI). Additional changes could only occur based on the Mayor and the Council appointing a Technical Review Committee (additional document).
  - b) Be phased-in over 3 years to match increases in zoning/capacity. Imposition of fee in Year 3 conditioned on adoption of additional zoning capacity. Fee would supersede current housing bonus fees.
  - c) The linkage fee amount for a project will not exceed the amount of bonus fee payable under current zoning until FAR capacity increase is effective. Technically, a project would pay the higher of (i) the linkage fee on the entire building, or (ii) the bonus payment on the bonus portion under current code. The phase-in would be structured to ensure that prior to the adoption of the FAR capacity increase, the existing bonus payment would always exceed the phased-in linkage fee. If there is currently no bonus payment, the linkage fee payment would be \$0 until the FAR capacity increase.

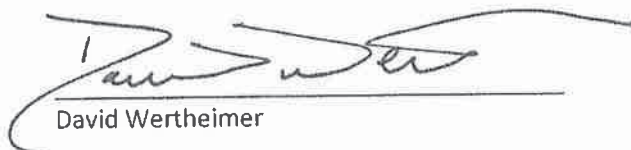
- d) Outside of DT/SLU:
    - i) These zoning changes would come in form of the Mandatory Inclusionary Housing program of additional height and FAR.
    - ii) The fee will vary by zone from \$5/sf - \$8/sf
  - e) In DT/SLU:
    - i) Buildings would be given an additional FAR (this could be done, in at least SLU, next year).
    - ii) The fee will vary by zone from \$9/sf - \$14/sf where additional capacity is added, expanding upon current IZ program. (examples: DOC1, DOC2, DMC 340, DMC 240, SM 160/85-240 and IC 85-160)
    - iii) Additional work will be done to develop new zoning capacity where possible and fees for zones with additional restrictions (examples: DRC; DMC less than 240'; DMR; PSM; IDR; PMM; DH1; DH2; SM-65; SM 85/65-160). Fees in these zones would need to be accompanied by new capacity.
  - f) Major institutions will be exempt from the Commercial Linkage Fee, but requirements would be reviewed as part of any future reviewing of the Major Institutions Ordinance.
  - g) Sites with existing site-specific affordability requirements or special zoning restrictions (e.g., under the Code or a separate rezone agreement) would be reviewed for appropriate range of benefits and fees.
  - h) DPD would grant relief from other dimensional Code requirements as necessary to accommodate additional capacity in most cases.
  - i) In the limited number of cases where regulatory/permit requirements prevent the use of some of the additional capacity, additional fee would be adjusted downward to reflect this loss.
  - j) The Commercial Linkage Fee as described would be passed by Council this year.
- 4) Other commitments:
- a) The Mandatory Inclusionary Housing program and Commercial Linkage Fee are but two parts of a larger set of HALA-endorsed strategies to build more affordable housing across the city and across the economic spectrum, including for where the need and need for resources is most acute – the homeless and others in 0% - 30% AMI. All parties will need to work together to advance the entire agenda, including:
    - i) Renewing an expanded 2016 Housing Levy
    - ii) Passing a .25 increase in REET and expansion of Housing Trust Fund in Olympia.
    - iii) Revise and expand the MFTE to include longer affordability requirements and the ability to ensure affordability in preservation/renovation.
    - iv) The zoning changes required for Mandatory Inclusionary Housing.
    - v) Additional policy recommendations supported by HALA.
  - b) Commitment from “major players” to not pursue legal action on either Mandatory Inclusionary Housing or Commercial Linkage Fee.
  - c) Commitment to support this package of Mandatory Inclusionary Housing and a Commercial Linkage Fee as described in this document.

On July 13, 2015, the following parties hereby agree to work collaboratively to adopt, develop and support the above outlined framework towards a shared goal of more affordable housing for the City of Seattle.

  
\_\_\_\_\_  
Mayor Edward B. Murray

  
\_\_\_\_\_  
Councilmember Mike O'Brien

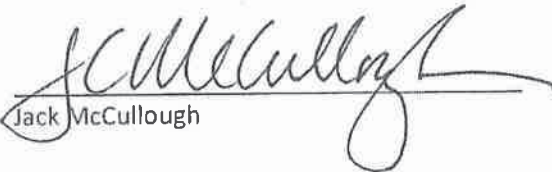
  
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David Wertheimer

  
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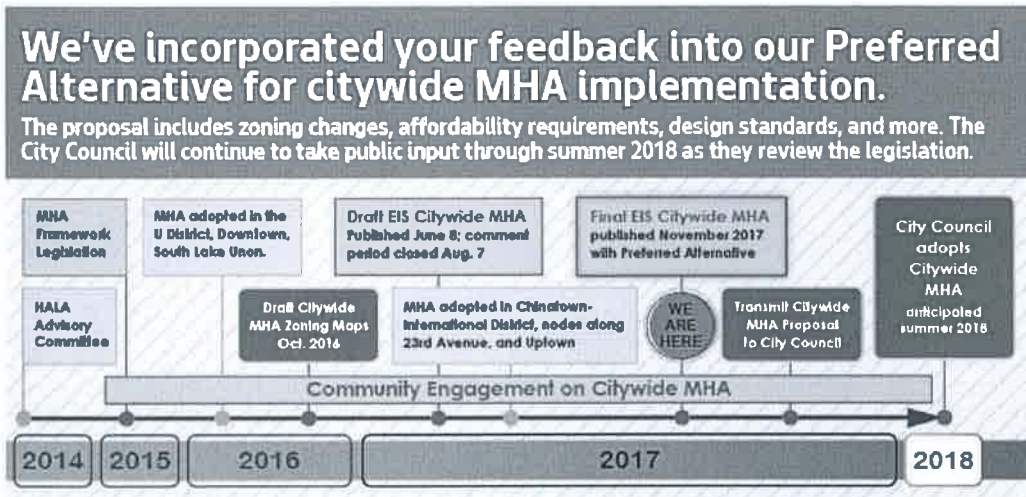
  
\_\_\_\_\_  
Jon Scholes



# Housing Affordability and Livability (hala)

Home (/) / Home (hala) / What is HALA? (hala/about) / Mandatory Housing Affordability (MHA)

## Mandatory Housing Affordability (MHA)



([https://www.qa.seattle.gov/Documents/Departments/HALA/MHA\\_timeline\\_large.png](https://www.qa.seattle.gov/Documents/Departments/HALA/MHA_timeline_large.png))

### What is MHA?

Mandatory Housing Affordability (MHA) is a new policy to ensure that growth brings affordability. MHA will require new development to include affordable homes or contribute to a City fund for affordable housing. To put MHA into effect, we need to make zoning changes that add development capacity and expand housing choices. For more than two years, we heard **community input** ([Documents/Departments/HALA/Policy/MHA\\_FEIS/AppB\\_MHA\\_FEIS\\_2017.pdf#page=3](#)) on the proposal to implement MHA.

For more, read our **MHA overview** ([Documents/Departments/HALA/Policy/MHA\\_Overview.pdf](#)) and a **technical summary** ([Documents/Departments/HALA/Policy/How\\_MHA\\_Works.pdf](#)) of how MHA works.

繁體 ([Documents/Departments/HALA/Policy/MHA\\_Overview\\_ZH.pdf](#)) // 한국어 ([Documents/Departments/HALA/Policy](#)

EXHIBIT D

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## ZONING CHANGES: First look at draft maps for West Seattle's 4 'urban villages' with Mandatory Housing Affordability

OCTOBER 20, 2016 4:44 PM

46 COMMENTS

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DEVELOPMENT

WEST SEATTLE NEWS



<http://www.seattlemca.org/give>

A long-awaited set of maps is public this afternoon. They show zoning changes proposed for the city's Urban Villages to meet one of the mayor's Housing Affordability and Livability Agenda (HALA) goals, Mandatory Housing Affordability, in which developers either commit to building a certain percentage of what's considered "affordable housing," or pay fees to a city fund that will bankroll some of it. West Seattle has 4 official Urban Village areas - The Junction, Morgan Junction, Admiral, and Westwood-Highland Park. Here are the draft maps:

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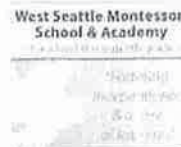
zoning changes    street improvements    transit improvements    other features  
 (Direct link to West Seattle Junction map) ([http://whitecenternow.com/wp-content/uploads/2016/10/MHA\\_draft\\_zoning\\_changes\\_West\\_Seattle\\_Junction.pdf](http://whitecenternow.com/wp-content/uploads/2016/10/MHA_draft_zoning_changes_West_Seattle_Junction.pdf))



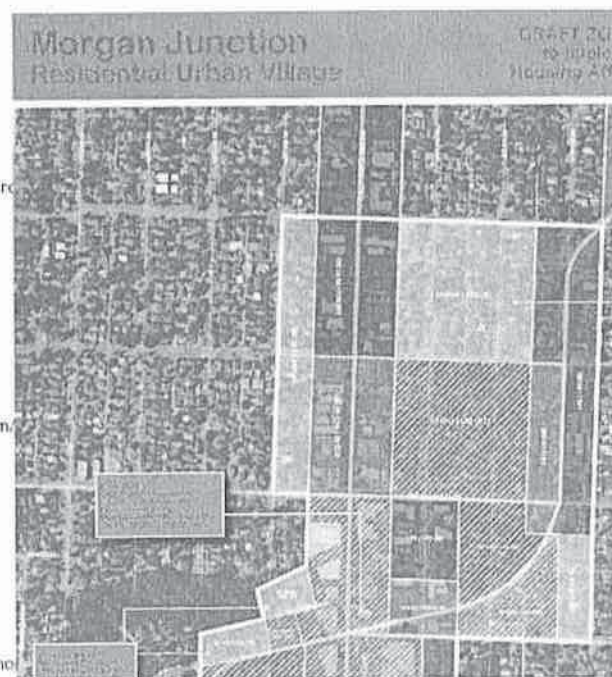
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(<http://fitnessstogether.com>)



(<http://www.westseattlemo.com>)





(http://kennanmeyerarch.co

(Direct link to Morgan Junction map) (http://whitecenternow.com/wp-content/uploads/2016/10/MHA\_draft\_zoning\_changes\_Morgan\_Junction.pdf)



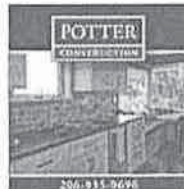
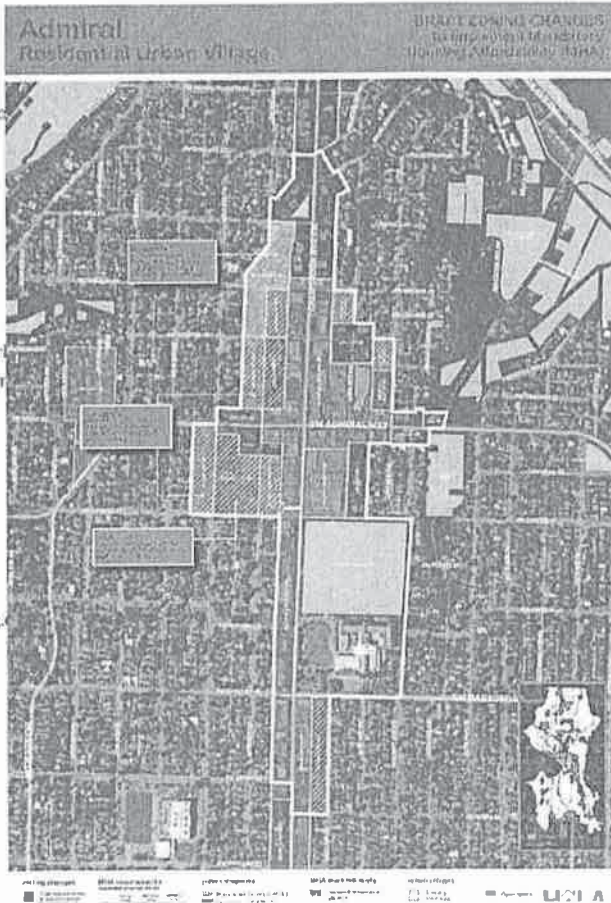
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(http://www.stsremodeling.



(http://metropolitn-market.com/home.php?)



(http://www.potterconstruction.com)

(Direct link to Admiral map) (http://whitecenternow.com/wp-content/uploads/2016/10/MHA\_draft\_zoning\_changes\_Admlral.pdf)



(http://www.budgetblinds.com/SeattleWest/)



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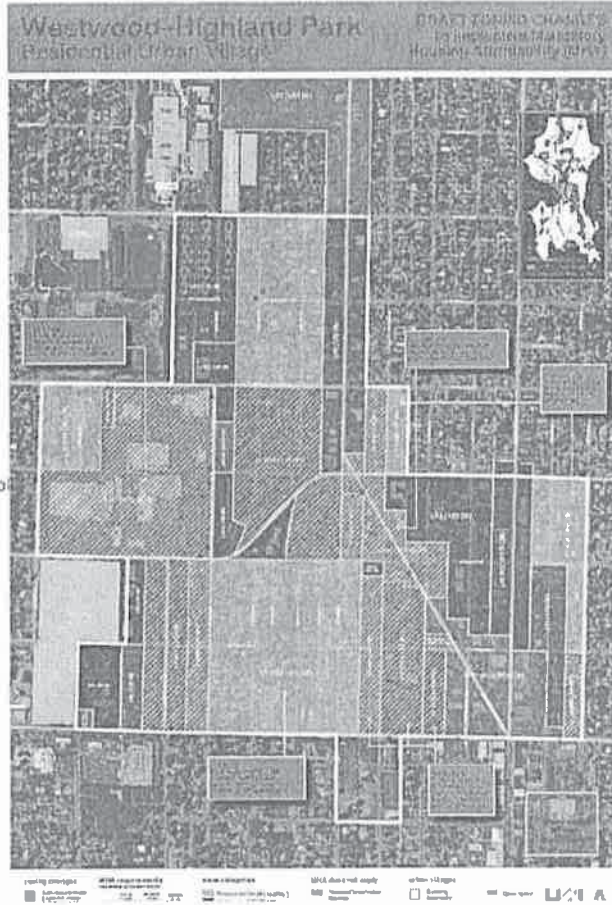
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(Direct link to Westwood-Highland Park map) (http://whitecenternow.com/wp-content/uploads/2016/10/MHA\_draft\_zoning\_changes\_Westwood\_Highland\_Park.pdf)



(http://we-design.net)

The draft maps quietly appeared on a HALA feedback website (https://hala.consider.it/) – no formal city announcement yet, but they were due out this week, and that's why last night's Morgan Community Association (http://morganjunction.org) meeting offered a primer on how to read them, once they're out. MoCA board member Cindi Barker has been on one of the "focus groups" that have been working on the principles to shape the maps. Here's what she explained to the group last night – these key points:



(http://www.explorer-west.org)

-Some urban villages were proposed for expanded boundaries – in this area, The (West Seattle/Alaska) Junction is the only one.

-Whichever areas on a map are colored in, that's where a zoning change is proposed. Single-family zoning inside urban villages is orange on the maps and proposed for changing to "residential small lot." Also when reading the maps for a change, look for a white zoning label (like SF 5000, single-family 5,000 square feet, followed by a slash, to RSL).

