

Christy Tobin-Presser

From: City of Seattle Public Records Request Center <seattle@mycusthelp.net>
Sent: Thursday, March 30, 2017 11:22 AM
To: Christy Tobin-Presser
Subject: Planning & Community Development :: C011616-033017

Dear Christine Tobin-Presser,

Welcome to the [City of Seattle Public Records Request Center](#) (PRRC). Your request was received on March 30, 2017 and is appended below.

The reference number for this request is C011616-033017. You will see this number in the title of any communications about this request.

You will hear from a Public Disclosure Officer within five business days regarding the status of your request.

Please visit the City of Seattle [Public Records Request Center](#) where you can manage your profile and access your request. Your login ID is: ctobin@bskd.com

If a Public Disclosure Officer submitted your public disclosure request into the PRRC on your behalf, please login and complete your new user account by following these steps:

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- You will be asked to create a new password

You may now visit the [PRRC](#) 'My Records Request Center' anytime!

Request C011616-033017:

"The City has identified its presence at the West Seattle Farmer's Market on August 21, 2016 as one of its HALA outreach events. Please provide documents regarding the identity of the City agent(s) staffing the Farmer's Market event."

EXHIBIT AA

Christy Tobin-Presser

From: City of Seattle Public Records Request Center <seattle@mycusthelp.net>
Sent: Thursday, March 30, 2017 11:22 AM
To: Christy Tobin-Presser
Subject: Neighborhoods :: C011617-033017

Dear Christine Tobin-Presser,

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Request C011617-033017:

"The City has identified its presence at the West Seattle Farmer's Market on August 21, 2016 as one of its HALA outreach events. Please provide documents regarding the identity of the City agent(s) staffing the Farmer's Market event."

Christy Tobin-Presser

From: City of Seattle Public Records Request Center <seattle@mycusthelp.net>
Sent: Thursday, March 30, 2017 11:24 AM
To: Christy Tobin-Presser
Subject: Planning & Community Development :: C011618-033017

Dear Christine Tobin-Presser,

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Request C011618-033017:

"The City has identified its presence at the West Seattle Farmer's Market on August 21, 2016 as one of its HALA outreach events. Please provide copies of any written materials provided or made available to the public at the Farmer's Market event."

Christy Tobin-Presser

From: City of Seattle Public Records Request Center <seattle@mycusthelp.net>
Sent: Thursday, March 30, 2017 11:24 AM
To: Christy Tobin-Presser
Subject: Neighborhoods :: C011619-033017

Dear Christine Tobin-Presser,

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Request C011619-033017:

"The City has identified its presence at the West Seattle Farmer's Market on August 21, 2016 as one of its HALA outreach events. Please provide copies of any written materials provided or made available to the public at the Farmer's Market event."

Christy Tobin-Presser

From: City of Seattle Public Records Request Center <seattle@mycusthelp.net>
Sent: Thursday, March 30, 2017 11:26 AM
To: Christy Tobin-Presser
Subject: Planning & Community Development :: C011620-033017

Dear Christine Tobin-Presser,

Welcome to the City of Seattle Public Records Request Center (PRRC). Your request was received on March 30, 2017 and is appended below.

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Request C011620-033017:

"The City has identified its presence at the West Seattle Farmer's Market on August 21, 2016 as one of its HALA outreach events. Please provide any summaries or notes provided by the City agent(s) staffing the event with respect to comments made by individuals with whom the City agent(s) spoke at the event."

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From: City of Seattle Public Records Request Center <seattle@mycusthelp.net>
Sent: Thursday, March 30, 2017 11:28 AM
To: Christy Tobin-Presser
Subject: Neighborhoods :: C011621-033017

Dear Christine Tobin-Presser,

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Request C011621-033017:

"The City has identified its presence at the West Seattle Farmer's Market on August 21, 2016 as one of its HALA outreach events. Please provide any summaries or notes provided by the City agent(s) staffing the event with respect to comments made by individuals with whom the City agent(s) spoke at the event regarding proposed rezoning of single family neighborhoods in the West Seattle Junction Urban Village."

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From: City of Seattle Public Records Request Center <seattle@mycusthelp.net>
Sent: Thursday, March 30, 2017 11:30 AM
To: Christy Tobin-Presser
Subject: Planning & Community Development :: C011622-033017

Dear Christine Tobin-Presser,

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Request C011622-033017:

"The City has identified its presence at the West Seattle Farmer's Market on August 21, 2016 as one of its HALA outreach events. In response to a prior records request (C011047-031517) the City indicated that 50 individuals attended the event. Please provide information as to how that figure was calculated, including any sign-in/sign-up information."

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From: City of Seattle Public Records Request Center <seattle@mycusthelp.net>
Sent: Thursday, March 30, 2017 11:30 AM
To: Christy Tobin-Presser
Subject: Neighborhoods :: C011623-033017

Dear Christine Tobin-Presser,

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HALA

HOUSING AFFORDABILITY
AND LIVABILITY AGENDA



April 2016 Update www.seattle.gov/HALA



City of Seattle

EXHIBIT BB

What is the Housing Affordability and Livability Agenda?



BACKGROUND

In September 2014, Mayor Murray and the City Council gathered leaders in our community to help develop a bold agenda for increasing the affordability of housing in our city by convening a Housing Affordability and Livability Agenda (HALA) Advisory Committee.

The 28-member Committee included renters and homeowners, for-profit and non-profit developers, and other local housing experts. After months of deliberation, they reached consensus and published a report with over 60 recommendations to consider.

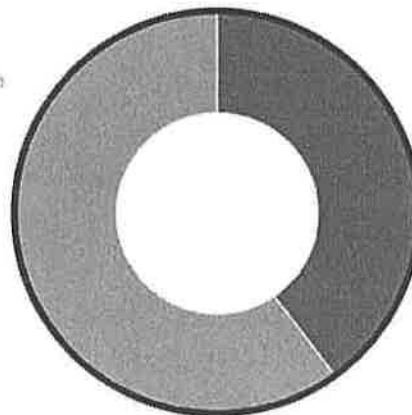
The Mayor's action plan calls for implementation of many of the Committee's recommendations through tenant protections, renewing and increasing the Housing Levy, requiring affordable housing with new multifamily and commercial development, and more.

THE 10-YEAR GOAL

HALA is guided by an ambitious 10-year goal for producing both market-rate and guaranteed affordable housing. It will take a multi-pronged approach to meet these goals.

+30,000
MARKET-RATE UNITS

These market-rate housing units will add to the overall supply of housing in Seattle, increasing the quantity and diversity of housing choices.



+20,000
AFFORDABLE UNITS

These new or preserved affordable housing units will be reserved for low-income households. Creating this many affordable units will require tripling our historical annual production of affordable housing.

Why do we need HALA?

RESPONDING TO A CRITICAL NEED

- + Over 45,000 Seattle lower-income families spend more than half their income on housing.
- + 2,942 people are living without shelter in Seattle.
- + Rents are beyond the reach of many working families. Fewer homes are for sale today than at any time in the last 10 years.
- + Average rent for a 1-bedroom apartment in Seattle increased 29% in the last five years.
- + Even with a new \$15 minimum wage, the average rent for a one-bedroom apartment is out of reach for a single household minimum wage worker.



When a household has to pay more than half its income on housing, little income remains for other basic necessities like food and transportation.

Accomplishments to date



FIRST STEPS

Since the release of the Mayor's Action Plan in July, City staff and the City Council have laid the groundwork for implementing HALA. While these are important steps, much of the work lies ahead.

- + In September 2015, the City Council passed Resolution 31609 setting a work plan and directing City Departments to implement HALA recommendations.
- + In October 2015, the City Council passed Ordinance 118505 renewing and expanding the Multi Family Tax Exemption (MFTE) program. MFTE incentivizes builders to set aside 20% of housing units in a new building as rent restricted.
- + In October 2015, the City Council passed Ordinance 124882 strengthening regulations for assistance to displaced tenants.

What's happening now?

UPCOMING ACTIONS

Right now, we are discussing the many HALA recommendations with the broader community. There are at least six upcoming action items we're working on now where we need your input:

See the following pages for information about these actions.

- + Strengthen tenant protections
- + Create the Fair Chance housing program
- + Establish a Supportive Housing Medicaid Benefit
- + Renew and increase the Seattle Housing Levy
- + Pass a Mandatory Housing Affordability (MHA) program for new development

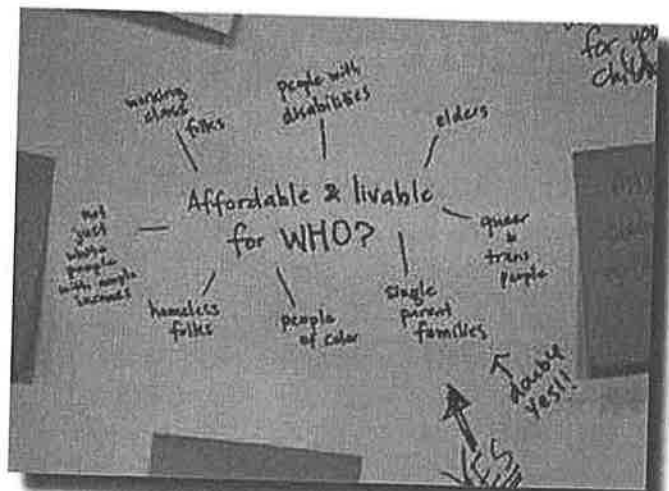
Community engagement

WE NEED YOUR HELP

In January 2016, an extensive public engagement process began, calling on the community at large to weigh in on the Housing Affordability and Livability Agenda.

To address the housing crisis, stakeholders from all corners of our community are pitching in. We need your input and are looking for creative suggestions on how the HALA recommendations should be implemented. There are many options for how residents can give input on HALA.

Your ideas will shape how HALA recommendations are implemented, especially in neighborhood areas.



Community member comments from a HALA Open House meeting in November 2015.

Seattle Housing Levy



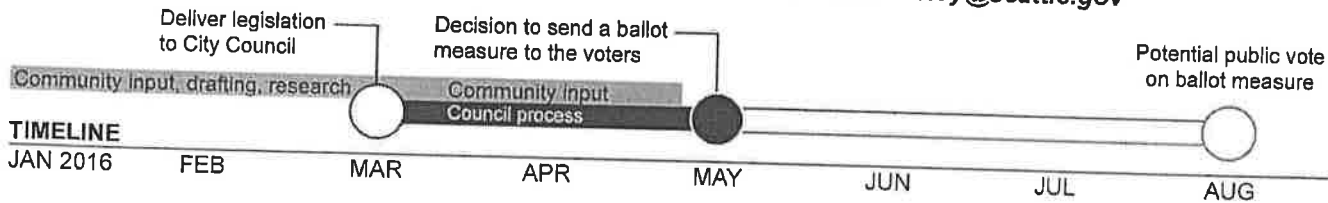
Since 1981, Seattle voters have approved one bond and four levies to create affordable housing. Seattle has now funded over 12,500 affordable apartments for seniors, low- and moderate-wage workers, and formerly homeless individuals and families, plus provided homeownership assistance to more than 900 first-time low-income home buyers and emergency rental assistance to more than 6,500 households. Learn more about the need for affordable housing and the impact of the Housing Levy in Seattle on our new webpage Under One Roof Seattle.



In 2015, the Office of Housing awarded a record \$57 million that will enable over 900 new affordable units for low-income households.

The 2009 Seattle Housing Levy expires at the end of 2016, and Mayor Murray and City Council have approved a new \$290 million levy (over seven years) for the August 2 ballot.

Contact: Todd.Burley@seattle.gov



Strengthening Tenant Protections

The Mayor and Council are working together to strengthen protections for renter households that live in substandard dwelling units and/or experience other prohibited landlord-led actions.

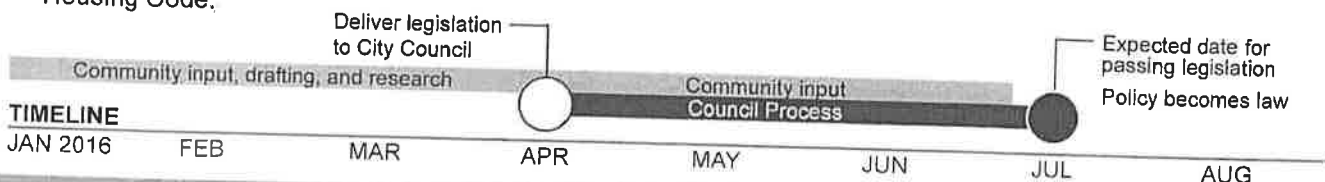
Elements of the legislation may include:

- + Require minimum housing standards to be met when rent increases occur.
- + Enhance protections for tenants against prohibited landlord-led actions (e.g. retaliation for complaints).
- + Transfer primary City responsibility for enforcing against prohibited acts by landlords and tenants from the Seattle Police Department (SPD) to SDCI.
- + Enable enforcement action against landlords that do not provide 60 days' notice before applying a rent increase of 10% or more.
- + Streamline the penalty structure for violations of the Housing Code.



Legislation would protect tenants from rent increases without adequate notice.

Contact: Geoff.Tallent@seattle.gov



Fair Chance Housing

ENSURING FAIR ACCESS TO HOUSING

An estimated one in every three adults in the United States has a criminal record, and nearly half of all children in the U.S. have one parent with a criminal record. Due to a rise in the use of criminal background checks during the tenant screening process, people with arrest and conviction records face major barriers to housing.

The Seattle Office for Civil Rights is bringing together a diverse set of stakeholders to provide input on a legislative strategy to address barriers faced by people with arrest and conviction records while balancing business and safety concerns.

Contact: Loren.Othon@seattle.gov



Mandatory Housing Affordability (MHA) ★

BUILDING AFFORDABILITY AS WE GROW

The proposed MHA program would ensure new commercial and multifamily buildings either include affordable housing units or pay a fee towards affordable housing, in exchange for increases in development capacity. MHA is part of the Grand Bargain struck in July 2015.

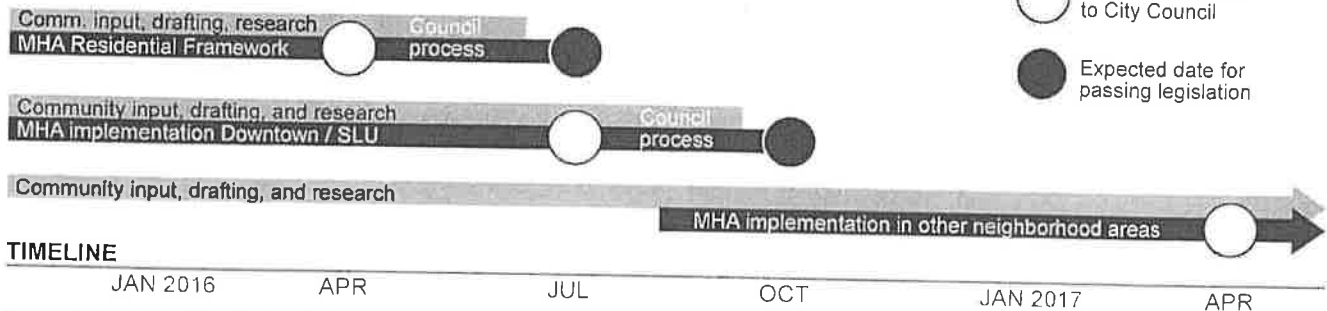
- + The City Council adopted a framework for the MHA-Commercial program in November 2015.
- + We are now working to develop a framework for the MHA-Residential program (see below).



New development would be required to provide or help pay for affordable housing.

These frameworks enable MHA — they do not implement the program. Throughout 2016, the City will craft zoning changes to implement MHA across the city. Extensive engagement with communities will occur before any such changes go into effect. The South Lake Union and Downtown neighborhoods are the first expected to have MHA. MHA is not expected for other neighborhood areas until 2017, after the community engagement process.