-The solid-color change areas will be getting a "typical" amount of upzoning via Mandatory Housing Affordability, such as one story. If a change area has diagonal lines through it, it'll be more.



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The meetings, Cindi Barker explained, focused on what principles should be applied, in order to make this work around the city. The text boxes on the maps feature some of these principles.

Solid-color change areas will be getting a "typical" amount of upzoning, likely one



(<http://www.rambopest.com>)pre story. With diagonal lines, it'll be more.



visit  
(<http://www.westseattlethrive.wa.gov>)

-Multi-family-zoned property will see changes, even outside Urban Villages.

-Single-family-zoned property will NOT see changes outside Urban Villages.

Barker says the city will be having open houses and workshops around the city in the months ahead to explain and answer questions about all this. MoCA will also have its own meeting to help Morgan Junction residents. No date for any of this

And the focus groups that have been meeting for several months will also be going over the draft maps at their upcoming sessions, which are all on this page (<http://www.seattle.gov/hala/focus-groups>).



Share This (<https://www.addtoany.com/share?url=http%3A%2F%2Fwestseattleblog.com%2F2016%2F10%2Fzoning-change-affordability%2F&title=ZONING%20CHANGES%3A%20First%20look%20at%20draft%20maps%20for%20West%20Seattle>)



**Nick:** Before getting into HALA though, I want to just step back for a second and talk about some of the other big challenges that the city has tried to address in the last few years. That includes transportation, as voters came together and voted to approve the largest increase in bus service about a year and a half ago, and then now very recently approved Sound Transit's measure that will eventually bring light rail to West Seattle and to Ballard.

We voted to fund pre-school that expanded access to early education for about 5,000 kids. We voted to provide reliable funding for our parks and open spaces so that we could maintain the ones we have already, as well as fund acquisition of new open spaces. We've been working on a range of policies to address racial equity and social equity across the city's work. Largely, that measures that the community at large has been supportive of when we have voted on some of these measures. Given all those challenges as we took big steps with each of those, the next one was housing affordability.

Each of those is an example of one of these difficult challenges and obviously, with all of the growth that we're seeing, affordable housing is a big one. From 2010 to 2015, we gained about 50,000 people in Seattle. That's almost 40 people every day, but despite all the construction we see everywhere in the cranes in the new buildings right in this neighborhood and throughout the city, we actually added more people and new jobs in Seattle twice as fast as new housing for those people. We've seen tons of growth but it's actually not even keeping pace with the number of people moving to our region because it is quite prosperous.

During that same period of time, we've seen a big increase in rents. The average rent for a one-bedroom apartment has gone up 35% in the last five years. All of that growth offers a lot of opportunity for people but presents really big challenges especially when it comes to housing. We now have almost 3,000 people that are living unsheltered on the street every night. More than 45,000 people are paying half of their income or more towards housing costs. As I mentioned, rents for all types of housing and sale prices for houses have gone up quite a bit in the last few years. To address this challenge, Mayor Murray created the Housing Affordability and Livability Agenda or HALA. How many of you had heard of at least that term before tonight?

HALA, from the onset, had a very ambitious goal and that was in the next 10 years to create 50,000 housing units, 50,000 new homes. Of that goal, 30,000 would be market rate housing which we need as people move here, we need to keep pace with that growth. 20,000 would be new affordable housing, rent restricted, reserved for people that qualify with their income. That would be a really big increase over what we're doing currently, three or four times more than what we produce per year today. It's a very ambitious goal.

Mayor Murray and the HALA committee, which was a group of people that worked for several months to develop strategies to achieve this ambitious goal, knew that no single tool could achieve it. It would take a bunch of different strategies coming together to try to achieve something this ambitious. The HALA report that that

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**EXHIBIT F**



committee developed, includes more than 60 different actions and strategies that they recommend that the city should take to address housing affordability. They're largely grouped into these four categories, I'll try to go through them quickly, I can give more detail later if you're interested.

First, investing in housing for more for those in need. That meant basically getting more resources to build affordable low-income housing. One example of that is the housing levy which we renewed back in August. It doubled the size of a levy and most of that money goes to serve anywhere from homeless populations to people earning up to 30% of the area in middle income, those with the greatest need for housing.

A second category were strategies around displacement and fostering equitable growth in our city. That includes strengthened protections that we have now for renters, things that make it illegal for landlords to discriminate against renters and tenants by say, the source of their income or whether they have a criminal record, those things. Another category was about creating more efficient and innovative development. Sometimes government process can get in the way of making things work, and so we looked pretty critically at ways that we could allow housing to be built more efficiently, or whether there are new types of housing that we might not allow that really makes sense.

Then in the top right circled a big category that said create new affordable housing as we grow. This primarily refers to the mandatory housing affordability program that I'll talk about in more detail tonight.

MHA is this new program that for the first time in Seattle's history, it would require that anybody developing in multi-family or commercial zones, apartment buildings, office buildings, retail spaces a lot of the stuff, most of what we see going on in neighborhoods like West Seattle, all of those projects would have to contribute directly to affordable housing. They could do that either by building affordable housing on site as part of the project, or by making the payment to the city's office of housing, but they then leverage with federal dollars in philanthropy and other funding sources to develop and to support the development of affordable housing through nonprofits.

To put MHA into effect, the city has to make zoning changes that add development capacity everywhere where MHA will apply. This typically means that compared to what you could do today you might be able to build say a four-story building, to put MHA into effect we have to allow a slightly taller or bigger building in the future. This is consistent with what our state law allows a city like Seattle to require from private development. It can't simply be a new fee without a balancing in terms of additional capacity. That additional capacity also helps to partially offset the cost of this new affordable housing requirement.

These zoning changes will also allow a broader range of housing types in our urban villages and in our denser neighborhoods throughout the city, which is another HALA recommendation.

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First on, just quick context, on the left you can see the average rent for a one-bedroom apartment in a new building is almost up to \$2,000 across all of Seattle. If you look at all one-bedroom units, both brand new and old, the average is about \$1,600 a month. Both of those are leaving a large segment of our population out of reach and for all the housing produced through MHA, whether it's built on site or whether it's through payments to the office of housing, that would be reserved for people making up to 60% of the median income which is about \$38,000 a year for an individual, or \$54,000 a year for a family of four.

An affordable rent for those people, for a one-bedroom, would be just over \$1,000 a month. A big difference between the average when you look at market rate housing. We currently have a voluntary program called incentive zoning in a few places in the city. Some of you may have heard of this. It is an optional program for developers building in those areas where they can access a larger height limit, they can build a larger building if they provide public benefits like affordable housing. A similar concept where there is additional developing capacity in exchange for public benefits.

You can see a map of those areas on the left. It's mostly downtown South Lake Union, and a few other very small areas of the city, might not even be visible from the back. There are two big changes to what we're proposing here. One is that it's no longer voluntary, this would be a mandatory requirement for all new development in these areas. Also, vastly expands the scope of where there are supplies. The incentive zoning program covers about 3% of our land in Seattle because of lots of developments going on where there's no contribution to affordable housing.

MHA would apply to about 44% of our land, so a big increase in terms of the scope of where we will be getting support for affordable housing as we continue to grow. Now, as I mentioned, we need to make zoning changes in order to put this into effect. I'm sure that's where a lot of questions and feedback will be tonight. There are two types of-- two general types of zoning changes that we proposed in our first draft of zoning maps and you have an example of one here tonight. Some of you may have seen them online. One is a typical zoning change where we would allow one additional story compared to what you could build today.

In this example, this is what we call Low Rise 3 zone. Today, the height limit is 40 feet, you can build usually, four stories, typically apartments. Under MHA, the height limit will go up to 50 feet, someone could build one additional story. That building could have a few more apartments in it, and some of them would either be set aside for low-income households, or the developer of that project will make the payment to the Office of Housing. In a lot of areas in these maps, you'll see that typical one story where a building that could go up to some height today could go 10 or 15 feet higher under MHA.

In some areas, we're showing something other than that typical one story change. This includes some areas that are single family today, but that are inside of urban villages. I know there are probably questions about this. MHA would apply in those areas. One of the things that we've had as a core principle of MHA is that single



family areas in Urban Villages and in the expansion areas which Seattle's junction includes, they would have zoning changes and would have MHA.

In those places, you'll see a mix of zones that single family areas could become. In some areas, we're also showing a larger increase than just that typical zoning change when it aligns with different principles that we've gathered from community input to give guidance to the city as we make these changes.

I want to walk through those very briefly. For several months, we heard feedback about what principles and values we should adhere to when we're proposing these zoning changes. Some of those were core principles that we've had as part of MHA from the very beginning. Just a few of those include a goal that MHA would lead to 6,000 affordable homes over the next 10 years. We are committed to a proposal that will achieve that goal.

A principle that we want affordable housing options, a range of housing options in every neighborhood throughout the city not just in any one area. As I mentioned our commitment to expanding housing options in the single-family neighborhoods that are inside of Urban Villages, and by contrast, single-family areas outside of Urban Villages are not part of MHA as it's been proposed.

In certain urban villages where transit service is very good, for several years we've been talking about expanding the urban village to reflect roughly a 10-minute walk shed around frequent transit. West Seattle Junction has one of those shown in the draft map and we can discuss that in more detail in a minute. Then this last one here, I'll move to the next slide, I have a commitment to address, excuse me, to evaluate MHA through a racial-equity lens. This is something that has become-- has always been a core component of Seattle's comprehensive plan which guides how we plan for growth in the future. It's really a core tenet of what my office, the Office of Planning and Community Development does as well as the city's vision overall.

Another principle was about housing options. We've had a lot of support for increasing the range of housing types that are available in different neighborhoods. In a lot of places, we tend to see just a lot of small studios and one-bedrooms in apartment buildings and not so much in the middle where it's more a family size or family friendly housing options. There was a lot of support for getting more of that in the market. We had a lot of support for being sensitive to the transitions between higher intensity, higher scale areas and the lower density areas, the single family areas that are at the edges or outside of Urban Villages, to be smart about how we plan for transitions between those zones. That's something we've tried to put into effect in our draft proposal.

We had a lot of support for allowing more people to live near assets like transit, parks and schools, infrastructure that is key to a successful neighborhood. Again, in the draft maps, we have tried put these into effect. We had a lot of interests and concern sometimes for design quality, just in the beginning tonight, maybe it was there but I can't remember. Someone was mentioning, you were saying being involved with recent projects or the design review process--

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**Female Participant 1:** Design, review process, yes.

**Nick:** That's often somewhere where people get involved in the development that's going on in their neighborhood. We have had a lot of comments about, as much as possible, thinking about design quality as we make zoning changes, thinking about design standards that can support the type of buildings that people want to see in their neighborhood.

Finally again, as I mentioned, we've through the Comprehensive Plan process which is called Seattle 2035. Some of you may have seen that term floating around. The City Council just recently adopted our update to the Comprehensive Plan which looks ahead to the next 20 years of growth in Seattle and how we will accommodate and welcome people that are moving to our city. As part of that, there has been a commitment to thinking about expanding urban villages where we have light rail station and very good bus transit. There are about 10 places where we're thinking of doing that and it's definitely one of the areas where we're looking to get local feedback from people that can provide input about where that boundary expansion really makes sense, where that line should be.

I'm trying to go quick to make sure we have enough time for comments and questions. I apologize if it feels fast. As you look at these zoning maps tonight as well as on your own time, in a minute I'll have the URL where you can go see all of these zoning maps for urban villages throughout the city. This is the range of feedback that we're really eager to get. It's specific things because specific feedback can help us to be responsive, and actually make the changes that carry through your vision for how your community will change over time. With respect to the actual zone changes, we're eager to hear if the location where we've described different zones and the scale of change that those zones would allow, make sense as a way to put MHA to effect.

In the single-family areas within urban villages where we've shown single family going to either a Residential Small Lot zone which allows cottages and other small scale housing types or a Low Rise zone, we want to know if those are the right choices in those areas. That's often where the trickiest change is because today they are single-family and overtime they could transition to something different. Then for areas like West Seattle where we're talking about an expansion to **[unintelligible 00:16:52]**, as I mentioned, that was initially based on a-10 minute walk from the transit hub, which in this case is where Bus Lines intersect **[unintelligible 00:17:04]** and Alaska. Your question about where light rail stations will be. I don't have a ton of detailed information, I don't work for Sound Transit, but it will be in that same vicinity, we're thinking about the same general area for the area where most people will walk to reach frequently transit. Feedback on that, though, is what we are eager to have.

I just want to briefly plug a few other ways that you can get involved in and learn about this and share feedback beyond tonight. Definitely, it doesn't end tonight. I have cards up here, you are all welcome to email me directly anytime with questions or comments at [hala.consider.it](mailto:hala.consider.it). We have all of these maps available and a series of questions very similar to these where you can weigh in and provide comments. The

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cool thing on this website you actually respond to each other's comments, so your neighbor or some random person might say something and you can say, "Yes, that's a great point," or you can disagree with them and all of that dialogue can happen online.

In just a few days, potentially even tomorrow, we're sending out a mailer to all of the addresses that are in the area where we're showing zoning changes and that would be a way for us to continue getting the word out and to let people know about upcoming meetings.

**Female Host:** You are sending them to the property owners or to the address?

**Nick:** To both. In the middle there, there's a list of five community meeting dates, this was mentioned at the beginning as well. We have five meetings throughout the city that we're planning in December and January. We will have these maps available, lots of other resources handouts like what I brought, but in greater number and lots of city staff there to hear your questions and comments. In West Seattle, that's on December 7th from 6:00 PM to 8:00 PM, this is all available on our website as well.

Last thing I'll touch on is that there is an environmental review process that we have to do for any land use change like this. We produce something called an environmental impact statement. We're in the phase right now of just landing on the different scenarios that we're going to study in that document. It ends up being a really technical study of different impacts that this change can have. The key dates to keep in mind, in February we will have a draft EIS that will come out, and following that will be a 45-day comment period where you can review it, ask questions and comments, and then a final version of that environmental analysis comes out probably in May.

All of that has to precede any action that the city council could take on zoning changes [unintelligible 00:20:01]. These are the two main websites to take down. The first is the general HALA website. It's not the easiest to navigate so I apologize in advance, but there is a lot of information on there about the focus group process, other opportunities to get involved. We have a calendar where meetings and events are posted. Meetings like this happen because whenever a community group invites us to come attend their meeting and present on this topic, we make every effort to do so.

If you know of other organizations where this kind of thing would be helpful or where people are [inaudible 00:20:39], definitely reach us and let us know. Then the consider it, we will have these draft maps which came out in October up at least through January, so we have a good three-month window where we're trying to get lots of feedback on this first draft that then we can use to improve it. I will stop there. I'm sure you guys have questions. Thanks for bearing with me.

**Female Host:** Thank you, Nick.



[applause]

**Female Host:** [unintelligible 00:21:05] I'm going to go around the room and [unintelligible 00:21:12], I think that's best way.