Contact: Geoffrey.Wentlandt@seattle.gov

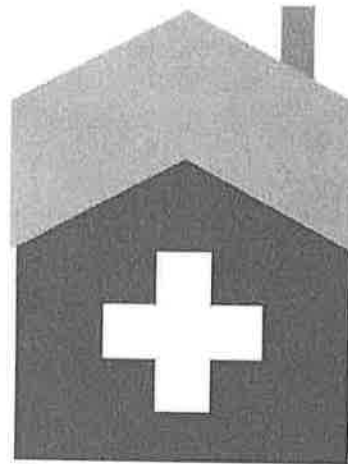


Establish a Supportive Housing Medicaid Benefit



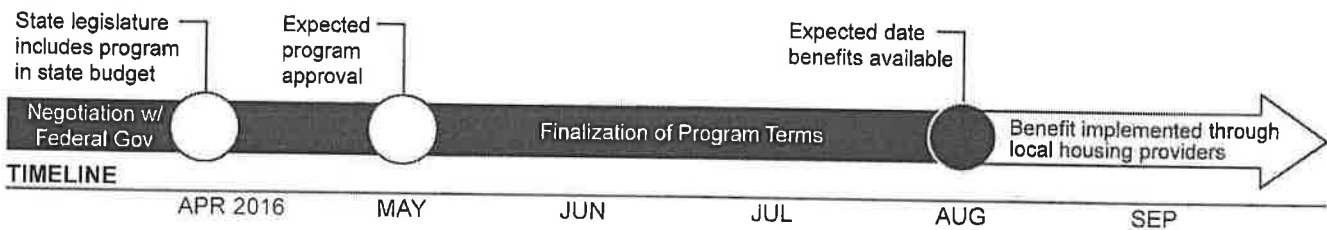
PROVIDING SERVICES AND HOUSING FOR PEOPLE EXPERIENCING HOMELESSNESS

Washington state is currently negotiating a new and groundbreaking Permanent Supportive Housing Services Medicaid benefit with the federal government. This new benefit is anticipated to be approved as early as Spring 2016 and will cover targeted supportive housing services for people experiencing chronic homelessness and people who are at risk of homelessness who have significant health care needs.



Contact: Robin.Koskey@seattle.gov

This benefit will help bring permanent supportive housing fully to scale in our state, and will help ensure that people who are homeless with significant disabilities and health care needs are able to access and retain housing and health care services.



Transportation, Affordability and Livability

The average Seattle household spends 17% of its budget on transportation – the second largest monthly expense after housing – and long commutes to good jobs in Seattle impact our quality of life. For these reasons and many more, transportation plays a key role in the affordability and livability of our city. Prop. 1, approved by voters in November 2015, led to the largest increase in transit service in more than 40 years. Today, more than 70% of Seattle residents live within a short walk of frequent bus service.

Additionally, the Levy to Move Seattle passed by voters in 2015 provides funding to improve safety for all travelers, maintain our streets and bridges, and invest in reliable, affordable travel options for a growing city. And in March of 2016, Sound Transit opened U-Link Light Rail connecting the University District and Capitol Hill to the regional light rail network.

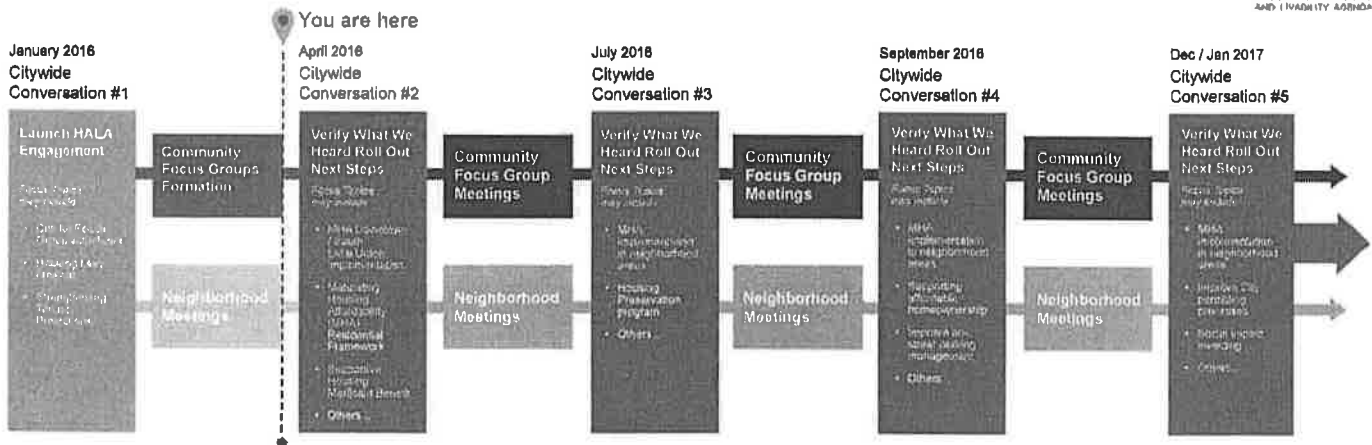
The Levy to

MOVE SEATTLE



HALA Community Engagement Plan

This is an overview of how the community can give input on HALA over the next year. Other ideas for how to provide input are welcome.



Ways to participate include:

- January 26 Seattle at Work Event
- Telephone Town Halls
- New HALA website
- Direct mail
- April 19 Livability Night Out
- Neighborhood blogs
- Social media
- E-mail newsletter
- Town hall style meetings
- Online surveys
- E-mail newsletter
- Others TBD
- Neighborhood Night Out blitz
- Neighborhood blogs
- E-mail newsletter
- Others TBD
- Large summit style meeting
- E-mail newsletter
- Others TBD

Citywide Conversations
At these times we will focus on reaching out to a broad public audience through a variety of tools. Citywide conversations are meant to:

- Get the word out about HALA
- Update the community at large on HALA progress and next steps
- Highlight current issues we are working on
- Listen to feedback from a broad public audience that will shape HALA actions

Neighborhood Meetings
Neighborhood meetings are existing meetings of local community organizations and groups. City staff will attend groups' regular meetings throughout the year in between citywide conversations. City staff will respond to requests for neighborhood meetings to the extent possible, and make efforts to reach areas throughout the city. The purpose of HALA participation at neighborhood meetings is to:

- Update local neighborhood areas on HALA progress and next steps
- Listen to feedback from local groups that will shape HALA actions
- Consider neighborhood preferences for how HALA actions fit local conditions

Community Focus Groups
Community Focus Groups consist of 4 - 6 representatives from each Urban Village and adjacent neighborhood area. The groups are a sounding board to give focused feedback - particularly on how the MHA program would be applied in neighborhood areas.

More about focus groups:

- There are four focus groups, each comprised of about 40 community members
- Each reflects a broad range of perspectives
- Focus groups meet monthly starting in May, and are facilitated by an independent third party
- Groups conduct a detailed review of land use changes to implement the Mandatory Housing Affordability (MHA) program
- Meetings and conversations are transparent and open to the public
- Participants are encouraged to relay information to their home neighborhoods

A variety of housing options

Different types of housing suit different household needs



Childcare Worker & Home Care Aide, one child

Household Income \$49,350
Affordable Rent \$1,209
Seattle Average Rent, 2 BR / 1 BA \$1,774

Dishwasher & Cashier

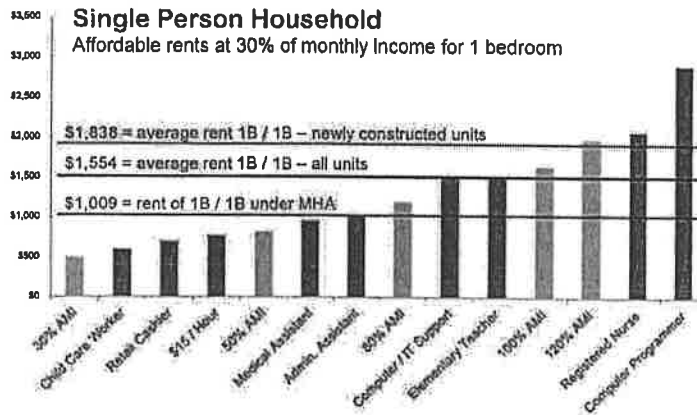
Household Income \$50,170
Affordable Rent \$1,254
Seattle Average Rent, 1 BR \$1,554

Custodian

Household Income \$30,118
Affordable Rent \$753
Seattle Average Rent, studio \$1,251

Nurse Assistant & Cook, two children

Household Income \$58,822
Affordable Rent \$1,471
Seattle Average Rent, 2 BR / 2 BA \$2,328



Triplex
3 attached units adjacent to single-family residence

floor area 1,493 sq. ft.
bedrooms 3
height 34 ft.
lot size 3,447 sq. ft.
zone Lowrise

median rental price for a duplex/triplex \$1,845
April 2018 Source: Zillow

Single family residence

floor area 2,960 sq. ft.
bedrooms 3
height 34 ft.
lot size 5,063 sq. ft.
zone Single Family

median sale price for a single-family home \$637,250
April 2018 Source: Zillow

median rental price for a single-family home \$2,595
April 2018 Source: Zillow

Studio apartment

floor area 514 sq. ft.
bedrooms 1
height 40 ft.
lot size 4,200 sq. ft.
zone Lowrise

average rental price for a studio \$1,251

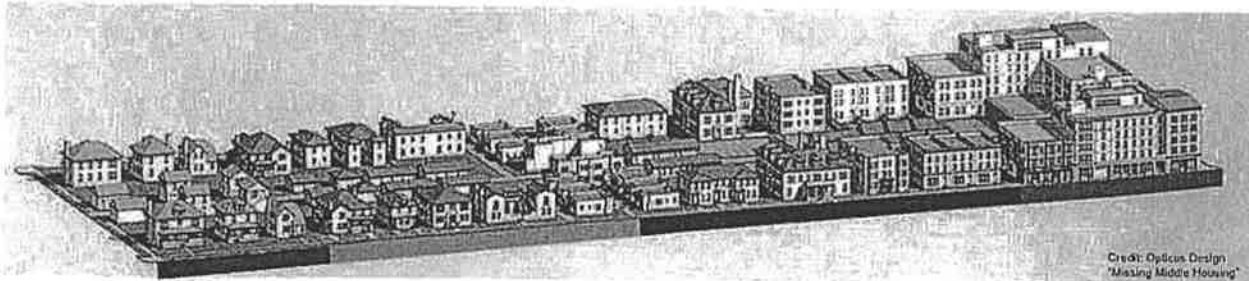
average rental price for a one-bedroom \$1,554

Join the Conversation – June 2016



A variety of housing options

Zoning changes to implement MHA could encourage a range of housing options



This image shows the variety of housing types currently present in Seattle.

<p>Single-family homes Accessory Dwelling Units (ADUs and DADUs), also called mother-in-law units and backyard cottages</p>	<p>Single-family homes ADUs and DADUs Cottages Cluster of small cottage homes Duplexes & Triplexes units can be stacked or placed side-by-side Courtyard Housing</p>
<p>Approximately 125,000 total lots citywide</p>	<p>These types not being built frequently Lower scale than Lowrise 1 Currently not allowed in Single Family Zones</p>
<p>Townhouses Rowhouses 3- to 4-story apartment buildings</p>	<p>Midrise Mixed-use "5 over 2" Neighborhood Commercial</p>
<p>These types are being built in Lowrise multifamily zones (LR1, LR2, LR3) Inside and outside urban centers and villages</p>	<p>These types are being built in urban centers and villages Arterial corridors Good transit and amenities NC and MR zones</p>

This chart outlines what these housing types are called and provides more detail on what is currently being built and what is not. MHA could encourage a wide variety of housing types. Look around your neighborhood and see where you fit into this chart.

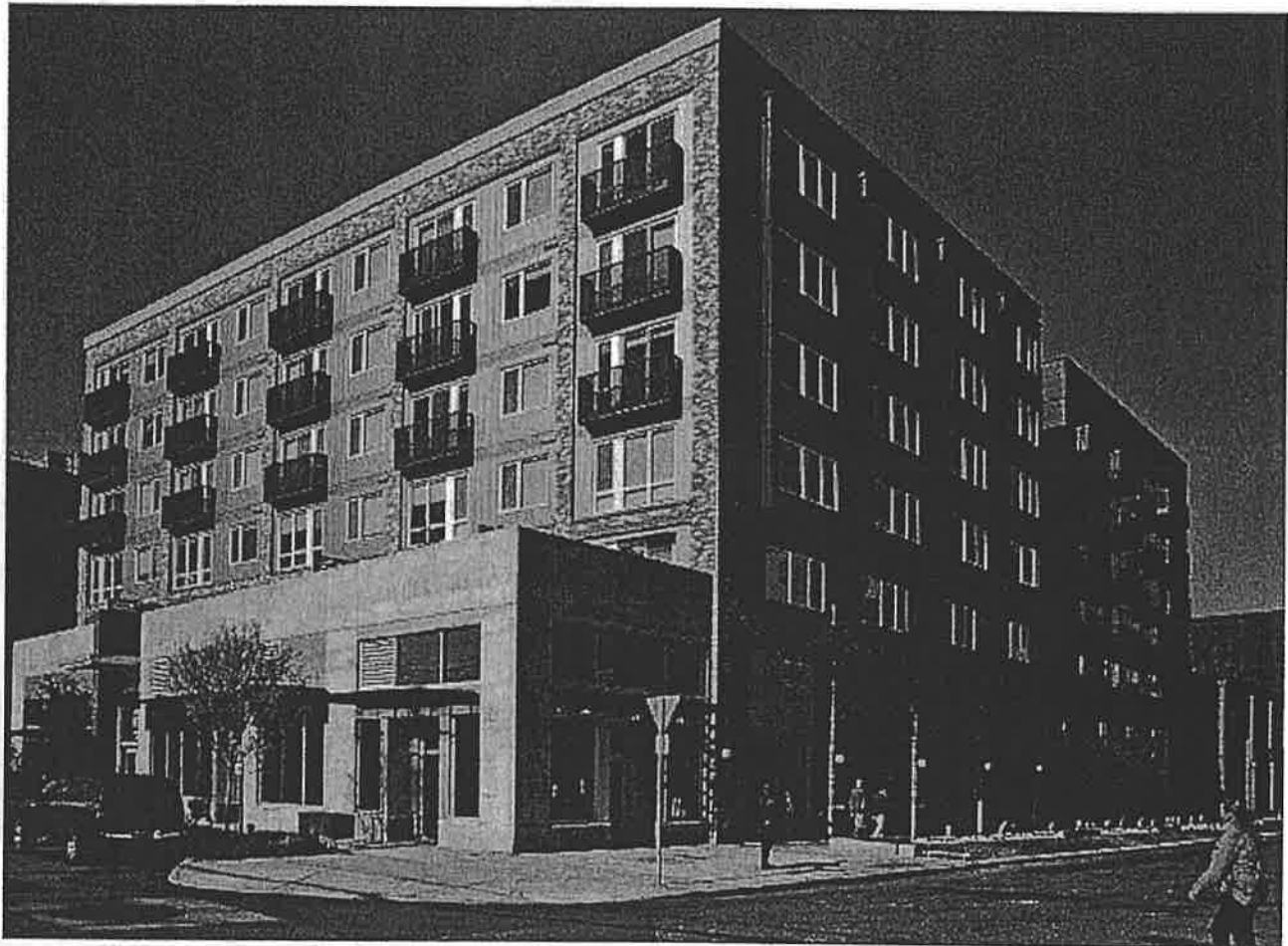


Urban Design Quality

Upper-level setbacks



An upper-level setback requires that the upper portion of a building be further away from the property line or from a street.