**Participant:** I'll start. Two things, one, why is the city not creating new villages and just having to expand what's already here and already dense way beyond what we were told will never happen? The second thing is, why is this happening now instead of last January when this was all getting started? Why didn't the city initiate meetings among the neighborhoods? Why did we have to do it and come to you?

**Nick:** First question, the urban villages that we have, they're about 30 of them. They were first established in the 90s when we adopted our first Comprehensive Plan. Washington State has something called Growth Management Act which was adopted in 1994. It basically required cities like Seattle to do this long-range planning and to identify where and how they would accommodate projected growth over a long period of time.

These urban village boundaries have basically not changed at all in that 20-year period, so that's just context about that question. During the recent meaning four or five years where we were up doing outreach about the update to the Comprehensive Plan, one of our major updates to that document. We got feedback on this general question about should we continue with the urban village strategy which basically says we have this designated areas that are walkable, that have amenities, transit, we guide infrastructure to those areas and we guide most of our growth our housing and our job growth to those designated areas and the general feedback was very positive that we want to continue with the urban village strategy. We did hear comments about other places that might make sense to be an urban village. People made those suggestions for various reasons. Some people disagreed with those but the eventual decision was to continue with the set of urban villages we have today. I think that over time if that continues to be a topic where we hear a lot of feedback, that's the sort of thing that the city can look at when we make revisions to the Comprehensive Plan which happens every year and the major updates like what we just went through happen every five or seven years.

**Participant:** It self-reinforcing so, if you never put an urban village in Magnolia--

**Nick:** That's right--

**Participant:** --you will never get the density that causes the transit that then allows you to get the density, you see what I mean? Let's just make a suggestion, let's put one in Magnolia. Let's put some 85 story buildings in Magnolia.

**Participant:** Or Madison Park or Washington Park.

**Participant:** Wallingford is an urban village. Both of Magnolia and Madison--

**Participant:** Why the micro units?



**Nick:** Sorry that?

**Participant:** Micro units, they have no off-street parking in 20 or 30 units in the small places and parking is already bad around here and now you're zoning it, so the developers make out like robbers because they can build and make money off of these units and there's no parking. Everybody has a car in Seattle.

**Participant:** Not everybody has a car, I do not have a car, my daughter does not have a car, and I live right off Dakota.

**Host:** Parking and density, those are considerations for sure that need to be known and are there other comments? I'll go around the room, yes.

**Participant:** My concern is that along the streets approaching the urban village, were originally designed back when cars were the width of the model T. Now, as you approach along 40th and 41st, no consideration was made of the fact that you can't tell people to get rid of their cars. Yes, they park there and it is non-stop cars on both sides of the street and that you have effectively turned our two-way street into a one-way street, but there is no traffic control for any of that. So it seems that the urban village concept should be done in places-- because you can't force people to get rid of their cars, but you know your street size so you should at least focus on areas where the streets are wide enough that two cars can still go down them and my big fear here as I bring this thing up, now, we all have one-way streets here, you're going to actually make them all one-way streets.

**Participant:** Which you don't want?

[crosstalk]

**Participant:** Or what you are going to do is you'll put no parking areas and then say these are pull out spaces so people can pass each other.

**Participant:** It's a good example--

**Participant:** The only way it goes, we have streets here that are not designed to be two-way way streets anymore, because the Urban Village has created cars on both sides of the road. And it was really very poor planning because the streets are different sizes around here.

**Host:** Good point. We have had someone around here, right? We'll go around here. Thank you.

**Participant:** I live here, for now, three years in West Seattle and my tax office is in Ballard \_\_\_ and 15th. And I can see what the city has done in Ballard, where they're doing this plan and they're making four townhouses in a single lot on a small [unintelligible 00:26:17]. There four townhouses are going for 800,000 apiece, 900,000 apiece. I understand why you are not going after Madison Park because those houses are \$2 million, so tax revenue is huge.



But these four townhouses in there, I see where the city is trying to gain more tax revenue that way, but also you have an apartment building built right next to my unit of 90 units and 40 parking spaces. All four of those parking spaces are trying to stretch together are already claimed and they're probably going to be more people parking on the streets already that's horrible in Ballard, so I'm scared that you're making West Seattle into another Ballard that is going to be a complete nightmare.

**Host:** Parking again, right?

**Participant:** Parking and just also property taxes. Our property taxes have been sky rocketing in comparison.

**Participant:** If I could just add to that dude. This is a city and we all live in this city. We live here because we enjoy the amenities that the city has to offer and the fact of the matter is, this city is not responsible to ensuring that you have a parking spot. You don't even have to comment on that. That's just not a priority. They're not responsible for making sure that everybody has parking spot. If you get one you get one.

**Participant:** Well, but wait a minute--

**Host:** Hang on, we'll get to you--

**Participant:** If you're going to put light rail in here and put a hub station over here, I heard you say everybody is going to walk in within 10 minutes. In reality, today, with the thing everybody drives up into the neighborhood, parks their car for the day, then goes walks down the block to the thing. When you say you're going to put a hub station in here for light rail or whatever, mass transportation do you consider the impact that that has on the people that live in those neighborhoods because anybody that's two miles away, that wants to take the bus, they're going to come down here. If they can't park some place and pay for it or it's available, they're just going to park in residential areas.

[crosstalk]

What we have here, I think the majority of people we have here that live right around here, is what we're doing because of the growth. We are being impacted from the people that live in apartment houses on our streets that don't have enough parking. We're impacted by the growth in the businesses where the people at work don't have parking, so they park up there and then we have the commuters that go downtown or commute, and they're all parking all in this area.

**Participant:** So you can't park in front of your hour house anymore, is that the issue?

**Participant:** Or anywhere near it.

**Participant:** I can but as soon as I leave--



[crosstalk]

**Nick:** I do want to just mention on that particular topic. The city has residential parking zones, RPZ's. You may have seen these in other--

**Participant:** It's almost impossible there--

**Nick:** Let me finish, let me finish, let me finish. The city is looking at the process for assigning those with new light rail stations coming. That will continue to be a topic of that the city is going to look at to review so that one way to try to address that.

**Host:** Is that coming up on the 7th now, Nick as part of the review?

**Nick:** On the 7th?

**Host:** The RPZs, the city's open house?

**Nick:** It won't be saying that we're going to-- SDOT will be at that meeting, you can ask--

**Host:** They won't be pushing RPZs, thanks.

**Nick:** Yes, but it's not done yet.

**Host:** In the interest of time, try and keep it more than short. I'll just keep going around here, thanks.

**Host:** Two questions, One, any of these zonings here that are [unintelligible 00:29:39] provide for parking because it's not mentioned here.

**Nick:** In Urban Villages already today, we don't require any parking for residential development. Some choose to provide it and some don't.

**Host:** One of the recommendations or solutions would be for people who rent or buy [unintelligible], that has no on-site parking, the landlord takes down their driver's license number, sends it to the DMV, and that person is not allowed to buy or long term lease [unintelligible]. Also, those addresses would be blocked at the DMV for any cars that would be registered at that address. That might help cut down on the problem.

**Host:** The girl next to you has a question? Thank you.

**Participant:** I have two things, one stemming from his about commuter Sound Transit, and it worked on some other Sound Transit light rail stations and some have park and rides such that maybe what I'm hearing from that is a desire for a park and ride right adjacent to the--

**Host:** A park and ride because we are a vehicular society, I mean we have-- I mean right here in our neighborhood, there's a lot of cars--





**Participant:** Can you repeat the questions--

**Participant:** Well that would be one way of getting-- because West Seattle is a big area. I see a lot of people using that, but not everybody is on C Line or bus or bike within 10 minutes, so that's one thought. Another on California Avenue or some other areas that are leading up to the Urban Village, I actually think that maybe more traffic lights or slowing traffic a little--

**Female Host:** Slow traffic down --

**Participant:** Especially as there's more development coming that's just pulling out from the--

**Host:** I think that's happening, for slowing traffic down and--

**Nick:** There's either a proposal or they may have acted--

[crosstalk]

**Participant:** Not exactly just in the Junctions, although it's slow in the Junction, but between the Morgan Junction between up--

[crosstalk]

**Host:** Okay, keep going.

**Nick:** Someone asked if I could repeat that first point.

**Participant:** Please do.

**Nick:** The general comment was about a suggestion that the Sound Transit light rail station that will eventually be in West Seattle Junction, should have a park and ride, to provide parking spaces. Just for everyone's knowledge, the city does have a policy that we don't allow park and rides in Seattle for light rail stations. Elsewhere, where Sound Transit throughout the region is building stations they think will--

[crosstalk]

**Participant:** Why do they have that policy?

**Participant:** Brilliant.

**Participant:** Who made that the policy?

[crosstalk]

**Host:** That is-- that has been the policy but it's not the same. It's another conversation to talk about, I'm just going to keep going--



**Nick:** Just wanted you all to know about it.

**Participant:** So with the Urban Village plan, it builds on the spots that some they were picked as the most dense already. One of the issues with that, is that those are the historic parts of this neighborhoods. The growth management act allows for preservation planning. Can you talk about how the current planning effort is incorporating that, and how those historic needs are at the table?

**Nick:** The main way in this first draft, the brief answer that I can give you, we have several designated landmark districts in Seattle, about seven or eight of them, Pioneer Square, Chinatown-International District--

**Participant:** Columbia City.

**Nick:** Columbia City business district, Ballard, historic Ballard Avenue, and a few others, those are not proposed to have zoning changes in our proposal here.

**Participant:** There's nothing on our Peninsula?

**Host:** We don't have--

**Nick:** I'm saying the way we've addressed it is, in the areas where we have said as a city these are designated historic districts, we have not proposed zoning changes in those areas. Now there obviously buildings of historic value throughout the city, that don't necessarily fall into just those designated specific areas, some of those already under current zoning, get demolished and redeveloped over time, some are protected as landmarks. There's a whole mix.

**Host:** Really good point, preservation planning. Next.

**Participant:** I'm wondering, I haven't heard anything related to this under the heading of housing and affordability. It seems like a housing that hasn't been mentioned there, the idea of a starter house for people. If you don't make much money and you can afford 1,000 or 1,600 a month, you can get grants or you could have a \$800,000 house, was your other example.

If you're somebody that isn't-- If you're a third year teacher, is there any way to have starter, is that build in at all, the idea of starter homes, so that people can live in the city, stay in the city, not have to move way out and then commute in, which is causing more traffic anyway. Is that addressed at all?

**Nick:** It is. One way-- it's true that the example of townhouses in Ballard I think you were saying, anything new that's built for various reasons, the cost of the construction, the cost of labor, new housing in general of all types, tends to be expensive. But we currently don't have that much land in Seattle that allows for townhouses or cottages or duplexes, things like that. It's mostly single family zoning and areas that allow apartment buildings. Part of MHA would create more opportunities for those townhouses and cottages--



**Participant:** It would be--

**Nick:** For sale, exactly, right, and initially--

**Participant:** Where would it be located?

**Nick:** Sorry?

**Participant:** Where are you buying the land located?

**Participant:** Where your house is.

[laughter]

**Nick:** I didn't mean that the city would be developing that, but that the zoning would allow that type of housing.

[crosstalk]

**Participant:** But with-

**Participant:** But there's no restriction on the price.

**Participant:** That are going to be passed on by the developer, comparable sales land costs goes up, right? You're just making property within the Urban Village more expensive.

**Nick:** In the short term, that's possible. Over time, land costs could go down but--

**Participant:** Well, that's true.

[crosstalk]

**Host:** A starter house, like affordable housing isn't really--

[crosstalk]

**Host:** So affordable housing can it be built here, yes, but is there a way to enforce that as far as part of this re-zone there's no restrictions?

**Participant:** There's no restrictions--

[crosstalk]

**Nick:** What I'm saying is, new housing and market rates tends to be expensive, but, over time it ages. We'll have more of that type of housing available.

**Participant:** What time frame do you think that might happen?

**Nick:** It takes a long time.

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**Host:** As an educator, who is working with a lot of young teachers, there we're talking about when they can retire that it might be possible for them to buy a starter home.

**Nick:** This is a challenge, I mean home ownership in Seattle is not getting any easier under current zoning.

**Host:** If I could just add that could be your comment, to this plan, is where are these starter homes, and are there restrictions, and should there be restrictions? You could make that kind of a comment.

[crosstalk]

**Nick:** Part of it is we have a lot of areas in these maps that will show, you'll see them as zone called residential small lot. Those are mostly in the areas that are single family today. What that would allow is someone to build two or three smaller detached structures, cottage housing we call it that would not be affordable to the lowest income households, but it would be more affordable than the type of massive single family homes that we often see built new today, which are a million and million and a half dollars and far out of reach of many, many households. This would be a different option.

**Host:** I'm going to get to everyone eventually, but if I could just jump over here, Wayne, you've had your hand held up high, thank you.

**Wayne:** And then what about the affordable housing if you give the example of somebody paying \$1,000 with certain income, in a level \$38,000 in a single \$54,000 for a family, you said the developer can either make affordable housing or pay a subsidy of some kind, could you give me an example as to what that developer's going to pay--

**Nick:** Sure.

**Wayne:** --to keep the cost down? Is that going to be paid every year, or is that a one-time fee up front to bring that rent down to like a \$1,000 for that family, what is that?

**Nick:** Good question. Let me distinguish both of those options that the developer has. If they choose to build it on site, we often call that the performance option, so you might see that term, they have to rent those units at 60% AMI levels, affordable to those numbers that you mentioned, \$38,000, \$54,000 for 75 years, that's the restriction on those homes. If they choose to pay the office of housing, there is a specific per square foot amount, if they build a 10,000 square foot building, they multiply that by the specific requirement, which varies a little bit, but then they make that payment to the Office of Housing and already the Office of Housing, one of their primary duties is to provide funding to non-profits that build affordable housing.

**Wayne:** I was saying, is one-time time payment?



**Nick:** Yes, one-time payment up front, based on the total size of the project, and is proportional to the requirement if they build it on site.

**Wayne:** What prevents them from taking that payment and simply raising the cost of the other units, to offset that instead?

**Nick:** That's a possibility, but it's the same whether they built it on site or not, they effectively have to subsidize that requirement. That's why we are giving an increase in development capacity, that provides the value--

**Wayne:** Another thing I wanted to ask is that I know we've discussed this locally probably from last year, to what extent has the city gone out and reached out to business other than bars and restaurants, food stores and things like that, to bring mid-rise businesses to the hubs, instead of concentrating on pulling all this housing into the hubs, and everything is being built downtown. How many cranes do you see in West Seattle being built for Boeing or Microsoft or any other business?

**Male:** There's 50 cranes.

**Wayne:** Yes, there's like 50 some cranes, we have the most cranes in the United States. I saw the article too. How many cranes are in West Seattle to build four, five, seven stories, so that when you jam in four cottages on 7,000 square foot lot, those people can walk 10 minutes to the light rail, and go work here in West Seattle. Instead, everybody's going downtown.

**Nick:** I'm hearing interest in more job opportunities locally in West Seattle.

**Wayne:** I believe a hub, has to be more than bars and restaurants. It has to be more than that, and I don't see that as being—Maybe that's happening in some of the other hubs. I don't see the cranes going up here, and I don't see good full-time employers, here in West Seattle so people can move here and work here.

**Host:** We need to bring more commerce here, more businesses. Good point. Elisa?

**Elisa:** As a homeowner since '99, I hate every bit of this. This kills me but I get why it's happening. Is there a city that you're modeling this after that has succeeded, and that the community's been really happy about?

**Nick:** That's a good question. Believe it or not, most cities are actually looking at what we're doing here--

[laughter]

**Nick:** -in terms of HALA, as a comprehensive attempt to address this. That's all I mean. I don't mean that they think this is paradise and they want to be just like us but most cities are taking smaller incremental steps, whereas HALA really represented a coming together of a bunch of different stakeholders, affordable housing providers, social justice advocates, for profit developers, people that generally don't even get in the same room together, and they came together and

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said, "What are the many different ways that we can try to address this?" It requires compromise from all sides.

**Participant:** There was one neighborhood activist in that group.

**Participant:** Just one word, and it seems to what Wayne was asking, if they do pay the fee, does that mean they get to go to that six stories instead of the five? You're proposing an additional story for affordable housing, "Oh, we want to just pay." Do they still get that high?

**Nick:** The zoning change will just apply, regardless. The way it works is, the zoning change whatever it ends up being, would become the zoning and then all development, whether they go to that height, or less, or whatever, has to comply with MHA, and they have the two options.

**Host:** Paul, just whenever.

**Paul:** I had quite a good faith thing for you, because our neighborhood group dealt with the city, about environmental impact. We had a lawsuit, we spent well over \$120,000, we did prevail thank you good lawyers. The fact of the matter was the city lied about the EIS and lied about traffic and lied about parking, they lied about what the rules were for development in mitigating and doing good design review. It's in the case, you can read it, you can pull the transcript. You're going to come up, you're going to say we're going to have an EIS, I have a tough time believing that the EIS is going to have any truth to it at all. I believe that it's going to be full of backroom deals, of permits being given to developers without them having to pay it, I can verify all this part of it. So how are we suppose to believe that you're doing an EIS when we don't have any bad impacts to our neighborhood with the upzone?

**Nick:** I don't think I have a 10-second answer-

[laughter]

[crosstalk]

**Nick:** -to believe that, but you should review the draft IES I have and be skeptical. That's the base that you're coming from. I respect what you're saying, I don't know what to do with that.

**Host:** Here, you've had your arm up [unintelligible].

**Participant:** I actually have a question which seems pretty stupid now. To illustrate my point, this is our house, we've lived here for 13 years. It was my dream house, it's a 100-year-old Craftsman. Our street, up here you go from single family residential to LR2 which I now see is a four-story apartment building, so my stupid question was, does the city actually care about preserving any character, or anyone to stay in that situation, or they do want us all to go away?



**Nick:** No, I can offer one thought which is we have to balance a bunch of different challenges. One is that change is really hard, people love their neighborhoods, people often love the neighborhoods the way they are today. One way that the whole city is changing is that it's getting more and more expensive for people to live here. Where is used to be most people, average households could find a place to rent, maybe find a house to buy, that's getting further and further out of reach, homeless population is increasing everyday. We're trying to address that while recognizing that your concerns are very common.

**Participant:** The answer to the question is you want our street just to turn into something different?

**Nick:** Well, we have to decide how we accommodate the growth that's coming to Seattle. We've had Urban Villages as a strategy for this problem for some time.

**Participant:** Please, just answer my question, is the answer to that yes?

**Nick:** Yes.

**Participant:** You want our street to change into something different and the houses to go away.

**Nick:** There are areas like this area where we've proposed LR2 where we want to allow more people to live.

**Participant:** Then, my input to you is that it's heartbreaking to my family.

**Nick:** I definitely--

[crosstalk]

**Participant:** And ours. A beautiful street of Craftsman Colonial and Tudor houses and they're all going to be leveled, because none of us will be able to afford to live there with what the taxes are going to become, lose our views, lose our parking, lose our homes, lose our neighborhoods.

**Participant:** What about some solutions?

**Participant:** That's what it feels like.

**Participant:** I know, I'm just telling you that's what it feels like to people who have lived in my case, for 50 years in this neighborhood.

[crosstalk]

**Participant:** I'm going to echo that same thing, I've lived here all my life, my parents have lived here all their life, we see three and four story homes going up around us. To me I feel like this is a Mayor initiative that was unilateral decision, that we didn't have any input, there was no vote on this, and instead of collaborating with the



neighboring communities, like South Park, Burien, Tukwila, where they could house and put in mass transit at a good rate. I see it as Seattle wanting more money, more taxes, so they can charge us. My price for my house has tripled from what I purchased it at. I'm seeing my parents having to think about leaving Seattle, and the home they've lived in for 60 years because they can't afford the taxes anymore. They pay more in taxes than they ever paid in their house payment.

The other thing I see as a big concern, is my parents being elderly, there is no consideration for people who are handicapped. You've got one or two places, I had to put handicapped parking in front of my house just to prevent people from parking there because they can't, like other people voiced already, get parking in front of their own home.

I feel the people in the city are not listening to us in our residence, and that we want to preserve our community the way it is. People have come to us, Seattle, because they like the atmosphere here, but it's turning what it is here in the village. It's becoming high rises and every time I come here I feel like I'm in San Francisco, I'm not in West Seattle, and I think everybody is --.

**Host:** These are all very good points and I want to add to everyone here tonight, not only email Nick's office but put it in writing, put it in the mail, get it documented with the city, what your concerns are, so they have a registered concern, something in the pipeline. Sorry, you had your hand in the air for a while.

**Participant:** I want to talk about the EIS process here, you could explain what the EIS really is, and what effect it has on the actual **[inaudible 00:48:43]** In other words, I understand that the EIS is supposed to put positive-negatives of the project out there, and it doesn't impact in the final's decision, is that correct?

**Nick:** It does impact the final decision. The question was basically, what is the EIS? What is that going to do? What effect will that have? The EIS will study different alternatives to different scenarios, one where we don't do any of this, one where we - and then a couple where we do different versions of this, we'll vary the proposal in order to understand as you said, the pros and cons or the trade-offs.

Then there are various chapters or elements of the environment like care quality, transportation, housing, socio-economic and demographic impacts and really long discussions of how this could affect those different environmental elements. For any significant impacts that the EIS identifies, it has to identify the mitigation that the city could take to mitigate that, to address those impacts.

The results of all of that, along with all of the public input we're getting, is what we'll eventually come together in our preferred alternative or what ends up being the recommendation to the city council.

**Participant:** I understand it.

**Nick:** Okay. Sorry.





**Participant:** It's because he speaks of mitigated mitigations of the impacts. Does the city actually have to implement that if the EIS has accepted it?

**Nick:** If the impacts are significant you either have to modify the proposal. In my understanding of it. You either have to modify the proposal based on that, or take action like the mitigation steps identify to address it.

**Host:** One good place to giving comments is mitigation.

**Nick:** Yes. Definitely.

**Participant:** Okay.

[crosstalk]

**Host:** People have talked about that tonight. Send the city your mitigation.

**Participant:** I'm just saying. I'm not exactly sure what to preserve because I know from when I was younger the sight of degrading neighborhoods was parked cars up and down the streets in terms of where the single-family dwellings. I live in a single-family residence in a residential neighborhood, and we can't find no place to park. Had other people who've experienced it. In fact, if I say that if that's the sign of my neighborhood going downhill. I might as well just move.

**Host:** Okay.

**Nick:** Parking challenges get harder as new things grow, for sure.

**Host:** Yes. Parking challenge as well.

**Participant:** It's not just a parking challenge. It's the quality of my neighborhood that we're talking about.

**Host:** In the back there, please.

**Participant:** Well, in regards to parking challenges. It appears that there were five people to represent the 30,000 from West Seattle that started in January. I don't even know who any of them are, and I don't know if many people here do. We don't really have much of a voice, but I read on the website today regarding parking that the contractors felt that it would be too expensive for them so they're not required to do that, but the masses of people who actually live here many who work outside of the area. Some are contractors, they have pickup trucks, or they work in the trades, they have to have vehicles, and they have to be able to leave West Seattle to get to their jobs to take care of other people.

**Participant:** And teachers.

**Participant:** Teachers, and firemen. All the services that the city requires to run as a city for people. I live between Alaska and Fauntleroy very close to the Urban Village.

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They put a lot of apartments in. What is happening on my street now is that people, yes, they take the bus downtown, and they park their car up at our neighborhood and for a week, they don't move them once. They take up the street and then on the weekend when they want to go someplace they come up. It is very offensive, that that's not being taken into account. The developers aren't required to provide any parking. It's really cheating the people. I've lived in my house for 35 years. I grew a garden. This year I finally retired, and I grew vegetables so I could eat them. The backyard cottages now block all my sun. It's like air and sun.

**Participant:** No more gardens.

**Participant:** It's the most important thing.

**Participant:** No more gardens. They're not allowed.

**Host:** Okay.

**Participant:** Well, they say they are, but they don't want--

[crosstalk]

[laughter]

**Host:** In the-- Yes, you.

**Participant:** Nick, you'd mentioned earlier, and we all laughed. I really want to acknowledge that you said, "Well, the hope is that some of these properties will go down in cost as they age." I live in a house my grandparents raised me in, and they bought in in 59 for \$13,000. That house is now worth over 450,000. That's crazy. It's not a fancy house. It never has been. So we all know that that's not going to be part of the solution. I think we can agree on that, correct? If that's the city's plan--

**Nick:** For single family homes, yes. Those aren't likely to go down because they're very fixed in terms of the number of them that we have.

**Participant:** Right, but even apartments or anything else. If that's the cities plan that it's going to go down. We have not seen that. That is why rents continued to go up. If that's part of the city's plan that's a huge flaw cause that's not going to happen. Now, unless we get in a depressed area. If we could become like Detroit, and all the businesses leave. But we're doing really well. We know that's not going to happen as long as we still have business here. If we don't then we'll have other problems. But the other point is certainly what is-- You had mentioned that the developers had to put in money towards a fund if they're not going to provide affordable housing. Is that money specifically earmarked towards what? How is the city then addressing affordable housing with that money, or are they using it to fund other projects?

**Nick:** It all goes to affordable housing up to that 60% median income level, and it would be throughout the city. The Office of Housing has several criteria that it uses to inform where they can make those decisions. It has to be pretty opportunistic



because they can only find development sites when they're available, but they tend to locate projects in urban villages, near transit. A new policy-- We heard a lot of feedback about the use of those MHA payments. People wanted to see that money that came from West Seattle go to projects in West Seattle.

**Host:** Stay in West Seattle.

**Nick:** The result of that was they added a criterion that said as much as possible to basically do that. To guide affordable housing development funded through MHA to the places that generated that money. The challenge with directly requiring that it be there is that in some neighborhoods, there might not be that much development for a while. And so, the money would just sort of sit in a pot, and it wouldn't reach the level to where it can actually fund a project. If you pool it then they can be more efficient with the use of that money. They have a 30-year track record of doing projects all over Seattle even though most of the money actually has come mostly from the IZ program in Downtown and South Lake Union. Their goal is to put it throughout the city.

**Host:** Nick, can you talk about the length of time that a property would need to be affordable?

**Nick:** For?

[crosstalk]

**All:** Everybody.

**Nick:** Yes. If it's built on-site, the requirement is 75 years. If it's funded through the Office of Housing, it's permanently affordable.

**Participant:** Does that mean the city owns it?

**Nick:** Usually, affordable, non-profit developers that build affordable housing are the owners. The city doesn't tend to own it.

**Participant:** How much of it is built for families? That's the other thing, I'm sorry, that I missed.

**Nick:** That's a great question.

**Participant:** Most of what I'm seeing is for single people, and I can just see families getting pushed out.

**Nick:** That's right. That's one of the really good benefits of having that payment option. If it's the performance option, they build it on site, and they're building a hundred studios, they're going to set aside some percentage of studios and it won't be affordable family sized units. With the money from MHA, the Office of Housing can be really strategic about building two and three bedroom units that are affordable to families that, really, the market doesn't produce at all. The market

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hardly produces any three bedroom units let alone at any affordable rent. That's one of the advantages of being able to allow the Office of Housing to achieve those different policy goals.

**Host:** Couple more, yes. [unintelligible], In the very back, there, please.

**Participant:** I was just wondering about that map, and [inaudible 00:07:10] colored. I was just wondering how many-- Are there alternatives to the solution, and-

**Host:** Alternatives?

**Participant:** Yes. That are we still viable at this point, or how set is this one going forward?

**Nick:** Yes, definitely not set. That's why we put out a public draft to get lots of feedback. The EIS process, in terms of alternatives in that sense that will study two different action alternatives that both differ from this in order to understand that. And then all of that feedback will lead to some revisions in February, March time.

**Participant:** Because there's already been zone changes in that area just ongoing right now, but to just put a whole bunch more changes around that area. I don't know how that area can deal with it. Physically, traffic wise. I have no idea. To put a whole bunch more, the developers are probably chomping at the bit to go in and change those re-zoned areas once they go down. [laughs] Forget it.

**Host:** Okay, alternatives. It's like Nick said, this is the time to make comments.

**Participant:** How do we know we're adhered to, or taken in any regard. I feel it will just go into delete, delete.

**Host:** Well, I can speak of it to this, Deb can, too, to the process. Your council members listen. Lisa Herbold is our council member here, Lorena Gonzalez. Is she her tonight?

**Host:** She's not here. She lives in the Junction.

**Host:** She lives here in the Junction. Those are people whose ear you want to get. They're here to- They're in our council to represent you, all of you in this room. So partner with your council members.

**Participant:** Where are they?

**Host:** The other thing, this is a meeting that was set up by JuNO for the Junction. There's the city, sorry, the West Seattle-wide meeting that's on December seventh that the city is going to put together. That's where they're going to want comments from all the Urban Villages. From Admiral, from Junction, from Morgan, from Westwood Highland Park, YRI. Sorry, I can never remember that acronym. That's going to be a big meeting where you can come and give comments. You can also,

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as Nick was saying, give comments online. You probably want to write it, and do a paper trail, right?

**Participant:** Where will that meeting be located on the seventh?

**Host:** The meeting on the seventh? That's going to be at Shelby's Ice Cream.

**Participant:** Shelby Ice Cream.

**Host:** I'm just going to, while we're talking that, I'm going to jump in and say on the 29th of this month which is a Tuesday. Morgan Community Association is hosting a peninsula-wide meeting for everybody to come and take a look their maps and figure out what the heck is going on, what's proposed. I got to say this are fancy maps that they're real difficult to read and to go what does one mean and the other one, what is this thing here? We're going to have a training session on how to read the maps and how to figure out what type of comments you want to make. That's from 6:30 to 8:30 at the Highland Park Improvement Club on the 29th.

I interrupted this so who's next?