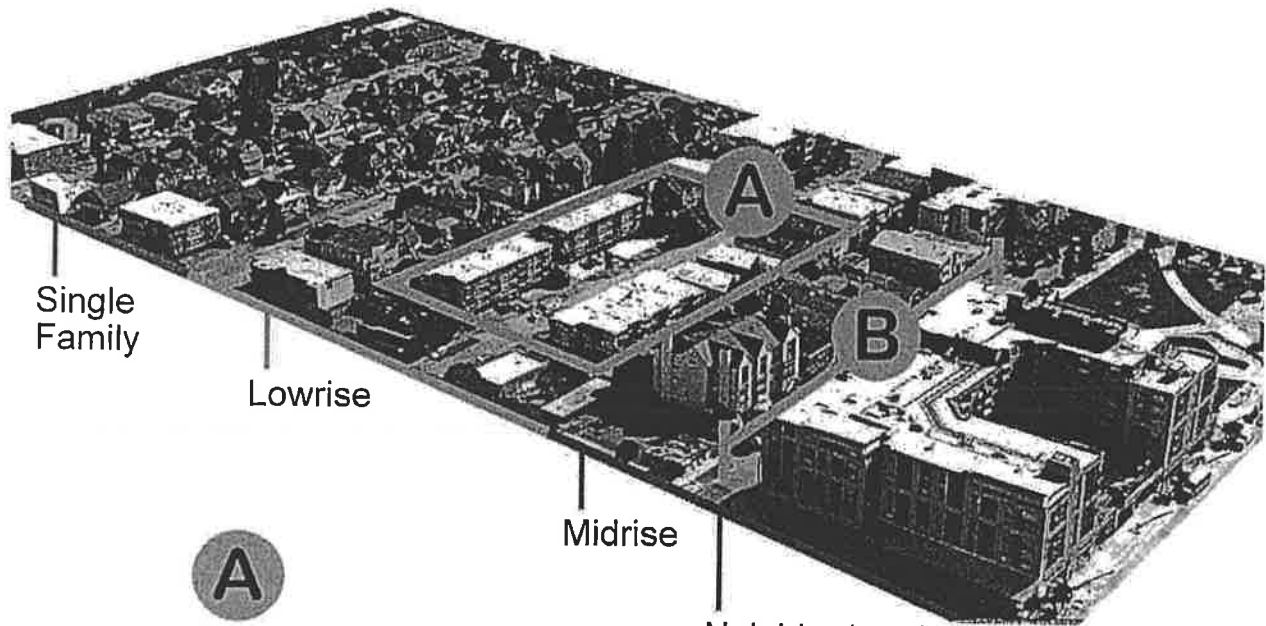
Requiring upper-level setbacks can have several outcomes. Upper-level setbacks:

- + allow more daylight to reach the street level.
- + can be placed when buildings are adjacent to the right-of-way to help transition between zones.
- + can create open space and shared areas for people in the building such as gathering and play spaces.
- + reduce the amount of floor area that can be developed, resulting in an overall smaller building.



Transitions

In Seattle, there are many instances where different zones end or begin midblock or at an alley. This scenario provides little transition from the higher-intensity zone to the lower-intensity zone. Below are some strategies for softening transitions between different zones.



A

Use a Lowrise (LR) zone to create a "step-down" in scale between the larger and smaller buildings.

B

Create zone boundaries at a street edge. Here we have buildings that are a bit taller and have commercial space on the bottom across the street from Midrise buildings that are primarily residential. The width of the street right-of-way creates separation between zones.

C

Use design features to create a transition between zones. For instance, an upper-level setback can reduce the perceived scale of buildings where one zone is next to another. The picture to the right shows an example of an upper-level setback.



HALA : housing affordability and livability agenda

MYTH VS FACT

HALA is eliminating all Single Family Zoning.



HALA is an affordable housing strategy, which includes some zoning changes. These zoning changes allow us to require developers to contribute affordable housing. Zoning changes will only occur in our designated growth areas which affects less than 6% of our current Single Family Zoning. All other Single Family will remain as is.

What about changes to ADU/DADUs*? Won't that unleash tremendous growth in single family areas?

*ADU: Accessory Dwelling Unit; DADU: Detached ADU or backyard cottage

The City Council proposal would make it easier for homeowners to create ADU and DADUs, which are already allowed in single-family zones. Less 1% of lots have an ADU or DADU today, and only 220 DADUs have been built. Over time, the proposal could result in 3,000-4,000 ADU/DADUs, distributed citywide across 123,000 possible lots.

Developers are not paying their fair share.

Seattle is proposing a new program that, for the first time, will require developers to contribute to affordable housing as they build new buildings in multifamily and commercial zones. This is the first step in an ambitious program that will produce significantly more affordable housing than the current, voluntary incentive zoning.

But what about how much they have to pay? That is not enough.

Seattle's affordability requirements are calibrated to the amount of new developable space being added and are sensitive to market conditions. In areas where we have seen little development we are calibrating the amounts to require affordability but not stifle new development. In our hotter markets developers will contribute more, so that we can harness the market and produce an overall greater amount of affordable housing.

HALA is a compromise and it won't do anything to make Seattle more affordable.

HALA is a multi-pronged approach. It will harness growth for affordability, expand access for communities that have a hard time finding housing, protect tenants from rent increases and bad landlords, and create strong tools for anti-displacement of our most vulnerable. HALA is planned to produce 20,000 new or preserved affordable housing units over the next 10 years. That represents a tripling of our past annual production rate of affordable housing.

If developers pay a fee instead of building the units in their buildings, we will have units only in poor areas and concentrate poverty.

The payments from developers go to the Office of Housing (OH) to be distributed. OH has a 30-year proven track record of funding housing throughout the city, including in high cost areas and building more housing with these dollars, leveraging each City \$1 with \$3 of private contributions. In areas with a high risk of displacement, this funding can provide stable rents and stimulate economic development in areas that lack private investment. And, these investments can build more family-friendly housing and support preservation of existing housing.



SEATTLE DEPARTMENT OF CONSTRUCTION & INSPECTIONS

Building a Dynamic and Sustainable Seattle
Nathan Torgelson, Director

Heads Up!

This application is moving to a new system on April 30. **Learn more.**

Land Use Information Bulletin

Bulletin Home Print Search

DETERMINATION OF SIGNIFICANCE AND REQUEST FOR COMMENTS ON SCOPE OF EIS

EXHIBIT DD

Conditions:

Description of proposal: The City of Seattle is proposing amendments to Land Use Code (Seattle Municipal Code Title 23) to implement a proposed new program, Mandatory Housing Affordability (MHA). MHA would require that all new multifamily and commercial developments meeting certain thresholds to either build affordable housing units on-site or make an in-lieu payment to support the development of new affordable housing. The MHA program would focus primarily on creating housing reserved for community members earning 60% of the Area Median Income (AMI) or below. MHA is expected to create a total of 6,000 new affordable housing units over the next 10 years. In order to implement the new MHA program, the City is considering zoning code amendments to allow developments to build slightly higher or slightly more floor area in certain zones.

Alternatives to be addressed in the EIS include *No Action*, or continued growth as guided by the City's Comprehensive Plan and Land Use Code standards; and two *action alternatives* that will consider growth under different development patterns and Land Use Code standards. Both action alternatives will evaluate increased allowable height and floor area in commercial and multi-family zones, as well as single family zones in designated urban villages and potential urban village expansion areas identified in the Seattle 2035 Comprehensive Plan. It is likely that one action alternative will consider MHA implementation, and one alternative will consider MHA implementation with program measures seeking to reduce potential for displacement in high risk areas.

Proponent: City of Seattle

Location of proposal: The proposal considered in this EIS is for areas in the City of Seattle outside of the Downtown and South Lake Union neighborhoods. The MHA program and associated zoning changes are expected to be considered for all areas that are currently zoned for commercial or multi-family development, plus any existing single family zoned areas that are located in an urban village or urban center as designated in the City's Comprehensive Plan and in potential urban village expansion areas identified in the Seattle 2035 Comprehensive Plan. In addition, the EIS will incorporate the separate environmental analysis conducted for MHA implementation in the Downtown and South Lake Union neighborhoods. This will allow the EIS to conduct a citywide cumulative analysis of potential impacts associated with the proposal and alternatives.

Lead agency: City of Seattle

EIS Required. The lead agency has determined this proposal is likely to have a significant adverse impact on the environment. An environmental impact statement (EIS) is required under RCW 43.21C.030 (2)(c) and will be prepared. Once they are prepared, a draft EIS and technical appendices will be available for review at our offices.

The lead agency has identified the following areas for discussion in the EIS:

The EIS will consider potential impacts associated with land use, housing and socioeconomics, aesthetics and height/bulk/scale, historic resources, open space and recreation, transportation, public services, and utilities.

Scoping. Agencies, affected tribes, and the public are invited to comment on the scope of the EIS. You may comment on alternatives, mitigation measures, probable significant adverse impacts, and licenses or other approvals that may be required. The methods and deadlines for providing comments are:

1. Provide written or verbal comment at the public scoping meetings on:

Saturday, August 13, 2016

WEST SEATTLE JUNCTION URBAN VILLAGE

PROPOSED REZONE

SINGLE FAMILY PARCELS AND MHA PROPOSED DESIGNATION

Street	Year Built	Draft MHA Maps
3237 SW Genessee	1924	LR3 50 Ft Apartments
3229 SW Genessee	1925	LR3 50 Ft Apartments
3227 SW Genessee	1928	LR3 50 Ft Apartments
3225 SW Genessee	1925	LR3 50 Ft Apartments
3221 SW Genessee	1959	LR3 50 Ft Apartments
3215 SW Genessee	1919	LR3 50 Ft Apartments
3211 SW Genessee	1923	LR3 50 Ft Apartments
3205 SW Genessee	1918	LR3 50 Ft Apartments
3201 SW Genessee	1918	LR3 50 Ft Apartments
3127 SW Genessee	1950	LR3 50 Ft Apartments
3119 SW Genessee	1951	LR3 50 Ft Apartments
4150 32 nd Ave SW	1959	LR3 50 Ft Apartments
3166 SW Genessee	1918	LR3 50 Ft Apartments
4144 32 nd Ave SW	1941	LR3 50 Ft Apartments
4140 32 nd Ave SW	1925	LR3 50 Ft Apartments
4136 32 nd Ave SW	1941	LR3 50 Ft Apartments
4134 32 nd Ave SW	1990	LR3 50 Ft Apartments
4130 32 nd Ave SW	1927	LR3 50 Ft Apartments
4126 32 nd Ave SW	1920	LR3 50 Ft Apartments
4122 32 nd Ave SW	1956	LR3 50 Ft Apartments

EXHIBIT EE

Street	Year Built	Draft MHA Maps
4118 32 nd Ave SW	1957	LR3 50 Ft Apartments
4114 32 nd Ave SW	1927	LR3 50 Ft Apartments
4110 32 nd Ave SW	1927	LR3 50 Ft Apartments
4106 32 nd Ave SW	1927	LR3 50 Ft Apartments
4104 32 nd Ave SW	1968	LR3 50 Ft Apartments
4100 32 nd Ave SW	1968	LR3 50 Ft Apartments
4046 32 nd Ave SW	1942	LR3 50 Ft Apartments
4044 32 nd Ave SW	1925	LR3 50 Ft Apartments
4040 32 nd Ave SW	1925	LR3 50 Ft Apartments
4036 32 nd Ave SW	1926	LR3 50 Ft Apartments
4030 32 nd Ave SW	1928	LR3 50 Ft Apartments
4026 32 nd Ave SW	1999	LR3 50 Ft Apartments
4022 32 nd Ave SW	1927	LR3 50 Ft Apartments
4018 32 nd Ave SW	1998	LR3 50 Ft Apartments
4014 32 nd Ave SW	1990	LR3 50 Ft Apartments
4012 32 nd Ave SW	1918	LR3 50 Ft Apartments
4008 32 nd Ave SW	1986	LR3 50 Ft Apartments
3021 SW Andover	1957	LR3 50 Ft Apartments
4139 32 nd Ave SW	1933	LR1 Townhouses
3224 SW Genessee	1925	LR1 Townhouses
3220 SW Genessee	1913	LR1 Townhouses
3218 SW Genessee	1925	LR1 Townhouses
3212 SW Genessee	1998	LR1 Townhouses
3206 SW Genessee	1928	LR1 Townhouses
4149 32 nd Ave SW	1951	LR1 Townhouses
4143 32 nd Ave SW	1963	LR1 Townhouses
4135 32 nd Ave SW	1977	LR1 Townhouses
4129 32 nd Ave SW	1951	LR1 Townhouses
4125 32 nd Ave SW	1951	LR1 Townhouses
4121 32 nd Ave SW	1925	LR1 Townhouses
4115 32 nd Ave SW	1925	LR1 Townhouses

Street	Year Built	Draft MHA Maps
4107 32 nd Ave SW	1953	LR1 Townhouses
4105 32 nd Ave SW	1907	LR1 Townhouses
4055 32 nd Ave SW	1947	LR1 Townhouses
4051 32 nd Ave SW	1938	LR1 Townhouses
4049 32 nd Ave SW	1993	LR1 Townhouses
4045 32 nd Ave SW	1926	LR1 Townhouses
4039 32 nd Ave SW	1964	LR1 Townhouses
4035 32 nd Ave SW	1974	LR1 Townhouses
4031 32 nd Ave SW	1926	LR1 Townhouses
4029 32 nd Ave SW	1928	LR1 Townhouses
4025 32 nd Ave SW	1928	LR1 Townhouses
4017 32 nd Ave SW	1925	LR1 Townhouses
4015 32 nd Ave SW	1947	LR1 Townhouses
4009 32 nd Ave SW	1940	LR1 Townhouses
4005 32 nd Ave SW	1952	LR1 Townhouses
4001 32 nd Ave SW	1952	LR1 Townhouses
4715 36 th Ave SW	1929	LR 1 Townhouses
4721 36 th Ave SW	1911	LR 1 Townhouses
4725 36 th Ave SW	1988	LR 1 Townhouses
4727 36 th Ave SW	1988	LR 1 Townhouses
4731 36 th Ave SW	1919	LR 1 Townhouses
4735 36 th Ave SW	1921	LR 1 Townhouses
4739 36 th Ave SW	1916	LR 1 Townhouses
4745 36 th Ave SW	1907	LR 1 Townhouses
4747 36 th Ave SW	1911	LR 1 Townhouses
4751 36 th Ave SW	1950	LR 1 Townhouses
4755 36 th Ave SW	1950	LR 1 Townhouses
4718 36 th Ave SW	1949	LR 1 Townhouses
4722 36 th Ave SW	1911	LR 1 Townhouses
4724 36 th Ave SW	1950	LR 1 Townhouses
4728 36 th Ave SW	1976	LR 1 Townhouses

Street	Year Built	Draft MHA Maps
4736 36 th Ave SW	1943	LR 1 Townhouses
4740 36 th Ave SW	1949	LR 1 Townhouses
4746 36 th Ave SW	1950	LR 1 Townhouses
4750 36 th Ave SW	1949	LR 1 Townhouses
4754 36 th Ave SW	1948	LR 1 Townhouses
4715 37 th Ave SW	1926	LR 1 Townhouses
4717 37 th Ave SW	1955	LR 1 Townhouses
4721 37 th Ave SW	1926	LR 1 Townhouses
4725 37 th Ave SW	1925	LR 1 Townhouses
4729 37 th Ave SW	1926	LR 1 Townhouses
4733 37 th Ave SW	1926	LR 1 Townhouses
4737 37 th Ave SW	1910	LR 1 Townhouses
4741 37 th Ave SW	1927	LR 1 Townhouses
4745 37 th Ave SW	1927	LR 1 Townhouses
4749 37 th Ave SW	1927	LR 1 Townhouses
4733 37 th Ave SW	1927	LR 1 Townhouses
3700 SW Edmunds	1946	LR 1 Townhouses
37 th Ave SW	1955	LR 1 Townhouses
4722 37 th Ave SW	1917	LR 1 Townhouses
4724 37 th Ave SW	1918	LR 1 Townhouses
4730 37 th Ave SW	1919	LR 1 Townhouses
4734 37 th Ave SW	1954	LR 1 Townhouses
4738 37 th Ave SW	1950	LR 1 Townhouses
4744 37 th Ave SW	1950	LR 1 Townhouses
4750 37 th Ave SW	1946	LR 1 Townhouses
4754 37 th Ave SW	1946	LR 1 Townhouses
4803 37 th Ave SW	1948	LR 1 Townhouses
4807 37 th Ave SW	1948	LR 1 Townhouses
4811 37 th Ave SW	1991	LR 1 Townhouses
4817 ½ 37 th Ave SW	1928	LR 1 Townhouses