**Participant:** We're single family homeowners lawyers here were taking the hit and the developer they're out negotiating, out-smarting policy makers here, obviously, by what is going on so, you mentioned the scarcity of land. Has there been any thought or re-zoning the steel plant down there for using for higher density? We have a steel plant that gives off, I haven't done any research but I clean my windows, I see people live on that side, it's nuts. That is a chunk of land. I don't know what it is 20, 30 acres. I'd asked the city to look at the map. It's a giant but and the golf course--

**Participant:** That is our park.

[laughter]

[crosstalk]

**Host:** Okay, next.

**Participant:** How do you-- I know you keep on saying 75 years for the cap for-- When you sell your 6,000 single-family residences for low income housing, what's the estimated price range those would be in and how do you prevent those people from coming around in four years and flipping those for five times the value because their neighbors flipped 5 times the value, or you don't?

**Participant:** You mentioned, you said single family residences, those wouldn't be part of MHA.

**Participant:** Town houses?

**Nick:** Town houses and theoretically, condominiums, well, we don't see a lot of condo projects right now. But if anybody is building something that or they're selling

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those housing units, they also have to do MHA and they also have the options to either build it on site or buy one of those that's affordable or make a payment. They--

**Participant:** You estimated 6,000. I looked at your number. You said you have 6,000 affordable single family houses--

**Nick:** Not single family houses, 6,000 affordable homes created through MHA, if it's for sale, there is a requirement that it would be preserve for long household and there are regulations that allow them to gain some equity but not to turn around and flip it for a huge profit the next day. They have to sell it to another income-eligible household.

**Participant:** It's not single family?

**Host:** You can control the sale price?

**Nick:** Yes, it's difficult but that is part of the goal. It has to be maintained to continue to be a public benefit that provides affordable housing not just for the first household that might live there for a few years.

**Participant:** How are you going to do that?

**Nick:** It is pretty detailed but that's part of what the Office of housing does in their compliance org.

**Participant:** They are going up. My son has bought one and it's already gone up 40,000 since March.

**Nick:** It's a rent restricted or subsidized--

**Participant:** It is one of the--

**Host:** They may have market rate in Holly Park along with the subsidized.

**Nick:** We can go into more detail, but the office of housing might would even be better to answer that because they are all on the ground actually maintaining all the stuff.

**Host:** Are they be going to be in this meeting on the 7th?

**Nick:** Yes, yes, they will.

**Host:** I see you over here and I'm just going to go back here.

**Participant:** I just have some questions because like the small LR 3 sites, you said most of the construction and most of the townhouse development on the smaller sites, are they going to be impacted by the upzoning at all to cover some of the cost of building those smaller units out or would is it not going to really apply to those?



**Nick:** It would apply, for low rise three, particularly as an example but the same is true for -

**Participant:** LR 1 Because there are a lot stuff around is just infill town houses [unintelligible], single family homes. They are paying say, 20- \$25,000 per unit to cover the cost and the developer is just going to push the price back onto the town houses there.

**Nick:** For all of those zones, for any zone, or MHA requirements applied, there is increase in developing capacity meaning they can build more houses or slightly bigger town houses or some benefit to the property owner to at least partially off-set the cost of the requirement. Now, for every zone, for every individual sites will always be the same proportion, no it will vary. That is why there is that give and take part.

**Host:** That is a good comment. It is a good point though that all these different changes that are proposed on the map, whether it's a change to the urban village boundary or a change from single family to be able to - all those incremental changes all the way through to the city gets 6,000 affordable unit, is geared to getting affordable 6,000 units. There's little changes and there's bigger ones but they're all on the maps. You need to study the maps, she said, giving her pitch for the maps.

[laughter]

**Host:** Yes.

**Cynthia:** All right so, I am new to the area. I do not live here permanently, yet. I bought a home two years ago on Dakota. I believe you and I have corresponded via email. I live currently in, I'm not from there but I live in Texas.

[laughter]

**Cynthia:** My daughter-- I wore blue.

[laughter]

**Host:** What is your name?

**Nick:** What's your name?

**Cynthia:** Cynthia Decolber. My daughter rents my house. She lived on Capitol Hill. She could not stay there because the rent got so outrageous. She works for a non-profit downtown. She does not own a car, I had to come here because the house had a problem. She had to have surgery. I took a plane, took mass transit here, took mass transit to the hospital, came back. I have not rented car for a month. I want to build a better cottage. You and I talked about that and right now, the rule says that I have to provide another parking space. There is nobody parked in front of my house, there is no car in the garage, that would give her affordable housing. It would, at the

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beginning of this meeting was, me as an old woman with my daughter over my head to look after me. I loved this area. I've lived in New York City, I've lived in Chicago, Texas has no mass transit, it's terrible. You can't walk to any place and go eat or buy your groceries or anything. I understand people who have houses that have lived here forever. I had a beautiful place that I bought. I love it to death. It's just gorgeous and I want it to stay that way. I just want to build a small little cottage to make an affordable place for my daughter who came here five years ago and can't afford to live here anymore.

**Participant:** What happens when you sell it and there is no parking space?

**Cynthia:** I am not going to sell it, I'm going to die there. Then my daughter will have it. I mean [unintelligible]

**Participant:** [unintelligible] 40 units does not need parking spaces but the single cottage does.

[crosstalk]

**Cynthia:** That does not make sense to me. That is what make me come here, okay. I looked on the blog and I was like, "What. There is a meeting tonight and I am going." The developer who has the 40 units doesn't have to give parking but I want to build one little place in my 4,000 square foot lot over my existing garage and I have to currently, provide another parking space. Right now, there is no car there at all. When we come here probably won't be a car. I don't need it.

**Host:** Okay, point noted.

**Nick:** You probably know this, council member, Michael Brian, back in May made a proposal to make some changes for the rules for backyard cottages or what we call 'Detached accessory dwelling units.' It's been held up in an appeal for several months. It's coming to a head probably next month. Just on this point on parking, one aspect of his proposal was to remove the offstreet parking requirement. It would allow someone to build a backyard cottage and not have to provide another parking space.

**Participant:** - have to give money to the MHA?

**Nick:** No.

**Participant:** Unless you are in an urban village.

**Nick:** No, even then adding a backyard cottage does not trigger MHA requirements which is triggered by adding a unit.

**Cynthia:** Right now it does not allow me build at all unless I give her a parking space for a non-car.

**Nick:** Yes, this are separate questions and that is right.

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[background noise]

**Participant:** In the building of this low-rise one, two and three, is the city clear about where the building starts from? There is a significant grade change between Alaska and California depending on where you are it can more significant . The question is is the city clear weather street level or alley level, because that makes the difference in terms of losing say, sunlight et cetera.

I know previously a building in California maybe 10 years ago, there wasn't that strict guideline so developers actually build it from alley level making it such that it was in effect one whole story higher. What is the city's policy on all of these, particularly in our residential areas?

**Nick:** It's a good question. Obviously, we have lots of areas in Seattle you can have big changes in topography quickly. In general, without getting too too detailed, when you have a site that is not flat, we calculate, the permitting folks calculate the average grade plane which is not just the direct average of two points, but considers the overall site and establishes that as a baseline and then things like the maximum height limits you see listed there apply from that point.

That might be a change from some period in the past. I don't know that necessarily inside and out but that definitely means that when you are on the downhill side of the area, buildings can appear a bit taller than on uphill side. You might see four stories but on the downhill side it sort of looks like five stories. That happens for sure.

**Participant:** I'm curious--

**Nick:** Can I, I'm sorry? I wanted to add one more thing on that point. That sort of local specific, "Hey, did you know there's a little grade change here?" That type of feedback is really helpful for us .

If you are looking at these maps and you see we've suggested a two-story increase for some reasonable reason except for the fact that because of that topography that's going to be maybe more out of scale than we might think, please let us know about those detailed points.

**Host:** We are only going to take a couple of more questions, I have one too.

[laughs]

**Nick:** One more.

[laughter]

**Host:** There were a few more hands over here.

**Participant:** I'm curious. With all the building going on here, you've seen it, most of them look identical to one another. How many of those are low income? How many of those provide parking or don't provide parking? I know in my neighborhood and I

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live a couple of blocks down from the junction, and I'm already seeing an attrition of parking because the only bus we have is the C Line and that goes down California. So if you want to take the C Line guess what, and you don't leave ten minutes away, you are going to be driving and you're going to be packing. This whole area is inundated with parking. And now, with construction, guess what, all the guys get here around 6:30 in the morning and park their pickup trucks, everything else.

And one other item which I would like to know what the City's going to do about is, our streets are getting beaten up, why? Look at the dump trucks that come through here. These streets were not meant to hold and to really stand up to the abuse they are getting from all the construction and yet, there they are. Our street, my street has got holes in it that have been filled three times and guess what, it's happening again.

And one last point, if I were a developer, I'd pay the extra for the house and I would build whatever I want.

**All:** That's what they do.

**Participant:** There's no way am going to tie up real estate for 75 years, talk to any developer around here. They'd think you are out of your mind.

**Nick:** Well, in the incentive zoning program that we have, they are presented with the same options they can build it on site or pay. You get a mix.

**Participant:** If I were a developer, I would pay.

**Nick:** You have that option.

**Participant:** I would pass it on gradually maybe to five years but hey. The City's got to think smart.

**Host:** Is there anyone that hasn't talked. Okay, I will give my concerns. With the last rezone here in the junction, all of us here at JuNO have been involved in design review. And the hardest thing about design review is a Comprehensive Plan is adopted such as this with this rezone but the land use code doesn't support the comprehensive plan. So we get into design reviews and we talk about the character or we talk about preserving a little bit of setback, a little bit of green space, a wider sidewalk here or there. Is there a way that the city can look at maybe making the land use code support the comprehensive plan in a better way? Can you speak to that too? Do you understand what I'm trying to say?

**Host:** The junction area just hasn't had an update to any of their plans or even their design guidelines to accommodate all this growth that has happened here, plans are very old and--

**Host:** The zoning makes it difficult because the developers come in they'll build it out to the land use code but then the comprehensive plan says they want it to



look/have character and be \_\_\_ up and have a neighborhood character to it – they're at odds.

**Host:** Yes.

**Nick:** To some extent that's the role of design review. It's not perfect.

**Host:** We would be inundated at design review at this point because some of these smaller projects won't have design reviews. Neighbors won't know what's being built in their backyard unless they investigate online and then they won't have a voice about that or be able to say anything. Is that correct?

**Nick:** The city is currently looking at changes to the design review program that was, for one thing a HALA recommendation. Nobody's all that happy with it. The developers that have to go through it don't really like it. Local residents that feel they want to have input into things like local parking, well, parking is not a part view of design review. It just isn't. That leaves everybody frustrated. If you are interested in that, you two already know about that, I can provide some contact information but that will continue to--

**Host:** That would be my comment would be to make sure that it supports--

**Nick:** How can they improve it? That's what the city is -

**Host:** The other point is we don't have a hospital here- we don't have a hospital, we're very very dense here and getting denser. we don't have a community center in the junction as an urban center, we don't have a library. If we're envisioning this utopia of pedestrians [laughs] we need some of these amenities-

[background noise]

[crosstalk]

**Host:** -as infrastructure or--

[crosstalk]

[background noise]

**Participant:** The post office is really small.

[crosstalk]

[background noise]

**Host:** Well, we have a post office -

**Participant:** Could I ask one last question? Does the environmental impact statement take into consideration the non-stop construction noise we have for years



and years on end. I've been surrounded by construction for seven years and I live outside the Urban village. On all four corners every year for six months for seven years. It freaks my dog out. Well, I hate it too. I don't know how many houses. A little falls down gently. A single family house is replaced by six ones skinny town houses outside the Urban Village right behind me, single family house replaced by five.

**Host:** I'm sorry, that's the zoning. You have to realize the zoning was established well before Urban Villages and that area is zoned-multi family.

**Participant:** It was [unintelligible], until I moved in 1988.

**Host:** Fine but zoning doesn't say stay static. Zoning changes and it's the City Council that adopts zoning changes. So for instance, there are some zoning changes here and I'm glad you are all here tonight because you are some of the first ones to learn about some zoning changes. But that area that has a lot of single-family houses is zoned for multi-family. So tear down one and build the six. That's allowed. It's allowed in places you wouldn't have imagined. Pay attention to what your zoning is.

**Participant:** It's allowed in single-family zone to tear down and build a big single family house too.

**Participant:** And it's not something until they put the proposed land use that you suddenly learn about it.

**Host:** I do a land use 101 and there's five different ways to figure out what's going on and some of those are signs, some of those are guys walking around with foot poles and some of those are the porta pottys showing up. You gotta pay attention.

**Participant:** Anyway, my question was is noise taken into consideration? If all these neighborhoods are going to be subject to maybe adding four more residences and that is a lot of noise for the neighborhood six days a week.

**Participant:** I just want to say something. You are all citizens and if you are not happy the only way you are going to let your government know is by telling your government. You can't sit at home and watch television and then go complain about it.

**Participant:** Totally. You gotta be proactive, not reactive.

**Participant:** Absolutely. It's great that you're here but do something about it. Write letters, write emails. You've got all those council members. Tell them what you are feeling. Tell them that you vote. Not that you always it gets you what you want.

**Host:** Just to reiterate the calendar and the process here from what Nick has told us. They had a Focus group doing, there's another meeting coming up in December at the Ice cream place called--



**All:** Shelby's.

**Host:** It's called Shelby's.

**Nick:** We've gone out to 80 different meetings like this in addition to the focus groups.

[background noise]

[crosstalk]

**Host:** The other point is the timeline. This is being looked up, being adopted by our Seattle City Council and the Mayor in June.

**Nick:** They might get it in June.

**Host:** They'll get it in June. They're going to be putting all the final touches on this in February. That doesn't give us a lot of time. If any of you have other groups, where you want Nick to come and speak to get more activated, he's happy to do it. You can have a neighborhood meeting, with a larger group and someone from the city will come out and explain because I have to say that with 30,000 people here, one little meeting in an ice cream shop, you're not going to get a lot of -- You'll get some feedback but it's going to be hard to process all that. The other thing that I've learned just, I want to share this, is in these meetings with city people, they are only one person so they're taking their notes, whether your comment is going to be put down into that report remains to be questioned. It may or may - it may be combined with another person's comment so if you want your comment to count, as Ellen said-

**Ellen:** Put it in writing.

**Host:** -put it in writing.

**Participant:** I forgot something. You said a paper trail, what, how, I mean do I just send a certified letter and have somebody sign it?

**Ellen:** Just an email. It's easy to get a list of all the council members, all of them are listed in one. I send massive emails out to all of them at one time saying, "What are you doing?"

**Host:** And you get responses, you really do. They are very responsive.

**Cynthia:** Even from Texas, I got a response because I asked about the cottage and I wasn't--

**Host:** Well, thank you, Nick.

**Host:** Thank you, Nick.

[clapping]

File name: HALA rezoning - Junction Neighborhood Organization.webm  
6 99001 6d22c06m



[01:21:18] [END OF AUDIO]

## Christy Tobin-Presser

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**From:** Brand, Jesseca <Jesseca.Brand@seattle.gov>  
**Sent:** Friday, March 10, 2017 9:25 AM  
**To:** Barker, Cindi; Deb Barker; Rich Koehler; Christy Tobin-Presser  
**Subject:** Follow up from last night

Hi All,

I don't have the contact for the other two folks that were in the room so if you can forward to them that would be great. Here is what I have.

OPCD Requests –

Check in on how they plan to report out on the flip charts. I will also be digging around in OPCD to see if we can uncover the missing Shelby's comment forms. More on that to come. \*

Check in on EIS alternatives. I will see if I can shake that loose today since I know it is important for tomorrow.

What planning will be done around ST3 alignment. Will this only be around station access or is this to include land use changes as well.

Issues of importance for clarification:

MHA will apply to all land within the Urban Villages both existing and proposed expansion (if adopted). MHA can only apply in multifamily and commercial so there will be no more single family zoning within Urban Villages. This does not mean that Single Family buildings won't still exist within Urban Villages but the underlying zoning would be multifamily or commercial. \*

What does multifamily mean and how it is defined are great questions to ask and participate in the answer. Look at the design examples of RSL, LR1, LR2, LR3 and see what you think could make them fit, I think it is worth exploring if there are different levels of RSL. Keep in mind as you give the feedback that we do need to give an exchange of value so if you take away height, maybe replace it with bulk or less of a setback or vice versa.

Urban Village boundaries are under review, but only in those areas that are proposed to expand. We are not revisiting existing boundaries. This helps with the supply issue as well as the housing choices concern that we have a lot of Single Family and a bit of HR but not enough in the middle. As Cindi pointed out there is a process for reviewing Urban Village boundaries each year through an amendment process to the Comprehensive Plan Future Land Use Map. The process run by City Council has specific requirements but anyone can submit a Comprehensive Plan amendment. Cindi and Deb has done this before so will be a great resource.

I think that is all I was supposed to follow up on but let me know if I missed something.

Jesseca

**Jesseca Brand**  
Strategic Advisor on Housing Affordability and Livability Agenda  
Office: 206.733.9982  
Cell: 206.397.5778  
seattle.gov/HALA



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EXHIBIT G

Public Disclosure/Disclaimer Statement: Consistent with the Public Records Act, Chapter 42.56 RCW, all records within the possession of the City may be subject to a public disclosure request and may be distributed or copied. Records include and are not limited to sign-in sheets, contracts, emails, notes, correspondence, etc. Use of lists of individuals or directory information (including address, phone or E-mail) may not be used for commercial purposes.



**Subject:** RE: Concern - MHA Map Input Being Ignored

**Date:** Tuesday, February 21, 2017 at 3:46:30 PM Pacific Standard Time

**From:** Assefa, Samuel

**To:** Carl Guess

Dear Carl,

Thank you for your thoughtful letter about our efforts to gather community input on the draft proposal to provide for more affordable housing in West Seattle through Mandatory Housing Affordability (MHA). I appreciate your perspective on this important issue.

As you know, Seattle has experienced a dramatic rise in housing costs, with the average one-bedroom rent increasing by 37 percent in the past 5 years. Mayor Ed Murray and the Seattle City Council have made this issue a priority, and are moving forward with a number of recommendations in the [Housing Affordability and Livability Agenda](#). The goal is to create an additional 50,000 homes in Seattle in the next decade to meet the demand for housing, including 20,000 homes that are rent-restricted and affordable for low-income families. Here at OPCD, we are working to implement the MHA ordinances, which were adopted by the City Council in 2015 and 2016. For the first time, all new development of apartments and commercial buildings will be required to contribute to affordable housing, by either building income-restricted homes on-site or making contributions to the Seattle Office of Housing. Over 10 years, MHA will result in an estimated 6,300 new affordable homes for low-income families across Seattle.

Now we are engaged in the work to determine where these new homes will be built. In the mid-1990s, the Seattle City Council designated our urban villages and urban centers as areas where most future homes and businesses would be encouraged to locate. These urban villages are located near transit hubs and are the areas that have received focused investment in transportation improvements, open space investments, city services, walkable business districts, and other assets that allow urban communities to thrive. About 75 percent of all new Seattle residents have moved to our urban villages over the last 20 years. This past fall, the Council reaffirmed the City's commitment to the urban village strategy in adopting the [Seattle 2035 Comprehensive Plan](#). The draft zoning changes necessary to implement MHA reflect the Council's direction to provide more housing in all of Seattle's existing and expanding urban villages, including in urban village areas currently zoned as single family.

Community engagement is critical and we continue to collect feedback through public meetings and presentations, open houses, community design workshops and on the [HALA website](#). OPCD along with multiple city departments, including the Department of Neighborhoods, has worked with the community to translate community generated [guiding principles](#) that will guide the MHA implementation into maps that outline potential zoning changes in the urban villages. Since 2015, we have held more than 100 public meetings throughout the city. We want to improve on our implementation of the guiding principles as captured in the initial draft proposal. Even after OPCD issues a final recommendation to the mayor and Council, there will be ongoing public engagement through public comment periods, Council hearings and other opportunities where you can provide additional feedback and input. Of course, Council action will be required before any zoning changes are made that will result in more affordable housing. Council action is not expected until 2018.

We appreciate JuNO's passionate advocacy on behalf of West Seattle homeowners and residents, and we hope that you will continue to share your perspective. While there is broad support in West Seattle and across the city for more affordable housing, we recognize that many urban village residents living in single family homes believe that cottages, townhomes and apartment buildings are a significant change from existing land use. Your input will be very helpful as we revise our draft proposal. I look forward to your

continued engagement.

Regards,  
Sam

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**From:** Carl Guess [mailto:carlguess206@gmail.com]  
**Sent:** Wednesday, February 15, 2017 3:46 PM  
**To:** Assefa, Samuel <Samuel.Assefa@seattle.gov>  
**Subject:** Concern - MHA Map Input Being Ignored

Director Assefa -

You're likely aware that our group, the JuNO Land Use Committee, is very concerned your office has never prioritized obtaining and/or considering authentic neighborhood input regarding the HALA plan. In fact, the only genuine conversations to date in the West Seattle Junction Urban Village area have come at our insistence and through our spreading the word to neighbors.

It also appears that, in at least one instance, the City never intended to consider our input in the first place.

On two separate occasions in the last three weeks, HALA Strategic Advisor Jesseca Brand stated the HALA directive is to ensure that all single-family areas on the draft MHA maps remain subject to upzone, regardless of the neighborhood's views. If true, this statement is very much at odds with the impression left by OPCD planner Brennan Staley on January 26, 2017 at a meeting with our community. Mr. Staley assured the standing-room-only crowd that the new maps would reflect community input. Below are three such statements; you can view the video [here](#).

**Q: What will the City Council and the OPCD do with our input and feedback? How can we most effectively communicate our vision of our neighborhood to them?**

A: So, there are a lot of different ways to answer that. So first in terms of compiling. Obviously we will be getting a huge variety of input from people. We will be compiling this. Everything we hear will be in a report that will be online just about this meeting. We will also be compiling info from these meetings, the town halls, the focus groups, the individual meetings, letters, online into a broad document that describes that. So that's maybe the technical of what we will be doing. Obviously we have been listening to people for about three months now we will be listening for another five. We will not be doing any changes in that timeline. This is the listening part of it. And then once that is over we'll kind of sit down with all the wide variety of comments and try to figure out how we can make a plan that better addresses that.

**Q: Can you clarify – you say you'll be listening for another five months but your draft EIS comes out in March.**

A: So we are doing that environmental impact assessment. We started a while ago. We are doing it kind of parallel with this process. We will make sure that the draft comes out kind of in the middle of the public process but then will kind of continue having conversations after that comes out.

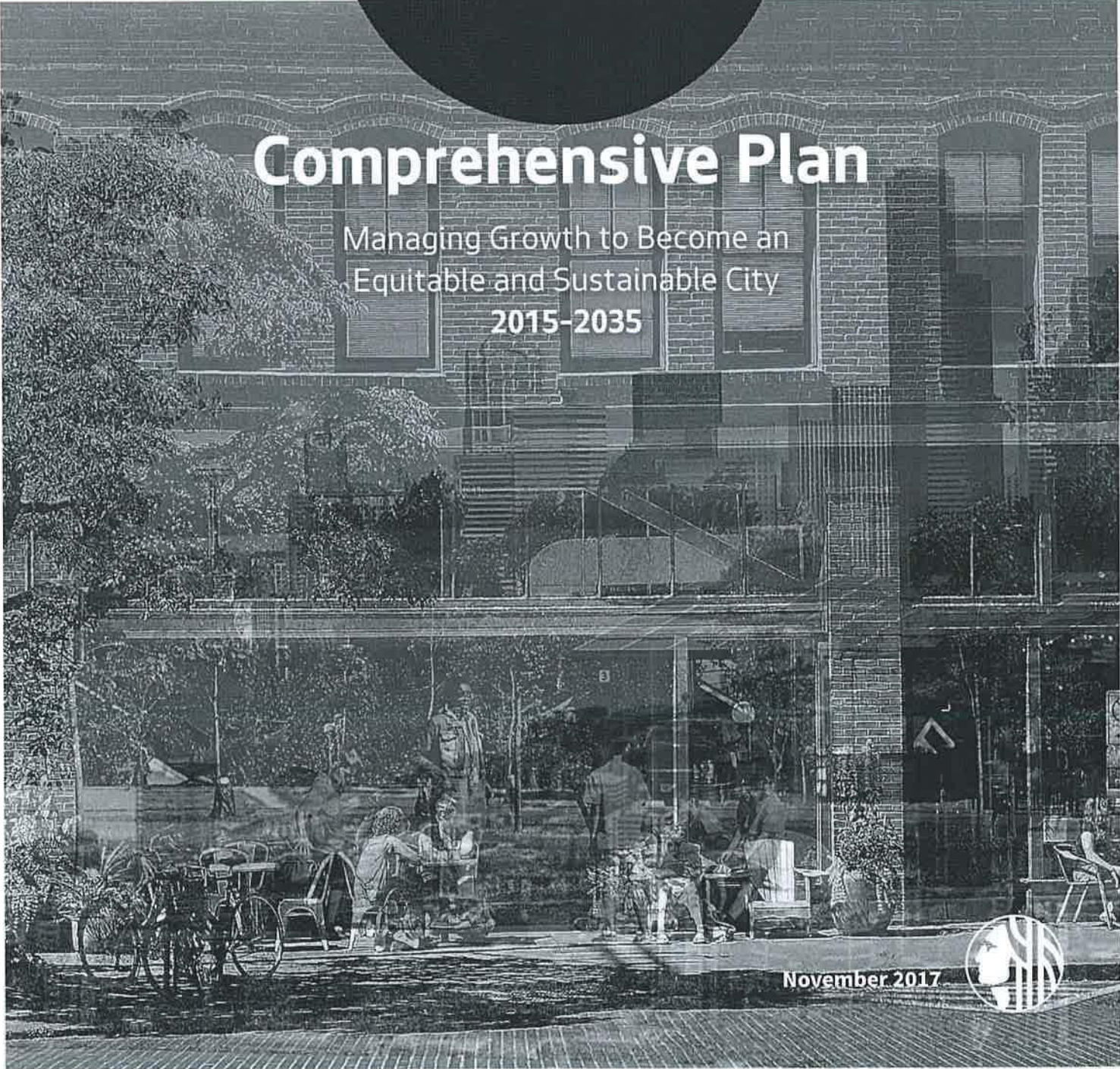
**Q: Why have you not updated any of the draft zoning changes to reflect our comments?**



Seattle  
2035

# Comprehensive Plan

Managing Growth to Become an  
Equitable and Sustainable City  
2015-2035



November 2017

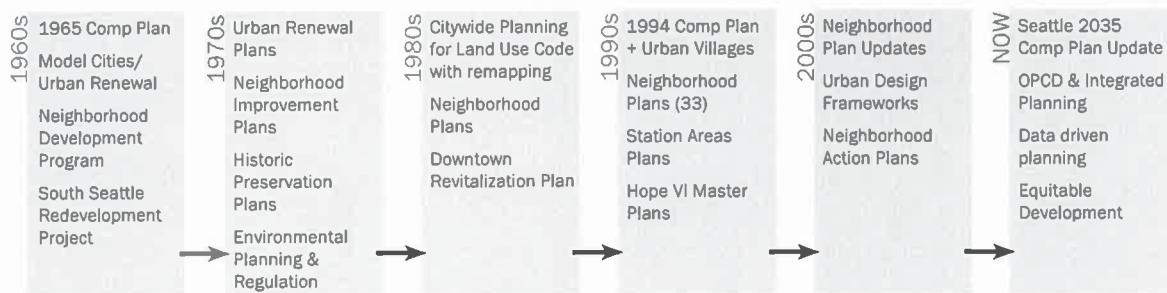


- CI 1.8** Partner with other governments, schools, institutions, and community-based organizations to plan and implement community involvement.
- CI 1.9** Seek to reflect of the diversity of the city in the membership of city-appointed boards and commissions.

## Community and Neighborhood Planning

### Discussion

Community planning is a specific type of community involvement process that produces plans for particular geographic areas. The City’s approach to community planning has evolved over time to become more inclusive. The top-down approaches of earlier decades gave way to a “bottom-up” neighborhood planning process for unique areas, including “urban villages” and “urban centers” designated in the 1994 Comprehensive Plan. Between 1995 and 2000 the City funded neighborhood groups to draft goals, policies and actions that would encourage the pattern and distribution of growth outlined in the Comprehensive Plan. By 2000 City Council adopted policies and goals for 33 neighborhood plans (plus five urban center village plans within the Downtown urban center) into the City’s Comprehensive Plan. In recent years, city staff has initiated planning processes in partnership with many neighborhoods to update neighborhood plans, develop implementation plans, and address other planning and development issues. Currently, the Neighborhood Plans section of the Comprehensive Plan contains the goals and policies that have emerged from different community planning initiatives, these goals and policies are the city’s adopted “Neighborhood Plans.”



*Land Use and Community Planning over time*

Community planning continues to evolve as the needs of communities, the city, and the region change over time. For example, race and social justice has become an important part of planning. Moving forward, community planning will be an integrated and equitable approach to identify and implement a community’s vision for how their neighborhood will grow. Plans will reflect the history, character, and vision of the community but also remain consistent with the overall citywide vision

and strategy of the Comprehensive Plan. Creating and implementing community plans can help residents apply this Comprehensive Plan at a local level and can provide more specific guidance than the citywide policies do for areas where growth and change are occurring or desired. In some cases, these plans address topics not covered elsewhere in the plan. In other cases, community plans give local examples for how a citywide policy would best be implemented in that neighborhood. The City will undertake community planning to review and update current neighborhood plans, as well as to address ongoing and emerging issues.

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## **GOAL**

**CI G2** Work with a broad range of community members to plan for future homes, jobs, recreation, transportation options and gathering places in their community.