Street	Year Built	Draft MHA Maps
4817 37 th Ave SW	1924	LR 1 Townhouses
4821 37 th Ave SW	1948	LR 1 Townhouses
4827 37 th Ave SW	1948	LR 1 Townhouses
4833 37 th Ave SW	1949	LR 1 Townhouses
4837 37 th Ave SW	1950	LR 1 Townhouses
4841 37 th Ave SW	1949	LR 1 Townhouses
4847 37 th Ave SW	1950	LR 1 Townhouses
4853 37 th Ave SW	1951	LR 1 Townhouses
4857 37 th Ave SW	1951	LR 1 Townhouses
4727 38 th Ave SW	1948	LR 1 Townhouses
4731 38 th Ave SW	1948	LR 1 Townhouses
4737 38 th Ave SW	1957	LR 1 Townhouses
4745 38 th Ave SW	unknown	LR 1 Townhouses
4755 38 th Ave SW	1957	LR 1 Townhouses
4714 38 th Ave SW	1939	LR 1 Townhouses
4718 38 th Ave SW	1921	LR 1 Townhouses
4724 38 th Ave SW	1927	LR 1 Townhouses
4728 38 th Ave SW	1927	LR 1 Townhouses
4732 38 th Ave SW	1927	LR 1 Townhouses
4736 38 th Ave SW	1927	LR 1 Townhouses
4740 38 th Ave SW	1927	LR 1 Townhouses
4744 38 th Ave SW	1927	LR 1 Townhouses
4748 38 th Ave SW	1956	LR 1 Townhouses
3718 SW Edmunds	1930	LR 1 Townhouses
4807 38 th Ave SW	1922	LR 1 Townhouses
4811 38 th Ave SW	1928	LR 1 Townhouses
4817 38 th Ave SW	1914	LR 1 Townhouses
4823 38 th Ave SW	1908	LR 1 Townhouses
4827 38 th Ave SW	1912	LR 1 Townhouses
4831 38 th Ave SW	1908	LR 1 Townhouses
4837 38 th Ave SW	1969	LR 1 Townhouses

Street	Year Built	Draft MHA Maps
4841 38 th Ave SW	1969	LR 1 Townhouses
4847 38 th Ave SW	1952	LR 1 Townhouses
4853 38 th Ave SW	1955	LR 1 Townhouses
4857 38 th Ave SW	1955	LR 1 Townhouses
3719 SW Edmunds	1960	LR 1 Townhouses
4808 38 th Ave SW	1947	LR 1 Townhouses
4814 38 th Ave SW	1947	LR 1 Townhouses
4818 38 th Ave SW	1947	LR 1 Townhouses
4822 38 th Ave SW	1947	LR 1 Townhouses
4828 38 th Ave SW	1947	LR 1 Townhouses
4832 38 th Ave SW	1947	LR 1 Townhouses
4836 38 th Ave SW	1947	LR 1 Townhouses
4838 38 th Ave SW	1947	LR 1 Townhouses
4846 38 th Ave SW	1947	LR 1 Townhouses
4850 38 th Ave SW	1947	LR 1 Townhouses
4856 38 th Ave SW	1947	LR 1 Townhouses
5252 40 th Ave SW	1910	RSL
5247 40 th Ave SW	1911	RSL
5227 40 th Ave SW	1912	RSL
5220 40 th Ave SW	1912	RSL
5224 40 th Ave SW	1912	RSL
5228 40 th Ave SW	1912	RSL
5230 40 th Ave SW	1912	RSL
5237 40 th Ave SW	1915	RSL
3925 SW Dawson	1916	RSL
5236 40 th Ave SW	1916	RSL
5243 40 th Ave SW	1918	RSL
3921 SW Dawson	1918	RSL
3917 SW Dawson	1918	RSL
5216 40 th Ave SW	1918	RSL
5233 40 th Ave SW	1920	RSL

Street	Year Built	Draft MHA Maps
5242 40 th Ave SW	1922	RSL
5256 40 th Ave SW	1945	RSL
5253 40 th Ave SW	1948	RSL
5257 40 th Ave SW	1948	RSL
5201 40 th Ave SW	1950	RSL
5211 40 th Ave SW	1956	RSL
5217 40 th Ave SW	1956	RSL
5223 40 th Ave SW	1980	RSL
5207 40 th Ave SW	2007	RSL
5212 40 th Ave SW	2009	RSL
5248 40 th Ave SW	2011	RSL
4817 40 th Ave SW	1912	LR2 40 ft Apts
4827 40 th Ave SW	1913	LR2 40 ft Apts
4831 40 th Ave SW	1913	LR2 40 ft Apts
4845 40 th Ave SW	1914	LR2 40 ft Apts
4823 40 th Ave SW	1918	LR2 40 ft Apts
4843 40 th Ave SW	1918	LR2 40 ft Apts
4837 40 th Ave SW	1922	LR2 40 ft Apts
4859 40 th Ave SW	1981	LR2 40 ft Apts
4811 40 th Ave SW	2000	LR2 40 ft Apts
4815 40 th Ave SW	2000	LR2 40 ft Apts
4849 40 th Ave SW	2007	LR2 40 ft Apts
5051 40 th Ave SW	1910	LR 1 Townhouses
5039 40 th Ave SW	1911	LR 1 Townhouses
5043 40 th Ave SW	1911	LR 1 Townhouses
5033 40 th Ave SW	1914	LR 1 Townhouses
5047 40 th Ave SW	1915	LR 1 Townhouses
5027 40 th Ave SW	1916	LR 1 Townhouses
5003 40 th Ave SW	1918	LR 1 Townhouses
5023 40 th Ave SW	1921	LR 1 Townhouses
5007 40 th Ave SW	1944	LR 1 Townhouses

Street	Year Built	Draft MHA Maps
5015 40 th Ave SW	1944	LR 1 Townhouses
5017 40 th Ave SW	1944	LR 1 Townhouses
5057 40 th Ave SW	1944	LR 1 Townhouses
5002 40 th Ave SW	1948	LR 1 Townhouses
5006 40 th Ave SW	1948	LR 1 Townhouses
5012 40 th Ave SW	1948	LR 1 Townhouses
5016 40 th Ave SW	1948	LR 1 Townhouses
5022 40 th Ave SW	1948	LR 1 Townhouses
5026 40 th Ave SW	1948	LR 1 Townhouses
5032 40 th Ave SW	1948	LR 1 Townhouses
5036 40 th Ave SW	1948	LR 1 Townhouses
5042 40 th Ave SW	1948	LR 1 Townhouses
5046 40 th Ave SW	1948	LR 1 Townhouses
5052 40 th Ave SW	1948	LR 1 Townhouses
5056 40 th Ave SW	1948	LR 1 Townhouses
5210 41 st Ave SW	1907	RSL
5226 41 st Ave SW	1910	RSL
5256 41 st Ave SW	1910	RSL
5223 41 st Ave SW	1911	RSL
5202 41 st Ave SW	1911	RSL
5236 41 st Ave SW	1911	RSL
5227 41 st Ave SW	1916	RSL
5211 41 st Ave SW	1918	RSL
5213 41 st Ave SW	1918	RSL
5241 41 st Ave SW	1918	RSL
5237 41 st Ave SW	1919	RSL
5248 41 st Ave SW	1922	RSL
5207 41 st Ave SW	1927	RSL
4108 SW Brandon	1939	RSL
4102 SW Brandon	1939	RSL
5206 41 st Ave SW	1948	RSL

Street	Year Built	Draft MHA Maps
5252 41 st Ave SW	1953	RSL
5230 41 st Ave SW	1956	RSL
5242 41 st Ave SW	1958	RSL
5233 41 st Ave SW	1959	RSL
5216 41 st Ave SW	1959	RSL
5222 41 st Ave SW	1978	RSL
5247 41 st Ave SW	2001	RSL
4856 41 st Ave SW	1911	LR2 40 ft Apts
4830 41 st Ave SW	1912	LR2 40 ft Apts
4847 41 st Ave SW	1916	LR2 40 ft Apts
4857 41 st Ave SW	1917	LR2 40 ft Apts
4827 41 st Ave SW	1918	LR2 40 ft Apts
4853 41 st Ave SW	1918	LR2 40 ft Apts
4812 41 st Ave SW	1920	LR2 40 ft Apts
4811 41 st Ave S W	1929	LR2 40 ft Apts
4816 41 st Ave SW	1948	LR2 40 ft Apts
4822 41 st Ave SW	1954	LR2 40 ft Apts
4840 41 st Ave SW	1956	LR2 40 ft Apts
4846 41 st Ave SW	1956	LR2 40 ft Apts
4823 41 st Ave SW	1979	LR2 40 ft Apts
4832 41 st Ave SW	1995	LR2 40 ft Apts
4843 41 st Ave SW	2001	LR2 40 ft Apts
4815 41 st Ave SW	2002	LR2 40 ft Apts
4836 41 st Ave SW	2003	LR2 40 ft Apts
4837 41 st Ave SW	2014	LR2 40 ft Apts
4014 SW Hudson	1906	LR1 Townhouses
5047 41 st Ave SW	1908	LR1 Townhouses
5017 41 st Ave SW	1910	LR1 Townhouses
5021 41 st Ave SW	1910	LR1 Townhouses
5036 41 st Ave SW	1911	LR1 Townhouses
4016 SW Dawson	1911	LR1 Townhouses

Street	Year Built	Draft MHA Maps
5052 41 st Ave SW	1912	LR1 Townhouses
5006 41 st Ave SW	1913	LR1 Townhouses
4111 SW Hudson	1914	LR1 Townhouses
5012 41 st Ave SW	1914	LR1 Townhouses
5040 41 st Ave SW	1915	LR1 Townhouses
5032 41 st Ave SW	1918	LR1 Townhouses
5046 41 st Ave SW	1918	LR1 Townhouses
5011 41 st Ave SW	1925	LR1 Townhouses
5033 41 st Ave SW	1927	LR1 Townhouses
5037 41 st Ave SW	1935	LR1 Townhouses
4101 SW Hudson	1940	LR1 Townhouses
4108 SW Dawson	1942	LR1 Townhouses
4104 SW Dawson	1942	LR1 Townhouses
5028 41 st Ave SW	1951	LR1 Townhouses
5043 41 st Ave SW	1953	LR1 Townhouses
5022 41 st Ave SW	1981	LR1 Townhouses
5018 41 st Ave SW	1988	LR1 Townhouses
5027 41 st Ave SW	1995	LR1 Townhouses
5007 41 st Ave SW	2008	LR1 Townhouses
5202 42 nd Ave SW	1908	RSL
5218 42 nd Ave SW	1908	RSL
5232 42 nd Ave SW	1908	RSL
5240 42 nd Ave SW	1908	RSL
5213 42 nd Ave SW	1909	RSL
5206 42 nd Ave SW	1909	RSL
5248 42 nd Ave SW	1909	RSL
5222 42 nd Ave SW	1910	RSL
5256 42 nd Ave SW	1910	RSL
5233 42 nd Ave SW	1911	RSL
5207 42 nd Ave SW	1912	RSL
5228 42 nd Ave SW	1914	RSL

Street	Year Built	Draft MHA Maps
5212 42 nd Ave SW	1916	RSL
5217 42 nd Ave SW	1921	RSL
5253 42 nd Ave SW	1922	RSL
5223 42 nd Ave SW	1925	RSL
5255 42 nd Ave SW	1925	RSL
5236 42 nd Ave SW	1925	RSL
5225 42 nd Ave SW	1926	RSL
5247 42 nd Ave SW	1936	RSL
5237 42 nd Ave SW	1946	RSL
5252 42 nd Ave SW	1946	RSL
5241 42 nd Ave SW	1948	RSL
5201 42 nd Ave SW	1957	RSL
4111 SW Dawson	2003	RSL
4811 42 nd Ave SW	1910	LR2 40 ft Apts
4832 42 nd Ave SW	1910	LR2 40 ft Apts
4852 42 nd Ave SW	1913	LR2 40 ft Apts
4853 42 nd Ave SW	1916	LR2 40 ft Apts
4828 42 nd Ave SW	1916	LR2 40 ft Apts
4856 42 nd Ave SW	1916	LR2 40 ft Apts
4817 42 nd Ave SW	1918	LR2 40 ft Apts
4823 42 nd Ave SW	1918	LR2 40 ft Apts
4827 42 nd Ave SW	1918	LR2 40 ft Apts
4837 42 nd Ave SW	1918	LR2 40 ft Apts
4843 42 nd Ave SW	1918	LR2 40 ft Apts
4847 42 nd Ave SW	1918	LR2 40 ft Apts
4857 42 nd Ave SW	1918	LR2 40 ft Apts
4812 42 nd Ave SW	1918	LR2 40 ft Apts
4822 42 nd Ave SW	1919	LR2 40 ft Apts
4846 42 nd Ave SW	1922	LR2 40 ft Apts
4816 42 nd Ave SW	1925	LR2 40 ft Apts
4833 42 nd Ave SW	1940	LR2 40 ft Apts

Street	Year Built	Draft MHA Maps
4840 42 nd Ave SW	1957	LR2 40 ft Apts
4836 42 nd Ave SW	1967	LR2 40 ft Apts
5030 42 nd Ave SW	1908	LR1 Townhouses
5006 42 nd Ave SW	1910	LR1 Townhouses
5053 42 nd Ave SW	1911	LR2 40 ft Apts
5007 42 nd Ave SW	1912	LR2 40 ft Apts
5011 42 nd Ave SW	1912	LR2 40 ft Apts
5026 42 nd Ave SW	1912	LR1 Townhouses
4115 SW Hudson	1913	LR1 Townhouses
5040 42 nd Ave SW	1913	LR1 Townhouses
5050 42 nd Ave SW	1914	LR1 Townhouses
5016 42 nd Ave SW	1916	LR1 Townhouses
5036 42 nd Ave SW	1918	LR1 Townhouses
5012 42 nd Ave SW	1921	LR1 Townhouses
5022 42 nd Ave SW	1923	LR1 Townhouses
5023 42 nd Ave SW	1924	LR2 40 ft Apts
5027 42 nd Ave SW	1924	LR2 40 ft Apts
5033 42 nd Ave SW	1924	LR2 40 ft Apts
5047 42 nd Ave SW	1924	LR2 40 ft Apts
5005 42 nd Ave SW	1925	LR2 40 ft Apts
5037 42 nd Ave SW	1925	LR2 40 ft Apts
5041 42 nd Ave SW	1925	LR2 40 ft Apts
5002 42 nd Ave SW	1925	LR1 Townhouses
5057 42 nd Ave SW	1927	LR2 40 ft Apts
5015 42 nd Ave SW	1929	LR2 40 ft Apts
5046 42 nd Ave SW	1945	LR1 Townhouses
5056 42 nd Ave SW	1964	LR1 Townhouses
4414 37 th Ave SW	1911	LR2 40 Ft Apts
4410 37 th Ave SW	1912	LR2 40 Ft Apts
4427 37 th Ave SW	1916	LR2 40 Ft Apts
4400 37 th Ave SW	1922	LR2 40 Ft Apts