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## **POLICIES**

**CI 2.1** Use an inclusive community involvement process in all community planning efforts.

**CI 2.2** Undertake community planning that will guide development and public investments within geographic areas.

**CI 2.3** Consider areas with the following characteristics when allocating City resources for community planning.

- Areas designated urban centers or villages in the Comprehensive Plan
- Areas with high risk of displacement
- Areas with low access to opportunity and distressed communities
- Areas experiencing significant improvements in transit service
- Areas experiencing a growth rate significantly higher or lower than anticipated in the Comprehensive Plan
- Areas identified for multiple capital investments that could benefit from coordinated planning
- Areas experiencing environmental justice concerns including public health or safety concerns
- Areas with outdated community or neighborhood plans that no longer reflect current conditions, a citywide vision of the Comprehensive Plan, or local priorities

**CI 2.4** Encourage transparency in the development and updating of community plans by:

- Establishing a project committee that reflects community diversity;
- Creating, with community involvement, a detailed project description with the purpose of defining the plan, tasks, timeline and anticipated products;
- Creating, with the project committee, a community involvement plan outlining the tools and methods to be used, and how results will be communicated;
- Monitoring implementation of plans over time; and
- Providing sufficient funding for each step.

- CI 2.5** Determine, in collaboration with the community, which of the following topics should be addressed in a community plan or an update to a community plan:
- Land use and zoning
  - Urban design and community character
  - Parks and open space
  - Housing, amenities and services to support a range of incomes and household types
  - Transportation, utilities and infrastructure
  - Economic development
  - Community services, institutions and facilities
  - Health
  - Arts and culture
  - Climate resilience and adaptation
  - Emergency preparedness
  - Community organizational capacity
  - Equitable development and risk of displacement
- CI 2.6** Use an integrated, interdepartmental planning approach to implement community plan recommendations such as capital improvement projects, affordable housing, services, zoning and other City investments.
- CI 2.7** Collaborate with the community to implement community plans.
- CI 2.8** Assess and report on the implementation of community plans periodically.
- CI 2.9** Consult with the community to assess and refine implementation priorities as circumstances change.
- CI 2.10** Use outcomes of the community planning process to update the goals and policies in the Neighborhood Plans section of the Comprehensive Plan.
- CI 2.11** Maintain consistency between neighborhood plans and the Comprehensive Plan. In the event of a possible inconsistency between the Comprehensive Plan and a neighborhood plan, amend the Comprehensive Plan or the neighborhood plan to maintain consistency.
- CI 2.12** Provide sufficient funding and resources to work with communities to update community and neighborhood plans to maintain their relevancy and consistency with community goals and the citywide policies of the Comprehensive Plan.

EXHIBIT J

# Neighborhood Plans

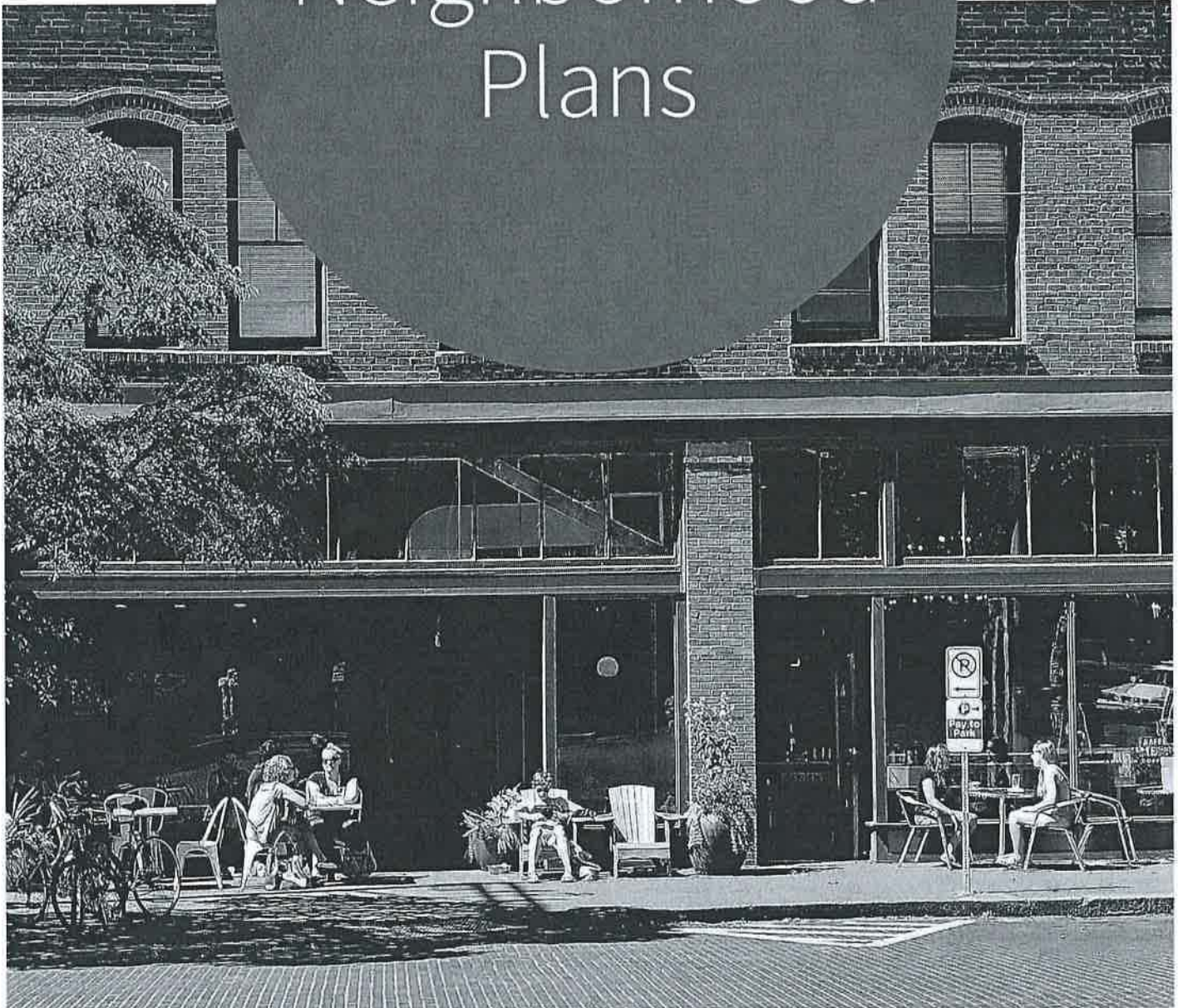


Photo © John Skelton

- W-P33** Strive to preserve existing views of Lake Union and Downtown Seattle from viewpoints and parks.
- W-P34** Control impacts of regional traffic on South Wallingford's residential, commercial, and recreational areas.
- W-P35** Work to enhance bicycle and pedestrian access between the upland portion of the neighborhood and the Burke-Gilman Trail and shoreline.

## West Seattle Junction

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### COMMUNITY CHARACTER GOAL

- WSJ-G1** A small-town community with its own distinct identity comprised of a strong single-family residential community and a vibrant mixed-use business district serving the surrounding residential core.

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### COMMUNITY CHARACTER POLICIES

- WSJ-P1** Seek to maintain and enhance a compact mixed-use commercial core, with small-town character, located between 41st and 44th Avenues SW and SW Genesee Street and SW Edmunds Street, by encouraging improved traffic flow, pedestrian safety and amenities, and architectural image.
- WSJ-P2** Target city investments into areas where growth is expected to occur, especially within the village "core" located between 41st and 44th Avenues SW and SW Genesee Street and SW Edmunds Street.

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### ECONOMIC DEVELOPMENT WITHIN THE COMMERCIAL CORE GOAL

- WSJ-G2** A vibrant center of shopping, dining, and cultural opportunities that supports both daytime and nighttime activity.

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### ECONOMIC DEVELOPMENT WITHIN THE COMMERCIAL CORE POLICIES

- WSJ-P3** Encourage attractive, higher-density mixed-use development within the commercial core at a height compatible with the neighborhood's small-town scale.
- WSJ-P4** Strive to balance the goal of a compact urban village with the need for adequate parking, traffic circulation, and pedestrian safety on neighborhood streets.
- WSJ-P5** Seek to reinforce pedestrian orientation, enhance the architectural character of the area, and promote interaction between the community, property owners, and developers to encourage new buildings that contribute to and enhance the Junction's character.





**WSJ-P6** Encourage a human-scale design of buildings and public spaces to be accessible to pedestrians, safe, well lit, and clean.

**WSJ-P7** Encourage efforts to maintain and preserve local landmark buildings within the business district.

---

### **FAUNTLEROY GATEWAY INTO THE JUNCTION GOAL**

**WSJ-G3** A community gateway near Fauntleroy Way and Oregon Street that reflects the character of the rest of the neighborhood, presents a positive image, and provides a safe and pleasant pedestrian environment, efficient traffic flow, and a pleasant and positive aesthetic appearance.

---

### **FAUNTLEROY GATEWAY INTO THE JUNCTION POLICIES**

**WSJ-P8** Seek to integrate Fauntleroy Way into the neighborhood physically, aesthetically, and operationally while, at the same time, maintaining its arterial functions.

**WSJ-P9** Seek to enhance pedestrian safety and improve pedestrian circulation along Avalon Way, Fauntleroy Way, and SW Alaska Street from 35th Avenue SW to California Avenue SW.

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### **TRANSPORTATION GOAL**

**WSJ-G4** A neighborhood that facilitates movement of people and goods with a particular emphasis on increasing safety, supporting the economic centers, and encouraging a full range of transportation choices.

---

### **TRANSPORTATION POLICIES**

**WSJ-P10** Enhance pedestrian access and vehicular and bicycle mobility throughout the neighborhood, with particular attention to the Junction commercial core, the Fauntleroy Way Corridor, the California Avenue SW Corridor, and the 35th Avenue SW Corridor.

**WSJ-P11** Encourage pedestrian and bicycle linkages among the three West Seattle Junctions (Admiral, West Seattle, and Morgan) and to and from other Seattle neighborhoods via the Spokane Street corridor.

**WSJ-P12** Strive to protect the residential neighborhoods surrounding the West Seattle Junction from traffic impacts.

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### **HOUSING & LAND USE GOAL**

**WSJ-G5** A community with housing and amenities that support a population of diverse incomes, ages, and other social characteristics.



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## **HOUSING & LAND USE POLICIES**

**WSJ-P13** Maintain the character and integrity of the existing single-family areas.

**WSJ-P14** Encourage programs that help low- and fixed-income people, especially seniors, retain ownership of their homes.

**WSJ-P15** Encourage opportunities to provide affordable market-rate housing in the neighborhood for Junction workers.

---

## **PARKS & OPEN SPACE GOALS**

**WSJ-G6** A desirable place for families with a safe and attractive residential neighborhood served by a variety of park and recreation facilities.

**WSJ-G7** A neighborhood with a cohesive identity and aesthetics, which respects the urban forest and native habitat.

---

## **PARKS & OPEN SPACE POLICIES**

**WSJ-P16** Encourage the provision of open spaces in conjunction with pedestrian and bicycle linkages throughout the neighborhood.

**WSJ-P17** Seek opportunities to reclaim unneeded portions of street right-of-way to develop open space and trails where appropriate and explore opportunities to support the "open space lattice" concept.

**WSJ-P18** Explore opportunities within the business district to create community gathering places.

**WSJ-P19** Promote greening and beautification of the neighborhood through local citizen participation.

**WSJ-P20** Enhance the urban forest within existing parks and open space areas.

**WSJ-P21** Support the maintenance and restoration of native habitat and species in existing parks, open spaces, and street right-of-ways.

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## **CULTURAL ARTS GOAL**

**WSJ-G8** A neighborhood community with a distinctive flavor in arts and culture, yet integrated into the overall arts and cultural community in West Seattle.

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## **CULTURAL ARTS POLICIES**

**WSJ-P22** Support the provision of public art throughout the Junction.

**WSJ-P23** Strive to integrate art into the business district and at new open space sites.



preserve fifty thousand housing units over the next ten years, including twenty thousand units of rent/income-restricted housing.

In 2016, the City published a report titled Growth and Equity. That report compiles data about several economic and demographic factors that help identify places in the city where residents, especially people of color and low-income residents, could be at risk of displacement or where there is less access to employment and other opportunities. As housing development continues, the City will promote policies that limit displacement, stabilize marginalized populations in their communities, and encourage a net increase in affordable housing over time.

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### GOAL

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

---

### POLICIES

- H 2.1** Allow and promote innovative and nontraditional housing design and construction types to accommodate residential growth.
- H 2.2** Identify publicly owned sites suitable for housing and prioritize use of sites, where appropriate, for rent/income-restricted housing for lower-income households.
- H 2.3** Consider Land Use Code and Building Code regulations that allow for flexible reuse of existing structures in order to maintain or increase housing supply, while maintaining life-safety standards.
- H 2.4** Encourage use of vacant or underdeveloped land for housing and mixed-use development, and promote turning vacant housing back into safe places to live.
- H 2.5** Monitor the supply of housing and encourage the replacement of housing that is demolished or converted to nonresidential or higher-cost residential use.
- H 2.6** Seek to identify affordable housing at risk of demolition and work to mitigate the displacement of residents ahead of planned upzones.
- H 2.7** Evaluate the City's efforts to mitigate displacement of affordable housing.

## Diversity of Housing

### Discussion

Seattle needs a greater variety of housing types and a wider spectrum of affordability. Seattle's high housing costs are making it increasingly difficult for many households to live

in the city. Even middle-income households, especially families with children, struggle to meet the high prices of housing in most areas of the city. To address these issues, the City will consider allowing different types of housing than some zoning rules currently permit. Courtyard housing, row housing, and apartments are examples of potentially affordable and family-friendly housing options. The policies below encourage a broader array of housing choices in Seattle.

---

## GOAL

**H G3** Achieve a mix of housing types that provide opportunity and choice throughout Seattle for people of various ages, races, ethnicities, and cultural backgrounds and for a variety of household sizes, types, and incomes.

---

## POLICIES

**H 3.1** Identify and implement strategies, including development standards and design guidelines reflecting unique characteristics of each neighborhood, to accommodate an array of housing designs that meet the needs of Seattle's varied households.

**H 3.2** Allow and encourage housing for older adults and people with disabilities, including designs that allow for independent living, various degrees of assisted living, and/or skilled nursing care, in or near urban centers and urban villages where there is access to health care and other services and amenities.

**H 3.3** Encourage the development of family-sized housing affordable for households with a broad range of incomes in areas with access to amenities and services.

**H 3.4** Promote use of customizable modular designs and other flexible housing concepts to allow for households' changing needs, including in areas zoned for single-family use.

**H 3.5** Allow additional housing types in areas that are currently zoned for single-family development inside urban villages; respect general height and bulk development limits currently allowed while giving households access to transit hubs and the diversity of goods and services that those areas provide.