Street	Year Built	Draft MHA Maps
4421 37 th Ave SW	1923	LR2 40 Ft Apts
4403 37 th Ave SW	1926	LR2 40 Ft Apts
4407 37 th Ave SW	1939	LR2 40 Ft Apts
4413 37 th Ave SW	1947	LR2 40 Ft Apts
4406 37 th Ave SW	1953	LR2 40 Ft Apts
4417 37 th Ave SW	1987	LR2 40 Ft Apts
4457 38 th Ave SW	1907	LR2 40 Ft Apts
4453 38 th Ave SW	1907	LR2 40 Ft Apts
4442 38 th Ave SW	1911	LR2 40 Ft Apts
4416 38 th Ave SW	1916	LR2 40 Ft Apts
3718 SW Oregon	1917	LR2 40 Ft Apts
3714 SW Oregon	1917	LR2 40 Ft Apts
4422 38 th Ave SW	1917	LR2 40 Ft Apts
4420 38 th Ave SW	1917	LR2 40 Ft Apts
4436 38 th Ave SW	1919	LR2 40 Ft Apts
4432 38 th Ave SW	1919	LR2 40 Ft Apts
4441 38 th Ave SW	1923	LR2 40 Ft Apts
4433 38 th Ave SW	1923	LR2 40 Ft Apts
4427 38 th Ave SW	1924	LR2 40 Ft Apts
4407 38 th Ave SW	1924	LR2 40 Ft Apts
4423 38 th Ave SW	1925	LR2 40 Ft Apts
4417 38 th Ave SW	1925	LR2 40 Ft Apts
4411 38 th Ave SW	1925	LR2 40 Ft Apts
4403 38 th Ave SW	1925	LR2 40 Ft Apts
4446 38 th Ave SW	1926	LR2 40 Ft Apts
4426 38 th Ave SW	1932	LR2 40 Ft Apts
4412 38 th Ave SW	1944	LR2 40 Ft Apts
4406 38 th Ave SW	1944	LR2 40 Ft Apts
4402 38 th Ave SW	1944	LR2 40 Ft Apts
4437 38 th Ave SW	1968	LR2 40 Ft Apts
4450 38 th Ave SW	2005	LR2 40 Ft Apts

Street	Year Built	Draft MHA Maps
4457 39 th Ave SW	1907	LR2 40 Ft Apts
4427 39 th Ave SW	1908	LR2 40 Ft Apts
4417 39 th Ave SW	1909	LR2 40 Ft Apts
4403 39 th Ave SW	1909	LR2 40 Ft Apts
4451 39 th Ave SW	1910	LR2 40 Ft Apts
3812 SW Oregon	1910	LR2 40 Ft Apts
4402 39 th Ave SW	1910	LR2 40 Ft Apts
4413 39 th Ave SW	1915	LR2 40 Ft Apts
4448 39 th Ave SW	1917	LR2 40 Ft Apts
4446 39 th Ave SW	1917	LR2 40 Ft Apts
4440 39 th Ave SW	1917	LR2 40 Ft Apts
4456 39 th Ave SW	1919	LR2 40 Ft Apts
4442 39 th Ave SW	1919	LR2 40 Ft Apts
4421 39 th Ave SW	1919	LR2 40 Ft Apts
4436 39 th Ave SW	1920	LR2 40 Ft Apts
4428 39 th Ave SW	1921	LR2 40 Ft Apts
4424 39 th Ave SW	1921	LR2 40 Ft Apts
4441 39 th Ave SW	1924	LR2 40 Ft Apts
4414 39 th Ave SW	1927	LR2 40 Ft Apts
4447 39 th Ave SW	1928	LR2 40 Ft Apts
4433 39 th Ave SW	1940	LR2 40 Ft Apts
4434 39 th Ave SW	1949	LR2 40 Ft Apts
4406 39 th Ave SW	1960	LR2 40 Ft Apts
4437 39 th Ave SW	1963	LR2 40 Ft Apts
4416 39 th Ave SW	1963	LR2 40 Ft Apts
4421 39 th Ave SW	1977	LR2 40 Ft Apts
4409 39 th Ave SW*	2010	LR2 40 Ft Apts
4449 40 th Ave SW	1907	LR2 40 Ft Apts
4426 40 th Ave SW	1912	LR2 40 Ft Apts
4453 40 th Ave SW	1914	LR2 40 Ft Apts
4416 40 th Ave SW	1915	LR2 40 Ft Apts

Street	Year Built	Draft MHA Maps
4457 40 th Ave SW	1918	LR2 40 Ft Apts
4412 40 th Ave SW	1918	LR2 40 Ft Apts
4406 40 th Ave SW	1918	LR2 40 Ft Apts
4432 40 th Ave SW	1923	LR2 40 Ft Apts
4441 40 th Ave SW	1940	LR2 40 Ft Apts
4437 40 th Ave SW	1940	LR2 40 Ft Apts
4433 40 th Ave SW	1940	LR2 40 Ft Apts
4429 40 th Ave SW	1940	LR2 40 Ft Apts
4436 40 th Ave SW	1941	LR2 40 Ft Apts
4421 40 th Ave SW	1948	LR2 40 Ft Apts
4440 40 th Ave SW	1948	LR2 40 Ft Apts
4450 40 th Ave SW	1951	LR2 40 Ft Apts
4456 40 th Ave SW	1953	LR2 40 Ft Apts
4446 40 th Ave SW	1953	LR2 40 Ft Apts
4422 40 th Ave SW	1969	LR2 40 Ft Apts
4408 40 th Ave SW	1990	LR2 40 Ft Apts
4415 40 th Ave SW	2005	LR2 40 Ft Apts
4413 40 th Ave SW	2005	LR2 40 Ft Apts
4411 40 th Ave SW	2005	LR2 40 Ft Apts
4409 40 th Ave SW	2005	LR2 40 Ft Apts
4407 40 th Ave SW	2005	LR2 40 Ft Apts
4405 40 th Ave SW	2005	LR2 40 Ft Apts
4403 40 th Ave SW	2005	LR2 40 Ft Apts
4401 40 th Ave SW	2005	LR2 40 Ft Apts
4400 40 th Ave SW	2013	LR2 40 Ft Apts
4102 41 st Ave SW	1908	Lowrise 1
4118 41 st Ave SW	1909	Lowrise 1
4112 41 st Ave SW	1909	Lowrise 1
4132 41 st Ave SW	1912	Lowrise 1
4106 41 st Ave SW	1915	Lowrise 1
4122 41 st Ave SW	1918	Lowrise 1

Street	Year Built	Draft MHA Maps
4142 41 st Ave SW	1929	Lowrise 1
4136 41 st Ave SW	1929	Lowrise 1
4146 41 st Ave SW	1947	Lowrise 1
4150 41 st Ave SW	1958	Lowrise 1
4126 41 st Ave SW	1981	Lowrise 1
4138 41 st Ave SW*	2002	Lowrise 1
4456 41 st Ave SW	1911	LR2 40 Ft Apts
4426 41 st Ave SW	1918	LR2 40 Ft Apts
4424 41 st Ave SW	1918	LR2 40 Ft Apts
4440 41 st Ave SW	1939	LR2 40 Ft Apts
4436 41 st Ave SW	1939	LR2 40 Ft Apts
4446 41 st Ave SW	1944	LR2 40 Ft Apts
4452 41 st Ave SW	1958	LR2 40 Ft Apts
4434 41 st Ave SW	1988	LR2 40 Ft Apts
4430 41 st Ave SW	1988	LR2 40 Ft Apts

Office of Planning & Community Development (opcd)

Samuel Assefa, Director

About Seattle

(/x69527.xml)

Population

(/opcd/population-and-demographics/about-seattle#tabs-1)

Housing

(/opcd/population-and-demographics/about-seattle#tabs-2)

Prosperity

(/opcd/population-and-demographics/about-seattle#tabs-3)

Race & Ethnicity

(/opcd/population-and-demographics/about-seattle#tabs-4)

Land Use

(/opcd/population-and-demographics/about-seattle#tabs-5)

Neighborhoods

(/opcd/population-and-demographics/about-seattle#tabs-6)

Population & Households Quick Statistics

2016 population estimate for Seattle: 686,800

2010 Census estimates for Seattle:

- 2010 population count: 608,660
- Population in households: 583,735
- Number of households: 283,510
- Average household size: 2.06
- Average family size: 2.87
- Population in group quarters: 24,925

Note: More up to date estimates for demographic characteristics are available from the U.S. Census Bureau's American Community Survey (ACS).

EXHIBIT FF

Highlights



Tuesday, April 17, 2018

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- FEATURED NOTICE**
- Shelton School District No 309
- Early Learning Center

New Bid Calls	18
New Consultant Notices	3
New Supply Bids	1

New Sub Bids Requested

- AUBURN SCHOOL DISTRICT #408 - OLYMPIC MIDDLE SCHOOL RECONSTRUCTION
- Absher Construction

- SCWQP- BALLARD EARLY WORK PACKAGE
- Pacific Pile & Marine

- EVERETT SD SCIENCE RESOURCE CENTER RELOCATION • EVERETT SCHOOL DISTRICT
- Kassel & Associates

- T100 TACOMA LINK EXTENSION, IFB NO.





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EXHIBIT HH

1 G. A change is made to increase the zoning proposal from NC-55 to NC-65. The change
2 responds to feedback that increased capacity should be located along existing commercial and mixed-
3 use areas.

4 INTERROGATORY NO. 25: Identify the method of notice the City used to provide notice of
5 the determination of significance and the invitation to comment on EIS scoping for the MHA proposal
6 to residents of and/or owners of businesses located in the WSJ.

7 ANSWER: The City provided notice of the issuance of the determination of significance by
8 publishing the notice in the City's Land Use Information Bulletin, and Seattle Daily Journal of
9 Commerce. These are the methods of notice that are required by the City's SEPA rules. In addition,
10 the City posted notice on the HALA website, and advertised opportunities to comment on OPCD and
11 DON social media. City staff were available at two Summer Parkway events to receive scoping
12 comments on August 13 in the Rainier Valley, and on August 27 in Ballard.

13
14 INTERROGATORY NO. 26: Identify the method of notice the City used to provide notice of
15 the issuance of the DEIS to residents of and/or owners of businesses located in the WSJ.

16 ANSWER: The City provided notice of the issuance of the DEIS by publishing the notice in
17 the City's Land Use Information Bulletin, and Seattle Daily Journal of Commerce, and with direct
18 mail to the agencies and tribes listed in distribution list at Section 6 of the FEIS. These are the
19 methods of notice that are required by the City's SEPA rules. In addition, the City sent notice via e-
20 mail to everyone who was subscribed to the HALA list-serve, and via OPCD and DON social media.
21 The City also issued a press release the day the DEIS was published, and numerous media outlets
22 including newspapers and blogs ran stories on the topic.
23

Parkways

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Rainier Valley Summer Parkways and Big Day of Play

August 11, 2016 by Shelly Smith

Coming out for fun at the **Big Day of Play**? Rainier Valley has a huge celebration going on Saturday, August 13. Summer Parkways are events where designated streets are closed to cars so that folks can walk, bike and roll between parks, interact with neighbors and get active in a safe environment. Join us for Big Day of Play at Rainier Playfields and live entertainment at Othello Park and Brighton Playfield. Offerings include live DJ's, live jazz, blues, Hawaiian slide guitar, Zorb Balls, face painting, and food trucks. We'll see you there!

Saturday, August 13, 2016

Othello Park and Brighton Playfield Entertainment 12:30 to 4:30 PM

Parade starts at 11 AM

Big Day of Play 12 – 6 PM

Download the Poster and learn more at www.seattle.gov/summerparkways



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EXHIBIT JJ

Seattle Summer PARKWAYS

is coming to
RAINIER VALLEY!

We are Opening the Streets for **YOU!**



Saturday, August 13, 2016
12:30 to 4:30 PM

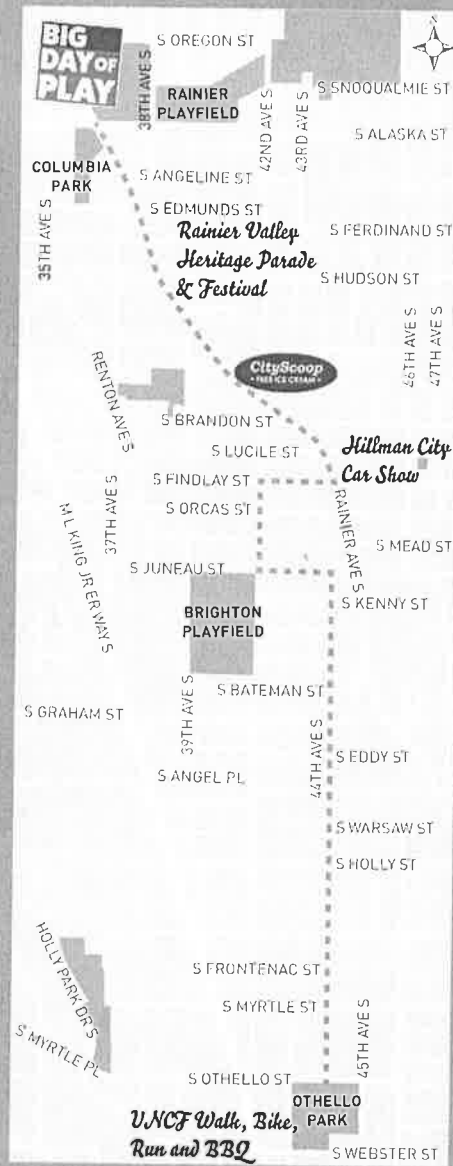
Parade starts at 11 AM
Big Day of Play 12 - 6 PM



Activities Include:

- ★ FREE Bike Giveaways
- ★ Pie Eating Contest
- ★ Live Music
- ★ Passport Challenge
- ★ Food Trucks
- ★ Fitness Games
- ★ Parades
- ★ Bouncy Houses

& More!



Route Subject to Change

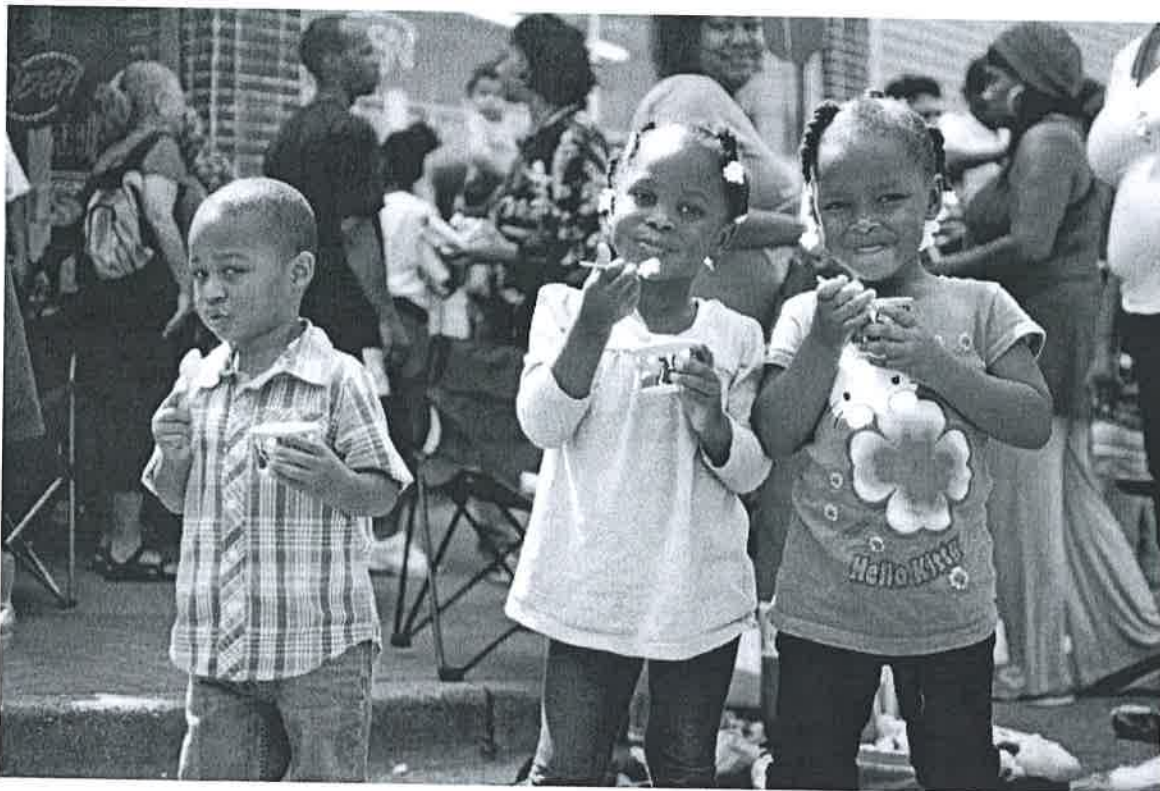
www.seattle.gov/summerparkways | summer.parkways@seattle.gov



Seattle Summer Parkways to transform City Streets into "Park" Ways

June 2, 2016 by Norm Mah

Seattle Summer Parkways returns this summer in August and September, and features three separate days of special events in three iconic neighborhoods: **Rainier Valley, West Seattle and Ballard.**



Hosted by the Seattle Department of Transportation, Seattle Summer Parkways will transform streets into open-street "parkways" where people can bike, play, walk, run and experience neighborhoods in unique and inviting ways. Based on the success of last year's inaugural event, thousands of neighbors, families and kids are expected to participate in this summer's community-based activities, live music and recreation.

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The 2016 Summer Parkways lineup includes:

- **Saturday, August 13: Rainier Valley, 12:30 p.m. to 4:30 p.m.**

Kick-off festivities will celebrate with existing events including the Big Day of Play, Rainier Valley Heritage Festival, Hillman City Car Show, South Seattle Community Picnic and dozens of community partners, to bring safe streets and sunny fun to the south end. This route will highlight some of the Valley's beautiful and vibrant areas including Rainier Valley Playfields, Columbia City, Columbia Park, Hillman City, Brighton Playfields and Othello Park.

- **Saturday, August 27: Ballard, 11:00 a.m. to 4:00 p.m.**

The second event in the series will bring the fun back to Ballard! In partnership with the Sustainable Ballard Festival, Seattle Parks and Recreation and dozens of community partners, a variety of activities will take place along the route of Ballard Commons Park, Ballard Corners Park, Salmon Bay Park, Loyal Heights Community Center, Sunset Hill Park, Bergen Place Park, and the myriad shops and businesses along Ballard Avenue NW.

- **Sunday, September 25: West Seattle, 11:00 a.m. to 4:00 p.m.**

The final event will celebrate the conclusion of summer with a community party on Alki Beach! In partnership with Orca Running, Seattle Parks and Recreation, the Beach Creeps Bicycle Club and dozens of community partners, the route will highlight activities throughout Alki Beach Park, the Alki Trail, Don Armeni Park, Alki Community Center, and the myriad shops and businesses along Alki Avenue SW.



Participation is free, and those who want to host an activity in their neighborhood can fill out an online application. Volunteer positions are also available, ranging from intersection

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management and community ambassadors, to route patrols and mobile bike mechanics.

For sign-ups, route maps and more information, please visit:

www.seattle.gov/summerparkways and follow **Seattle Parkways on Facebook** and **Twitter @SeattleParkways #SeattleSummerParkways**.



Filed Under: **Bikes, Peds, SDOT**



APPENDIX D



ENVIRONMENTAL SCOPING REPORT.

Available online at:

http://www.seattle.gov/Documents/Departments/HALA/Policy/MHA%20Scoping%20Summary%20FINAL_110916.pdf

EXHIBIT LL



MHA Final EIS
Nov. 2017

MANDATORY HOUSING AFFORDABILITY EIS SCOPING SUMMARY

City of Seattle, Office of Planning and Community Development | November 9, 2016

1 INTRODUCTION

The City of Seattle is proposing amendments to the Land Use Code to implement Mandatory Housing Affordability (MHA) for multifamily and commercial development meeting certain thresholds. MHA would require developers either to build affordable housing on-site or to make an in-lieu payment to support the development of affordable housing throughout the city. MHA is expected to create a total of 6,000 new affordable homes over the next 10 years for low-income families and individuals.

To implement MHA, the City would make changes to the Land Use Code to grant additional development capacity in existing commercial and multifamily zones and in areas currently zoned single family in existing or expanded urban villages. A summary of the current draft of the additional development capacity in each zone can be found at <http://www.seattle.gov/hala/focus-groups#MHA%20Development%20Examples>.

The City is proposing to prepare an Environmental Impact Statement (EIS) that will analyze three alternatives and identify the impacts of each alternative. Alternatives to be addressed in the EIS include *No Action*, or continued growth as guided by the City's Comprehensive Plan and Land Use Code standards; and two *action alternatives* that will consider growth under different development patterns and Land Use Code standards. The No Action alternative includes the 20-year growth estimate of 70,000 additional households, consistent with the *Seattle 2035 Comprehensive Plan*, and no MHA. The two Action alternatives both consider increased amounts of growth compared to the No Action alternative and implementation of MHA to create at least 8,400 affordable homes citywide.¹ The alternatives differ in whether MHA is implemented and

¹ These are citywide estimates; estimates would be lower for the particular alternatives being evaluated. MHA is expected to yield approximately 6,000 new affordable homes over the next 10 years. For purposes of this EIS analysis, this number has been extrapolated to maintain consistency with the *Seattle 2035 Comprehensive Plan's* 20-year

how growth and affordable homes are distributed among urban villages. Both action alternatives will evaluate increases in the maximum height and floor area limits in commercial and multifamily zones, as well as single family zones in designated urban villages and potential urban village expansion areas identified in the *Seattle 2035 Comprehensive Plan*. The primary difference between the two Action alternatives is the intensity and location of land use changes, including the extent of potential urban village boundary expansions. The proposal considered in this EIS does not include the Downtown or South Lake Union neighborhoods or the core of the University District.

The EIS analysis will incorporate and leverage information and analyses contained in the recent *Seattle 2035 Comprehensive Plan EIS (2016)*, *Growth and Equity Analysis (2016)*, and other recent city studies and plans.

2 EIS SCOPING

Scoping is the process of identifying the elements of the environment to be evaluated in an EIS. Scoping is intended to help identify and narrow the issues to those that are significant. Scoping includes a public comment period so that the public and other agencies can comment on key issues and concerns. Following the comment period, the City considers all comments received and determines the scope of review for the environmental analysis.

The City issued a Determination of Significance/Scoping Notice for MHA on July 28, 2016, and made it available to the public through a variety of methods (see Attachment 1). The Scoping Notice states that the EIS will consider potential impacts associated with land use, housing and socioeconomics, aesthetics and height/bulk/scale, historic resources, open space and recreation, transportation, public services, and utilities. The scoping period closed on September 9, 2016.

During the scoping period, comments were invited through the project website, via mail and email, at four HALA Community Focus Groups held in August, and at two tabling events held at the Seattle Summer Parkways in Rainier Valley on August 13, 2016, and in Ballard on August 27, 2016. Materials from the tabling events are contained in Attachment 2. In total, the City received 59 scoping comments. Summarized public scoping comments and responses to these comments are shown in the table on the following page.

All comments are summarized in Section 3 (Table of Comments) in this Scoping Summary. All letters and emails, as well as written comments received at the scoping events, may be reviewed with advance notice (contact Geoffrey.Wentlandt@seattle.gov).

planning horizon. For this reason, the City estimates approximately 8,400 affordable homes will be added within 20 years.

In response to the comments received through the scoping process, the City will make adjustments to the analysis of the environmental elements in the proposed EIS scope and the formulation of the action alternatives, compared to what was outlined in the Scoping Notice. Responses to comments in Section 3 below document areas where the City will make adjustments.

3 TABLE OF COMMENTS

The following tables summarize comments by EIS element/topic, with the City's response to comments provided below each table.

Overall Approach

EIS TOPIC	COMMENTS
Approach to Analysis	<ul style="list-style-type: none"> • Consider impacts for each urban village individually • Consider citywide and regional impacts • Establish clear baselines for analyzing impacts in each urban village • Analyze existing conditions and impacts for each block of each urban village • Conduct a separate EIS for each area proposed to have zoning changes • Eliminate vague terms such as "slightly higher," "slightly more floor area," or "certain zones" • Include current projects under development in calculations of density and growth models, in addition to the projected growth

Response:

- While the proposal considered in this EIS is for a very broad geographical area, where information is available and would help in understanding potential impacts of the alternatives, smaller geographic areas may be examined. These include, for example, urban villages, police precincts and fire service battallions.
- The analysis will include documentation of existing conditions and identification of threshold for determining significance of impacts.
- The description of the proposal and alternatives will quantify proposed building height limits, affected zones and other data as available. The environmental analysis will quantify data and conclusions to the extent that reliable quantifiable data is available and would help inform the discussion. Where reliable quantitative data is not available, environmental analysis will rely on a qualitative and comparative review of alternatives. As established in the SEPA Rules, this is appropriate for a programmatic analysis of a legislative proposal of this scale.
- Each action alternative will be associated with a detailed zoning map and urban village boundary expansion map. Amounts and distribution of estimated growth, as well as affordable housing quantities, will be provided based on the detailed maps, and include estimations for

urban villages individually. To the extent possible, if the potential for any acute localized impacts are identified for any of the elements of the environment reviewed, discussion of such localized impacts and mitigating measures may be included.

- Pipeline development proposals will be considered in estimating future growth estimates.

Alternatives

EIS TOPIC	COMMENTS
Alternatives	<ul style="list-style-type: none"> • Include alternative(s) where growth exceeds projections • Study alternatives that include more affordable housing, with lower AMI thresholds • Broaden the range of alternatives • Consider an alternative that doesn't require demolition of existing housing stock or historic buildings • Consider alternative(s) that do not increase allowable height, floor area, or building footprint through upzones • Consider alternative(s) that require builders to provide affordable housing on site, rather than in-lieu fees • Include an alternative that focuses on non-Mandatory Inclusionary Zoning policy, like expanding the Multifamily Tax Exemption program • Consider an alternative that limits growth to the types and amounts of growth in the individual neighborhood plans

Response:

- Each alternative will be associated with a detailed zoning proposal and the alternatives will include a range of growth projections generated from these specific zoning proposals, including projections that exceed the 2035 Comprehensive Plan growth estimates.
- Consistent with SEPA Rules, the EIS will consider a reasonable range of alternatives consistent with the objectives of the proposed action. The proposed action is Mandatory Housing Affordability (MHA) consistent with the State authorized incentive program pursuant to RCW 36.70A.540 that will achieve at least 8,400 affordable homes over a 20-year period. The proposal will consider variations that can achieve the stated objective.
- The No Action Alternative, which is one of the EIS alternatives, will consider no increase in height, floor area or building footprint because of MHA. The No Action alternative includes the City's existing Incentive Zoning program.
- The proposal is not intended to limit or slow growth, so an alternative that limits growth in individual neighborhoods is not included.

- The MFTE program and other suggested programs are outside of the scope of the proposed action and are therefore not included in the alternatives.

Housing and Socioeconomics

EIS TOPIC	COMMENTS
Affordable Housing	<ul style="list-style-type: none"> • Address increased housing affordability for a range of people (economically diverse, culturally diverse, all ages, various physical abilities, etc.) • Consider the risk that MHA may result in a net zero or net loss in affordable housing • Include the ratio of affordable housing produced under HALA relative to market priced housing produced • Analyze the impacts of increased residential development on current rental units – consider rent control • Could a fee or tax such as Vancouver’s be considered for individuals or companies from out-of-state or out-of-country buying up Seattle’s real estate? • If we continue to have an overall regulatory environment where the supply of new housing is not keeping up with demand, we will continue to see a meteoric escalation in the cost of housing • Do not replace the current housing mix with more expensive multifamily housing • Need more mid-income housing • MHA driven development will accelerate our loss of moderately priced homes and decrease housing diversity • Home ownership is not attainable or affordable for mid-income families
MHA Requirements	<ul style="list-style-type: none"> • State MHA-R project objectives and basis for claims that 6,000 new affordable homes will be added over the next 10 years • Distribute where affordable housing is built with developer fees – where will the fees be spent? • Will MHA payments create public housing and/or permanently affordable housing? • In-lieu fees delay the creation of affordable homes in comparison to developer built affordable homes • Allowing developers to pay in-lieu fees instead increases the socioeconomic segregation of neighborhoods • Consider that higher fees in areas “at risk of displacement” will discourage investment in new housing in poorer less developed neighborhoods • Renters and homebuyers end up paying for the additional cost to developers from policies and constraints • Mandatory Inclusionary Zoning is bad housing policy as it inflates the price of market rate housing all over the city

EIS TOPIC	COMMENTS
Equity, Displacement, and Vulnerable Populations	<ul style="list-style-type: none"> • Describe any perceived implication for the principles of the Race and Social Justice Initiative • Accurately identify areas with a high risk of displacement • Distinguish displacement caused by development (physical) from displacement due to rising housing prices (economic) • Refine the Growth and Equity Analysis to more accurately reflect displacement risks by geographic sub-region within urban villages • Address the growing economic disparity in “hot development” neighborhoods • Consider the recent history of gentrification within each urban village • Consider options for allowing displaced families to remain in the same area • Expand urban village boundaries in strategic ways that limit impacts on vulnerable areas • Provide support for homeless communities (like tent cities) moving into more long-term housing • Explain how the City will track economic displacement due to rising rents, property taxes, etc.
Jobs/Business	<ul style="list-style-type: none"> • Consider the displacement of small businesses in urban villages due to escalating rents and increased property taxes • Address the design standards and planning needed to include affordable commercial spaces • Consider the availability of “average” jobs – working class families won’t be able to buy even if housing becomes more affordable if they don’t have access to jobs

Response:

Housing Affordability

- Housing affordability review will include an analysis of neighborhood socio-economic characteristics, current housing affordability, and the relative potential for displacement due to growth. The analysis will include an estimate of housing with potential to be demolished and replaced by redevelopment in order to characterize the potential loss of existing affordable homes. In addition, the analysis will quantify new market rate and affordable housing that is likely to be produced and discuss the likely geographic distribution of new affordable housing at income levels served by the MHA.
- Several comments suggest measures to support housing affordability separate from the MHA proposal. Potential actions outside of the scope of the proposed action are not included in the alternatives, but may be identified as possible mitigating measures.

MHA Requirements

- MHA-R objectives and basis for the 10 year 6,000 new affordable homes estimate will be described in the description of the alternatives chapter of the EIS.
- Several comments raise questions about how MHA will be implemented and administered. The EIS will include a full description of the proposed implementation of MHA.

Equity/Displacement/Vulnerable Populations

- The EIS analysis will leverage and build upon the City's Growth and Equity analysis to examine neighborhood socio-economic characteristics within the study area, current housing affordability, and the relative potential for displacement due to growth.
- The consistency of the proposal with the Race and Social Justice Initiative will be considered in the EIS Plans and Policies analysis.
- The EIS analysis will include analysis of the potential for direct displacement due to demolition.
- The analysis will include discussion of the potential for economic displacement in addition to discussion of direct physical displacement.
- Several comments propose measures, such consideration of urban village boundary expansions, to limit impacts on displacement. These measures will be considered for incorporation into the alternatives, and will be varied to determine the effectiveness of such measures to address displacement. Such actions may also be considered as mitigation measure to reduce impacts of the alternatives.
- The proposal considered in this EIS is intended to serve low-income households. Other programs in the City provide services to support the homeless in transitioning to long-term housing.
- In addition to the EIS process, the City is undertaking a companion report that focuses on a broader discussion of anti-displacement measures and identifies strategies for increasing access to opportunity for marginalized populations. This will include discussion of economic and cultural displacement. The companion study will explore a broad range of strategies to mitigate displacement not limited to housing strategies.

Jobs/Businesses

- The analysis will include a review of income and demographic characteristics of Seattle's population, based on the analysis contained in the Comprehensive Plan EIS.