# Housing Construction and Design

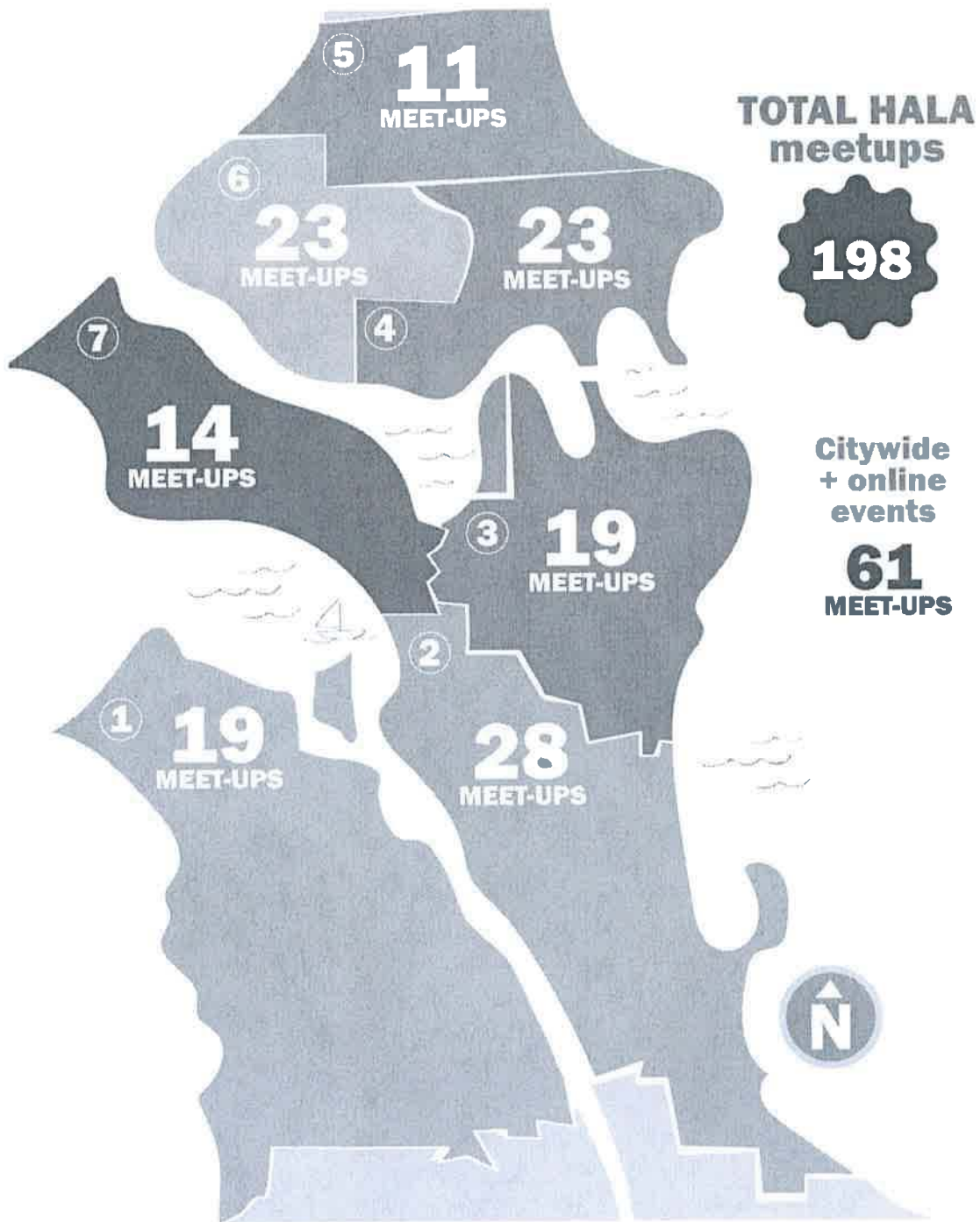
## Discussion

High-quality housing design and construction can help protect our natural environment and resources, prepare for the challenges of climate change, and respond to changing housing needs over time. All Seattle housing should be safe, resilient, and well maintained. People generally have a common understanding of what constitutes safe housing. The Seattle Department of Construction and Inspections (SDCI) enforces codes that protect

# Outreach Activities

## Event Map

Meet-ups are shown by City Council District



## Outreach Activities

### Calendar of Events *193 meetups & counting!*

# 2015

# 2016

### October

- 10/8 Uptown Community Council
- 10/13 Beacon Hill Community Council
- 10/19 Miller Community Center
- 10/24 Crown Hill Neighborhood Association

### November

- 11/5 Leif Erikson Hall, Ballard
- 11/5 Haller Lake with Councilmember O'Brien
- 11/7 Comprehensive Plan Meeting - South End
- ① 11/12 Comprehensive Plan Meeting - West Seattle
- 11/12 Central District Community Council
- 11/14 Comprehensive Plan Meeting - North Seattle

### December

- 12/1 South Lake Union Community Meeting
- ② 12/2 Southwest Community Council
- 12/8 Green Drinks
- 12/14 Queen Anne / Magnolia Community Council
- 12/16 SAGE Equity and Density Panel

#### You invited us, we showed up!

More than fifty (50!) events were hosted by community groups, local councils, and advocacy organizations, who invited us to talk about MHA, HALA, and housing affordability. We came packed to the gills with informational materials, engaged in Q&A about what housing affordability means to you, and how the city is working to address this urgent crisis.

### January

- ③ 1/20 Morgan Junction Community Council
- 1/26 Belltown Community Council
- 1/26 Seattle at Work, City Hall
- 1/28 Alliance for Pioneer Square
- 1/31 Telephone Town Hall - North Seattle

### February

- 2/2 Telephone Town Hall - Central Seattle
- ④ 2/4 Telephone Town Hall - South / West Seattle
- 2/9 Lakewood Neighborhood Association
- 2/10 Belltown Community Council
- 2/13 Seattle Neighborhood Coalition
- 2/17 OPCD Wallingford Houseparty
- 2/18 Capitol Hill Community Council & Capitol Hill Housing
- 2/20 Lake City Neighborhood Alliance
- ⑤ 2/23 Housing Levy & HALA in West Seattle
- 2/24 International District HALA meet up hosted by SCIDpda, Interim CDA, CIDBIA
- 2/25 South East Seattle HALA meet up hosted by South CORE, SE Dist. Council

### March

- 3/3 Meet Up with Wallingford Folks
- ⑥ 3/12 West Seattle VIEWS
- 3/15 Facebook Lunch and Learn
- 3/15 Housing Levy at Magnolia Community Council
- 3/16 Wallingford for Everyone
- 3/17 Law Seminars Conference
- 3/21 Downtown Focus Group + Livability
- 3/23 Goodwill Event with ESL
- 3/30 Ethiopian Community in Seattle
- 3/30 Wallingford Community Meeting

### April

- 4/4 HALA Community Focus Group Orientation
- 4/5 Designer/Builder Working Group
- 4/13 Arts in the City
- 4/19 Livability Night Out

# Outreach Activities

## Calendar of Events

### May

- 5/11 Rainier Beach Community Club
- 5/11 Green Lake Community Council
- 5/16 Queen Anne Land Use Review
- 5/17 Ravenna/Bryant Neighborhood Association
- 5/21 HALA table at the U District Street Fair
- 5/23 Focus Group - Expansion Areas
- 5/23 Focus Group - Lower Density Urban Villages
- 5/24 Focus Group - Hub Urban Villages
- 5/26 Focus Group - Medium Density Urban Villages
- 5/31 Aurora-Licton Springs Find It Fix It Walk
- 5/31 POEL Focus Group Discussion

### June

- 6/1 Aurora Neighbor Gathering
- 6/2 Community Representative Working Group
- 6/6 Land Use 101
- 6/8 WallHALA
- 6/8 Jubilee Women's Circle
- 6/8 Rainier Beach Community Club
- 6/13 Judkins Park Community Council
- 6/14 Arts Commission
- 6/20 Focus Group - Expansion Areas
- 6/20 Focus Group - Lower Density Urban Villages
- 6/21 Focus Group - Hub Urban Villages
- 6/30 Focus Group - Medium Density Urban Villages

### July

- 7/11 Focus Group - Expansion Areas
- 7/12 Focus Group - Hub Urban Villages
- 7/21 Designer / Builder Working Group
- 7/25 Focus Group - Lower Density Urban Villages
- 7/27 Maple Leaf Ice Cream Social
- 7/28 Focus Group - Medium Density Urban Villages
- 7/29 Phinney Ridge Farmer's Market

### August

- 8/2 Rainier Beach Big Night Out
- 8/5 Phinney Ridge Farmer's Market
- 8/8 Latino Equity Lunch
- 8/11 Lake City Farmer's Market
- 8/12 Rainier Valley Summer Parkways with City Scoop
- 8/12 Urban League Lunch
- 8/15 Focus Group - Expansion Areas

7

- 8/18 Lake City Farmer's Market
- 8/21 West Seattle Farmer's Market
- 8/22 Focus Group - Lower Density Urban Villages
- 8/23 Focus Group - Hub Urban Villages
- 8/23 Meeting with Crown Hill Urban Village Committee for Smart Growth
- 8/25 Focus Group - Medium Density Urban Villages
- 8/25 Summer Parkways in Ballard with CityScoop

### September

- 9/8 Discussion at University of Washington
- 9/14 Meeting with Columbia City Business Association
- 9/14 Meeting with Aurora-Licton Springs Urban Village Community Council representatives
- 9/19 Designer / Builder Working Group
- 9/19 Community Representative Working Group
- 9/22 Meeting with Othello Area Stakeholders
- 9/25 CityScoop West Seattle
- 9/27 Focus Group - Combined Meeting
- 9/29 Meeting with Anti-Displacement Stakeholders

### October

- 10/2 Mt. Baker Community Club
- 10/4 Seattle Planning Commission
- 10/5 Meeting with Sightline Institute
- 10/7 EIS Scoping discussion with Fremont and U-District commenters
- 10/16 Meeting with The Urbanist writers
- 10/17 Focus Group - Expansion Areas
- 10/20 Beacon Hill Council Workshop
- 10/24 Focus Group - Lower Density Urban Villages
- 10/25 Focus Group - Hub Urban Villages
- 10/27 Focus Group - Medium Density Urban Villages
- 10/27 Seattle Planning Commission committee
- 10/29 Roosevelt Council Workshop

### November

- 11/1 On Board Othello at Homesight
- 11/1 West Seattle small group walk
- 11/9 City Council-hosted Community Design Workshop - Westwood Village
- 11/15 First Hill Improvement Association
- 11/15 Crown Hill Council Workshop
- 11/19 Crown Hill Whittier Heights Find It Fix It
- 11/21 Focus Group Webinar - Expansion Areas

# Outreach Activities

## Calendar of Events

- 11/22 Focus Group Webinar - Hub Urban Villages
- 11/28 Focus Group Webinar - Lower Density Urban Villages
- 11/29 Morgan Community Association
- 11/29 City Council-hosted Community Design Workshop - Aurora-Licton Springs

### December

- 12/1 Focus Group Webinar - Medium Density Urban Villages
- 12/3 HALA Winter Open House - Northwest Neighborhoods - Bitter Lake Community Center
- 12/6 Unreinforced Masonry (URM) advisory group meeting
- 12/7 HALA Winter Open House - Southwest Neighborhoods - Youngstown Cultural Arts Center & Shelby's Bistro and Ice Creamery
- 12/10 Presentation and meeting at Roosevelt Neighborhood Association Land Use Academy
- 12/10 December Focus Group Drop-in
- 12/13 HALA Winter Open House - Northeast Neighborhoods - Ravenna Community Center
- 12/15 Housing Development Consortium Affinity Group
- 12/16 Meeting with Anti-Displacement Stakeholders

# 2017

### January

- 1/4 Capitol Hill Renters Initiative
- 1/10 HALA Winter Open House - Central Neighborhoods - Optimism Brewing
- 1/11 City Council-hosted Community Design Workshop - South Park
- 1/12 Seattle Planning Commission
- 1/17 City Council-hosted Community Design Workshop - Wallingford
- 1/19 City Council-hosted Community Design Workshop - Othello
- 1/23 Pike Pine Urban Neighborhoods Committee (PPUNC)
- 1/24 HALA Building Code Charette
- 1/25 Meeting with Rainier Beach Action Coalition

- (RBAC) leadership
- 1/26 City Council-hosted Community Design Workshop - West Seattle Junction
- 1/31 City Council-hosted Community Design Workshop - 23rd & Union/Jackson
- 1/31 Meeting with Wallingford community member about RSL standards
- 1/31 Meeting Crown Hill Committee for Smart Growth leadership

### February

- 2/1 Wallingford Community Council
- 2/4 HALA Winter Open House - Southeast Neighborhoods - The Royal Room
- 2/7 Focus Group Wrap-up Event
- 2/11 City Council-hosted Community Design Workshop - Admiral
- 2/11 Seattle Neighborhood Coalition
- 2/17 Yesler Community Collaborative Policy Committee
- 2/28 City Council-hosted Community Design Workshop - Madison-Miller

### March

- 3/2 City Council-hosted Community Design Workshop - North Rainier / Mt. Baker
- 3/5 HALA and Historic Preservation Panel
- 3/6 City Council-hosted Community Design Workshop / Morgan Junction
- 3/8 Columbia City in-home hosted discussion
- 3/10 MHA for Downtown Residents and Stakeholders
- 3/11 Capitol Hill Renters Initiative at Optimism Brewing Company
- 3/13 City Council-hosted Community Design Workshop - Eastlake
- 3/13 Downtown Projects Information Sharing
- 3/14 Wallingford Find It Fix It Community Event
- 3/16 Chong Wa Benevolent Association
- 3/17 Seattle for Everyone Coalition Meeting
- 3/28 Small Developer, Designer, and Builder Stakeholder Meeting
- 3/29 City Council-hosted Community Design Workshop - Rainier Beach
- 3/29 Uptown Rezone Public Open House
- 3/30 Reddit Ask Me Anything



# Outreach Activities

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## Calendar of Events

### April

- 4/11 Presentation to Ankrom Moisan Architects
- 4/11 Chinatown-International District Safety Task Force
- 4/13 Seattle Planning Commission
- 4/27 Community Open House - Northwest  
Neighborhoods - Hale's Ales Brewery
- 4/29 Community Open House - Northeast  
Neighborhoods - Northgate Community Center

### May

- 5/6 Community Open House - Southwest  
Neighborhoods - Westside School
- 5/13 Community Open House - Southeast  
Neighborhoods - Rainier Beach Community Center
- 5/16 Community Open House - Central  
Neighborhoods - Washington Hall

### June

- 6/2 South Park Carnival at Concord International School
- 6/14 Draft Environmental Impact Statement  
presentation to South Park & Georgetown  
community leaders with Duwamish Valley Program
- 6/27 Draft Environmental Impact Statement briefing  
with Roosevelt Neighborhood Association

# City Public Disclosure Request Process (public-records)

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C011051-031517

The following website - <http://www.seattle.gov/hala/your-thoughts> - indicates that Telephone Town Halls took place on January 31, 2017, February 2, 2017 and February 4, 2017. I would like to know how notice of the Telephone Town Halls was provided to Seattle residents in order that they could participate. Please provide documents indicating how residents were notified, including the notice itself, if any exists.

**Status** : Closed/No Exemptions

**Christine Tobin-Presser**

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Completed

**Neighborhoods** about a year ago

C011050-031517

The following website - <http://www.seattle.gov/hala/your-thoughts> - indicates

Completed

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City Public Disclosure Request Process (<http://www.seattle.gov/public-records>)

**ADA Notice ([americans-with-disabilities-act](#))**

**Notice of Nondiscrimination ([civilrights/civil-rights/title-vi-notice-of-nondiscrimination](#))**

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