Land Use

EIS TOPIC	COMMENTS
Zoning and Land Use Patterns	<ul style="list-style-type: none"> • There are enough properties already zoned multifamily and LR to provide the affordable homes needed • Zoning changes could have dramatic effects on the distribution of growth and impacts • Require zoning changes to go through individual neighborhood plans • The proposed zoning changes do not take livability values into account • Consider the impacts of institutional overlays • Allow density but slow it's pace to avoid unintended consequences • Don't just put density on arterials and don't turn all arterials into upzones • Limit allowed density (number of people per lot) of single family lots and LR1 in single family areas • Provide transition areas to single family properties • Distribute growth/density throughout the city • Increase allowable height and FAR in multifamily and single family zones (infill) to accommodate current and forecasted population growth and support increases in services, transit, diversity, etc.
Single Family Areas	<ul style="list-style-type: none"> • Analyze expanding MHA into single family zones outside of urban villages • Complete an inventory of the current number of single-family residences in LR1 zones • Single family homes are an important part of affordable housing options • Redevelopment of single family areas, whether near or in urban villages, should not be a City policy
Plans and Policies	<ul style="list-style-type: none"> • Include evaluation of the relative compliance of the alternatives with the Comprehensive Plan • Compliance with HUD Fair Housing rules • Opposition to Seattle 2035 policy LU 7.3 in general and to proposed amendments to support redevelopment in single-family areas near urban villages (not just inside)

Response:

- The land use analysis will include a review of compatibility of the proposal and alternatives with the existing and planned zoning designations and land use patterns, potential land use conflicts and impacts on overall growth distribution for all alternatives. This analysis

will include a review of existing conditions and potential impacts to single family zoned areas, but is not anticipated to include an inventory of housing by zoning category.

- The alternatives will include variations in the distribution of expected growth based on a specific zoning proposal to implement MHA. Potential impacts of the alternative distributions of growth will be evaluated.
- The EIS will include an analysis of the impacts of conversion of single family zoned areas inside urban villages, and any expanded urban village areas.
- Expansion of MHA into single family areas outside of existing or expanded urban villages is not proposed by the City and is not considered in the EIS.
- Plans and policies analysis will include a review of consistency of the alternatives with the Growth Management Act, PSRC Vision 2040, King County Countywide Planning Policies, Seattle Comprehensive Plan and Seattle Land Use Code. Based on comments received through this scoping process, the analysis will also include a review of the City of Seattle Race and Social Justice Initiative, HUD Fair Housing rules and the Seattle Climate Action Plan.

Aesthetics, Height/Bulk/Scale

EIS TOPIC	COMMENTS
Aesthetics	<ul style="list-style-type: none"> • How will the alternatives change the look of each urban village? What relationship will new buildings have to the existing neighborhoods? What will transition areas look like? • Pay attention to the quality of development • Consider the architectural character of existing development • Consider the impacts of increased building heights and size to general neighborhood aesthetic and spatial cohesion • Include programs, policies, and development codes to ensure visual interest of homes and the urban environment • Evaluate and compare the impacts of the MHA code amendments and increased floor area/building height on those neighborhoods with adopted neighborhood design standards versus those without

EIS TOPIC	COMMENTS
Height/Bulk/Scale	<ul style="list-style-type: none"> • What impacts will the height, bulk, and scale of proposed zoning changes have on the surrounding areas, including potential wind tunnels, access to light, privacy, auditory disturbance, green space, building access, waste storage, and view corridors? • Be more specific than “slight” with regards to increased building height FAR, and setbacks and be specific about the zones in which these apply – heights, setbacks, and openings in the building bulk are too vague and masses too large • Focus on small-scale affordable housing (duplexes, cottages, etc.)
Shade	<ul style="list-style-type: none"> • Consider the environmental and financial impact of taller buildings shadowing solar panels, especially in zones changed from single family to multifamily • Developers should compensate preexisting shadowed solar installations or allow them to be moved to the top of the shadowing building

Response:

- The aesthetics analysis will consider street-level character, public spaces, general sun and shadowing impacts, and relationship of new buildings to existing development patterns. Based on visualizations of neighborhood prototypes, the analysis will include a discussion of neighborhood context, impacts associated with increased height, bulk, and scale of development and identification of potential measures to mitigate any identified impacts.
- The description of the proposal and alternatives will quantify proposed building height limits, affected zones and other data as available. The environmental analysis will quantify data and conclusions to the extent that reliable quantifiable data is available and would help inform the discussion. Where reliable quantitative data is not available, environmental analysis will rely on a qualitative and comparative review of alternatives. As established in the SEPA Rules, this is appropriate for a programmatic analysis of a legislative proposal of this scale.
- Compatibility with and impact on existing development standards will be considered.
- The EIS will include a qualitative analysis of shadow impacts associated with proposed increased building height and bulk.

Transportation

EIS TOPIC	COMMENTS
Traffic/Congestion	<ul style="list-style-type: none"> • Impact(s) of zoning changes on traffic – LOS and traffic delays at major intersections in urban villages and congestion citywide • Analyze the impacts on arterial traffic as well increased traffic diverted to side streets • Impact of increased housing density on freight mobility • Improve gridlock by focusing density into walkable neighborhoods supported by mass transit • Affordable housing should help ensure commute times are lower and traffic is reduced (e.g., live close to where you work)
Transit	<ul style="list-style-type: none"> • What impact will future light rail have on nearby land and property values and on small business currently located on the lines? • Consider expanding Commute Trip Reduction programs or expanded vanpool/carpool systems instead of light rail • Existing public transportation deficiencies in many urban villages will be exacerbated by increased density/housing – impact on public transportation capacity generally (and bus service specifically) • Light rail will not be here soon enough to support the massive population growth • Need mass transportation and/or parking around new apartment buildings
Parking	<ul style="list-style-type: none"> • Consider the impacts of new construction without parking spaces on available street parking • Plan for car ownership and establish realistic parking requirements for new developments • Impact of loss of parking to street-side businesses and residents where density and bike lanes have been put in • Consider impacts of constrained parking on low-income persons and those who can't walk far • Consider parking for delivery vehicles, schools buses, and other services not replaceable by transit
Pedestrian/Bicycle	<ul style="list-style-type: none"> • Impacts on pedestrian safety and mobility in residential areas that don't currently have sidewalks or street crossings on major arterials • Consider the need for increased pedestrian and bike paths in neighborhoods that will receive increased density • Encourage walking and biking • Ensure new sidewalks are functional for all users
Maintenance	<ul style="list-style-type: none"> • Existing streets have many paving/pothole issues, resulting in difficulties for biking, driving and walking • Increased density may lead to accelerated depreciation and earlier need for rebuilding of critical infrastructure like roads and bridges

Response:

- The transportation analysis will evaluate mobility impacts and other potential impacts, including vehicular and non-motorized circulation, transit, parking, and freight. Existing transportation system operations and functionality versus analysis of system operations under alternate patterns identified in the alternatives analysis will be analyzed. The transportation analysis will be based largely on the transportation analysis completed for the *Seattle 2035 Comprehensive Plan* updated with current information, as well as other city modal transportation plans including the City’s Bicycle Master Plan, Pedestrian Master Plan, and Transit Master Plan. The effects of Sound Transit 3 investments, if approved, will be considered in the transportation analysis.
- The analysis will analyze level of services using both the mode share measure discussed in the Draft Seattle 2035 Comprehensive Plan and the currently adopted screenline volume-to-capacity ratios. Additional metrics, based on the analysis in the Comprehensive Plan EIS, will also be analyzed.

Historic Resources

EIS TOPIC	COMMENTS
Historic Buildings	<ul style="list-style-type: none"> • Consider impact(s) of increased density on properties listed on landmark registries and properties that meet the criteria to be listed but have not yet achieved landmark status • Consider a transfer of development rights scheme to mitigate the adverse impact of zoning changes on historic resources • Specific steps to protect Seattle’s historic buildings and prevent their destruction with new developments
Archeological, Cultural Resources	<ul style="list-style-type: none"> • Precautions to limit potential disruption to cultural sensitive resources (especially for taller buildings with greater excavation depths).

Response:

- The historic resources analysis will describe the general distribution of older and potentially historic buildings and the historic patterns of development across Seattle. The impact analysis will describe the potential for MHA to result in significant changes to the historic fabric through incremental redevelopment of older neighborhoods. Mitigation measures to reduce these impacts, such as incentives for preserving



all or part of historic structures, will be described. The historic preservation analysis will focus primarily on differences, if any, from the analysis and findings in the Comprehensive Plan EIS. Material may be summarized and Comprehensive Plan EIS findings referenced.

- MHA is not proposed to be applied in designated National Register Historic Districts. No application of MHA or associated zoning changes will be studied in an Alternative, within the Districts.

Open Space, Urban Forest, Sustainability

EIS TOPIC	COMMENTS
Open Space	<ul style="list-style-type: none"> • What will be done to increase open space in various urban villages and address the city's growing deficit? • Preserve public views and access to water • MHA will reduce private yard space and increase the burden on existing park space • Public space needs to be clearly visible and available for all – communal greenspaces, large trees, and areas that people can individually garden are essential elements for Seattle identity/character and public health
Urban Forest	<ul style="list-style-type: none"> • Examine the potential net loss of trees in rezoned areas – impact on the tree canopy and associated wildlife • Address the preservation of trees and green spaces • Opportunities for urban food production, including fruit and vegetables, will be drastically reduced with the loss of vegetated open space and trees • 'Green Factor' features (such as green roofs, planting strips, and green walls) are not adequate substitutes for the loss of large trees
Sustainability	<ul style="list-style-type: none"> • Consider impact(s) of construction, vegetation loss, and increased population on CO2 and other greenhouse gas emission levels • Focus on the sustainability/durability of development patterns – will the changes provide an improved city 30 years from now? • Consider the impacts to urban habitat from increased density (birds, salmon, etc.) • Quantify the environmental impacts of replacing existing housing stock types with small-scale infill housing (like ADUs) • What impacts will there be to noise levels? • How will the increased density and changes to urban form impact physical health and access to healthy foods? • Ensure that denser neighborhoods are sustainable across all dimensions – housing, transportation, utilities, and the natural environment • Encourage green building design practices in large developments and ensure that construction methods are sustainable.

Response:

- **Open Space:** The EIS will use the analysis for the Comprehensive Plan EIS to compare potential MHA areas with areas where gaps in open space currently exist. Impacts will be defined as areas where open space shortfalls would be increased by increased density within open space gaps. Mitigation measures such as targeting gaps for future open space acquisition will be discussed. The open space and recreation analysis will focus primarily on differences, if any, from the analysis and findings in the Comprehensive Plan EIS. Material may be summarized and Comprehensive Plan EIS findings referenced.
- **Urban Forest:** The EIS will build from the Urban Forest discussion included in the Comprehensive Plan EIS and incorporate updated information from the Seattle Office of Sustainability and Environment's (OSE) 2016 update to the Tree Canopy Cover Assessment and the Urban Forest Stewardship Plan. The EIS will provide a qualitative assessment of potential impacts to the tree canopy. To the extent possible, the EIS will include a quantitative evaluation of impacts to the urban forest and tree cover. Methods to evaluate impacts on the urban forest will include a review of potential tree canopy impacts in areas that are converted from single family zoning to other zoning categories that allow greater lot coverage. The analysis will consider LiDAR data and past permit data. Measures to mitigate potential loss of tree canopy will be identified in partnership with OSE and described in the EIS.
- **Sustainability:** Future development that would be associated with the proposal, if adopted, would be subject to existing City of Seattle standards for sustainable development, including individual project-level SEPA review, standards for sustainable development, low impact development, and related requirements. The proposal would not impact these processes and requirements and no additional analysis of potential sustainability impact is proposed. Development standards in the proposal may consider minor modification to Green Factor requirements to enhance sustainability of future construction projects. The impact of modifications to Green Factor will be considered in the Alternatives and/or as a mitigating measure.
- **Noise:** The Seattle Noise Control Code (Seattle Municipal Code Chapter 25.08) is applicable to the construction and operation of all development proposed as part of the project. The Noise Code sets levels and durations of allowable daytime/nighttime operational noise and daytime construction noise. These limits are based on the zoning of the source and receiving properties. Because the proposed uses under any of the alternatives would be consistent with existing uses, no significant impacts to noise levels, as defined in the Seattle Noise Code, are anticipated.
- **Greenhouse Gas (GHG) Emissions:** The consistency of the proposal with the City's Climate Action Plan will be considered in the EIS Plans and Policies analysis. The Seattle Comprehensive Plan Update EIS (2016) included an analysis of GHG emissions resulting from future growth

alternatives, including an assessment of GHG emissions associated with an increase in residential growth of 30,000 more housing units than anticipated in the City's growth estimate. Because the proposal being considered in the MHA EIS would not result in a significantly different land use pattern or increased residential growth compared to that considered in the Comprehensive Plan EIS, no additional analysis of potential GHG emissions is needed.

- **Physical Health:** The MHA proposal considered in this EIS would focus increased development intensities within the urban villages and in multifamily and commercial areas outside of the urban villages. In these areas, existing and future development patterns are more likely to result in walkable neighborhoods with greater access to services, such as options for healthy food. Significant adverse impacts are not anticipated as a result of the proposal and no additional analysis is needed.

Public Services and Utilities

EIS TOPIC	COMMENTS
General	<ul style="list-style-type: none"> • Impact on infrastructure, such as sewers (especially those in which CSO sewage outflows into Lake Union), parks, schools, community centers, senior centers, services for the elderly and disabled, and transportation • Impose impact fees on developers so that the cost of public service and utility infrastructure improvements is shared
Schools and Community Services	<ul style="list-style-type: none"> • Impacts to school capacity/classroom size, the ability of students to attend local schools, and safe walking routes to schools • Consider impact(s) to community services for senior citizens and the disabled. Make sure everyone has easy access to full library services – especially low-income and refugee families
Public Safety	<ul style="list-style-type: none"> • Plan for and propose funding for the increased demand on public safety services (police, fire, and public health) – what existing deficiencies in fire and police protection will be amplified by increased density and population? • Analyze impacts to police and fire/EMS response times • What is the existing availability and location of equipment capable of addressing emergencies in high rise structures? • Ensure adequate access for emergency service vehicles, especially in neighborhoods with existing narrow streets

EIS TOPIC	COMMENTS
Utilities	<ul style="list-style-type: none"> Analyze impacts on stormwater drainage and sewer systems under estimated growth, as well as if growth exceeds estimated levels – specifically look at existing hotspots of flooding and sewer failures within the urban villages slated for upzoning. Address increased risks to water quality, public health, and environmental safety due to increased runoff from greater paved areas and discharges from untreated sewage (especially in the context of the State Shoreline Act and the CSO sewer system) Make sure electrical infrastructure is adequate

Response:

- The EIS will use the analysis and data gathered for the Comprehensive Plan EIS to disclose the potential for the proposal and alternatives to impact demand for services overall and in different geographic areas of the City. The public services and utilities analysis will focus primarily on differences, if any, from the analysis and findings in the Comprehensive Plan EIS. Material may be summarized and Comprehensive Plan EIS findings referenced.

Other

EIS TOPIC	COMMENTS
Communication and Outreach	<ul style="list-style-type: none"> Coordinate with neighboring communities/cities Need more community involvement – outreach seemed minimal and upzones should not be accomplished without proper community engagement Scoping notice did not make it clear if the scope of the EIS is focused on the MHA code amendment only or if it also includes the proposed zoning changes Bring members of affected communities to the table early in the process and educate them about potential zoning changes and what these changes may mean Need more education about why density and affordability are not at odds

Response:

- **Communication:** Comments are noted. Following issuance of the Draft EIS, there will be a public comment period and opportunities to provide verbal and written comment. Please see also <http://www.seattle.gov/hala> for additional information about the project and community engagement opportunities.

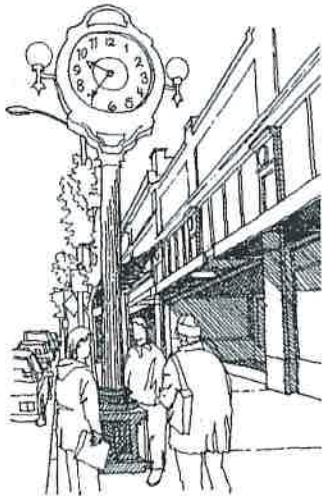
ATTACHMENTS

- Attachment 1 Determination of Significance and Scoping Notice
- Attachment 2 Scoping Informational Handout



West Seattle Junction

Neighborhood Design Guidelines



DESIGN
REVIEW

Revised 2013
Adopted 2001

City of Seattle
Department of Planning and Development

EXHIBIT **MM**

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Friends of the Junction
**Seattle Department of Design, Construction and
Land Use (DCLU)**
Seattle Department of Neighborhoods

Introduction

What are Neighborhood Design Guidelines?

Design guidelines are the primary tool used by Design Review Boards. The [West Seattle Junction Design Guidelines](#) apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the West Seattle Urban Village as reflected in Map 1 (page 1). Guidelines define the qualities of architecture, urban design, and public space that make for successful projects and communities. There are two types of guidelines used in the Design Review Program:

- [Seattle Design Guidelines](#)—applying to all areas of the city except for downtown; and
- Neighborhood design guidelines—applying to a specific geographically-defined area, usually within a neighborhood urban village or center.

Once a set of neighborhood guidelines is adopted by City Council, they are used in tandem with citywide guidelines for the review of all projects within that neighborhood that fall within the scope of the Seattle Municipal Code (SMC) section 23.41.004. Not all neighborhoods within the city have neighborhood-specific guidelines, but for those that do, both sets of guidelines—citywide and neighborhood—are consulted by the Boards, with the neighborhood guidelines superseding the citywide ones in the event of a conflict between the two. Neighborhood guidelines are very helpful to all involved in the design review process for the guidance they offer that is specific to the features and character of a specific neighborhood.

As of November 2013, there were nineteen sets of neighborhood design guidelines, each following the same organization and numbering system of the City's original citywide guidelines entitled [Design Review: Guidelines for Multi-family and Commercial Development](#) that were adopted in 1993.

The [West Seattle Junction Design Guidelines](#) reveal the character of the West Seattle Junction as known to its residents and business owners. The guidelines help to reinforce existing character and protect the qualities that the neighborhood values most in the face of change. Thus, a neighborhood's guidelines, in conjunction with the Citywide Design Guidelines, can increase overall awareness of design priorities and encourage involvement in the design review process.

Revised Neighborhood Design Guidelines

The [West Seattle Junction Design Guidelines](#) were developed by community members and design consultants, and adopted in 2001. In 2013, the City adopted new, updated guidelines entitled [Seattle Design Guidelines](#) to replace the citywide guidelines that had been in effect since the inception of the Design Review Program in 1993.

Because the [Seattle Design Guidelines](#) uses a different organizational and numbering system than the original guidelines, DPD has revised each set of neighborhood guidelines to match the [Seattle Design Guidelines](#) in format, organization, and numbering system. The revised neighborhood design guidelines will help Board members, applicants, staff, and the public better correlate neighborhood guidelines with the updated [Seattle Design Guidelines](#).

Guidelines at a Glance

The West Seattle Junction design guidelines apply to development that is subject to design review as set forth at SMC 23.41.004 if it is located in the West Seattle Urban Village as reflected in Map 1 (page 1). These guidelines augment the [Seattle Design Guidelines](#) adopted in 2013. The list below correlates the guidelines by subject matter and shows which [Seattle Design Guidelines](#) are augmented by [West Seattle Junction Design Guidelines](#). A "yes" indicates supplemental guidance is provided; a "no" indicates that the citywide guideline is sufficient. Note that the numbering system of the [Seattle Design Guidelines](#) is different from the original numbering applied to the [West Seattle Junction Design Guidelines](#) in 2001.

Context and Site

CS1. Natural Systems and Site Features	no
CS2. Urban Pattern and Form	yes
Streetscape Compatibility (former A-2)	
Corner Lots (former A-10)	
Height, Bulk, and Scale Compatibility (former B-1)	
CS3. Architectural Context and Character	yes
Architectural Context (former C-1)	

Public Life

PL1. Connectivity	yes
Human Activity (former A-4)	
PL2. Walkability	yes
Human Scale (former C-3)	
Pedestrian Open Spaces and Entrances (former D-1)	
PL3. Street-Level Interaction	no
PL4. Active Transportation	no

Design Concept

DC1. Project Uses and Activities	yes
Visual Impacts of Parking Structure (former D-5)	
DC2. Architectural Concept	yes
Architectural Concept and Consistency (former C-2)	
Human Scale (former C-3)	
DC3. Open Space Concept	no
DC4. Exterior Elements and Finishes	yes
Human Scale (former C-3)	

Context and Priority Issues: West Seattle Junction

The overriding objective of the citywide design guidelines is to ensure that new development fits in well with its surroundings. The following [West Seattle Junction Design Guidelines](#) share this objective, and with an emphasis on siting and design conditions and priorities supported by the community, aim to guide the design of new development in a manner that strengthens the Junction's mixed-use commercial core (see map 1, page 1 or the diagram below).

Through the neighborhood planning process, the community clearly stated its desire to maintain the small town atmosphere and qualities that have historically characterized the West Seattle Junction. However, it was also recognized that new development provides the opportunity for a broader mix of businesses and services, residential units and employment. As the Junction prepared its neighborhood plan, the citywide design guidelines were evaluated to determine whether the guidelines adequately supported the community's vision.

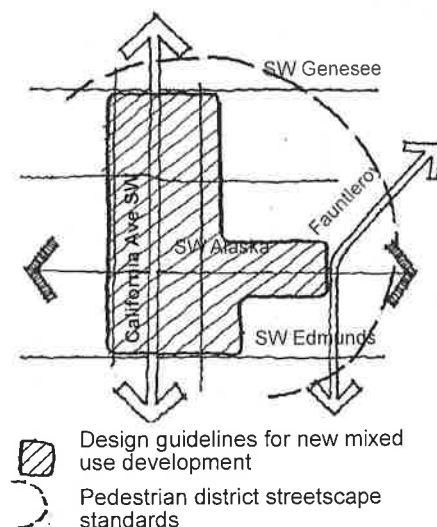
The Neighborhood Plan (1999) recommended the development of design guidelines to ensure that new development creates a compact, mixed-use commercial core that is pedestrian oriented in scale, character and function. A neighborhood design guidelines committee comprised of residential and business representatives was formed to address the Neighborhood Plan urban design-related recommendations. Several design issues and related priorities were identified and have been incorporated into the [West Seattle Junction Design Guidelines](#).

1. **Pedestrian Environment:** In general, the pedestrian environment (sidewalks, pathways, entries and crossings) should be safe, accessible to all, connect to places people want to go, and provide good places to be used for many things. New development should reflect these principles by enhancing commercial district streetscapes with development that makes pedestrian activity at the street level a priority (see Map 2, page 3).

The overall goal of these guidelines is to aid in creating a district in which new development supports a mix of uses and engages the public realm (i.e. sidewalk) in a pedestrian-oriented manner. The commercial core is considered to include California Avenue SW from SW Edmunds Street to SW Genesee Street, SW Alaska from 44th Avenue SW to 39th Avenue SW, and SW Genesee, Oregon and Edmunds Streets from 44th Avenue SW to 42nd Avenue SW. California Avenue SW is recognized as the area's current pedestrian-oriented business district, however the neighborhood envisions SW Alaska Street from California Avenue SW to Fauntleroy Way SW to become an extension of this mixed use district with a continuous pedestrian scale and high level of comfort at the street level.

The neighborhood recognizes that a successful pedestrian environment is really a pedestrian "network", extending beyond sidewalks to include paths, crossings and building entries. Mid-block pedestrian connections are encouraged to be incorporated into larger new development to link parking and surrounding streets to the commercial core.

2. **Height, Bulk and Scale Compatibility:** A pervading quality of the Junction's small town "feel" is expressed in the existing architecture. One way to preserve and continue the small town quality in new development is through the siting, massing and design of new buildings. However, Neighborhood Commercial zones with 85- and 65-foot height limits (NC-85' and NC-65') are the predominant zoning designations in the commercial core on California Avenue SW and SW Alaska Street, causing potential conflicts in height, bulk and scale compat-



ibility between new development and existing one- to two-story commercial buildings occupying small parcels of land. Furthermore, current zoning in the Junction has created abrupt edges between NC-65' and 85' zones and less intensive, multifamily development.

The City of Seattle's Land Use Code prescribes setback requirements for new development on zone edges between higher and lesser intensive zones. New development in the Junction must carry this treatment further as more refined transitions in height, bulk and scale - in terms of the relationship to surrounding context and within the proposed structure itself - must be considered.

3. **Architectural Character:** Elements and materials that respect and strengthen the commercial core are encouraged in new building design. The quality of the Junction's built environment can be characterized as mixed - good buildings mixed with more mundane construction - and therefore a selective approach to contextual design is warranted. New development should respond to the Junction's context by providing enough visual linkages between the existing stock of good buildings and the proposed structure so as to create a cohesive overall effect. Appropriate visual linkages are simple, basic features such as window proportions, entryway placements, decorative elements and materials. For example, many of the area's most successful commercial buildings exhibit human scale window proportions and bold cornices. Repeating such elements in new development would continue an appropriate pattern.

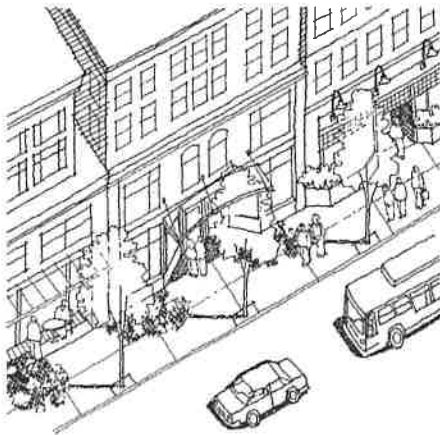
West Seattle Junction
Design Guidelines
2013

CS2

Urban Pattern and Form

Citywide Guideline:

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

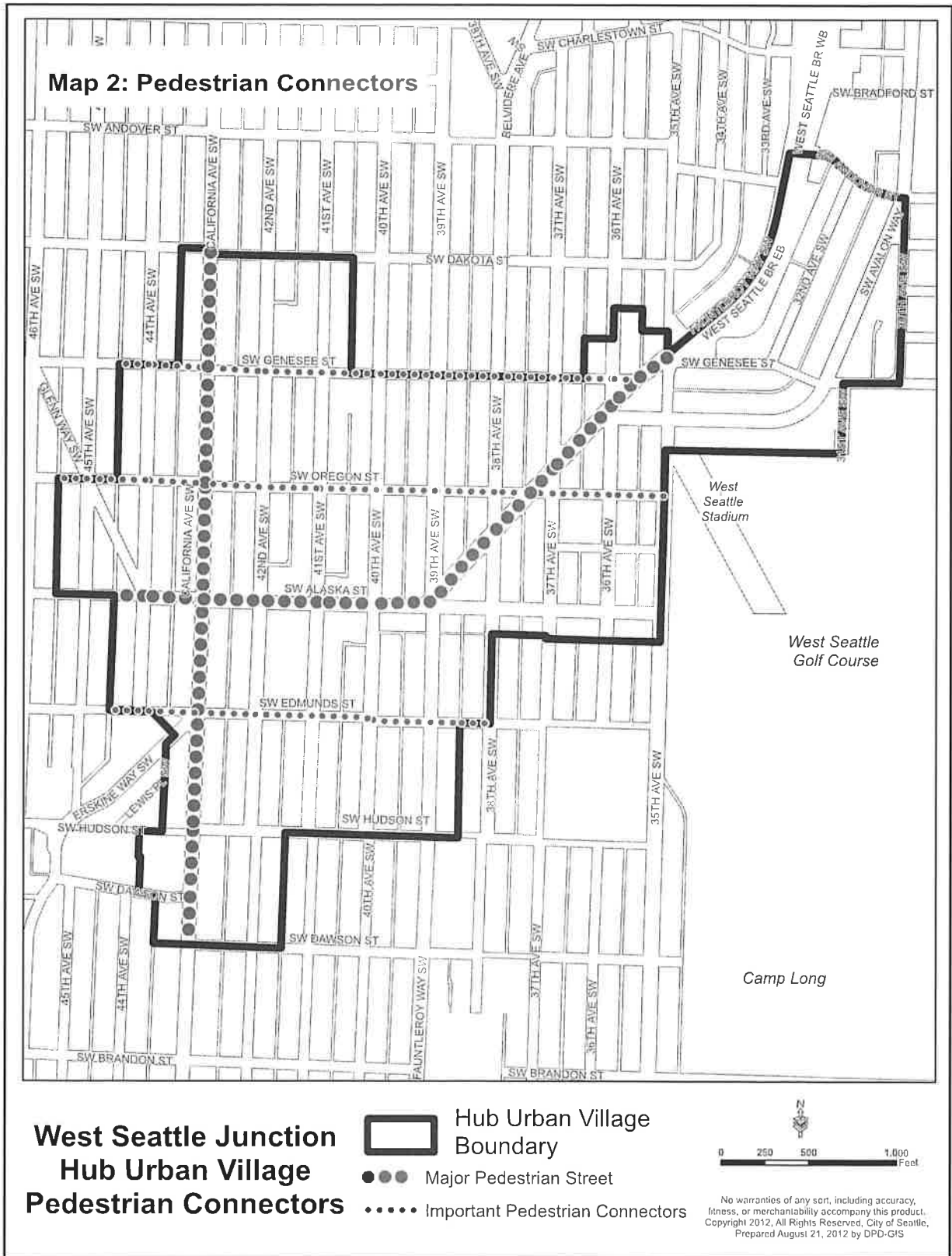


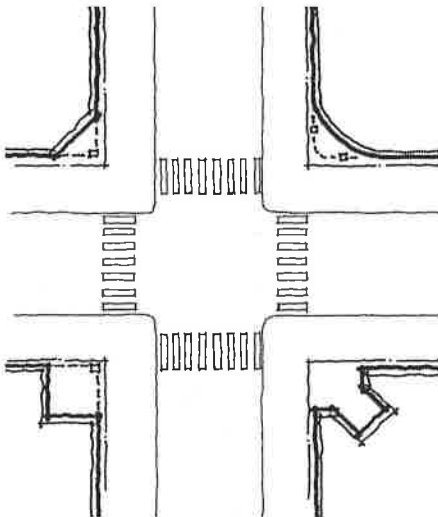
West Seattle Junction Supplemental Guidance

I. Streetscape Compatibility

A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in the Junction's mixed use areas (as previously defined). New development—particularly on SW Alaska, Genesee, Oregon and Edmunds Streets—will set the precedent in establishing desirable siting and design characteristics in the right-of-way.

- i. Reduce the scale of the street wall with well organized commercial and residential bays and entries, and reinforce this with placement of street trees, drop lighting on buildings, benches and planters.
- ii. Provide recessed entries and ground-related, small open spaces as appropriate breaks in the street wall.
- iii. Outdoor power and water sources are encouraged to be provided in order to facilitate building maintenance and exterior decorative lighting needs. Conveniently located sources could also be taken advantage of for special community events.





Building mass should reinforce the street corner while providing space for movement and activity.



Building form and elements are oriented to the corner.

II. Corner Lots

Pedestrian activities are concentrated at street corners. These are places of convergence, where people wait to cross and are most likely to converse with others. New development on corner lots should take advantage of this condition, adding interest to the street while providing clear space for movement.

- i. New buildings should reinforce street corners, while enhancing the pedestrian environment.
- ii. Public space at the corner, whether open or enclosed, should be scaled in a manner that allows for pedestrian flow and encourages social interaction. To achieve a human scale, these spaces should be well defined and integrated into the overall design of the building. Consider:
 - a. providing seating;
 - b. incorporating art that engages people; and
 - c. setting back corner entries to facilitate pedestrian flow and allow for good visibility at the intersection.

The Seattle design guidelines encourage buildings on corner lots to orient to the corner and adjacent street fronts. Within the Junction there are several intersections that serve as "gateways" to the neighborhood.

- iii. Building forms and design elements and features at the corner of key intersections should create gateways for the neighborhood. These buildings should announce the block through the inclusion of features that grab one's interest and mark entry.

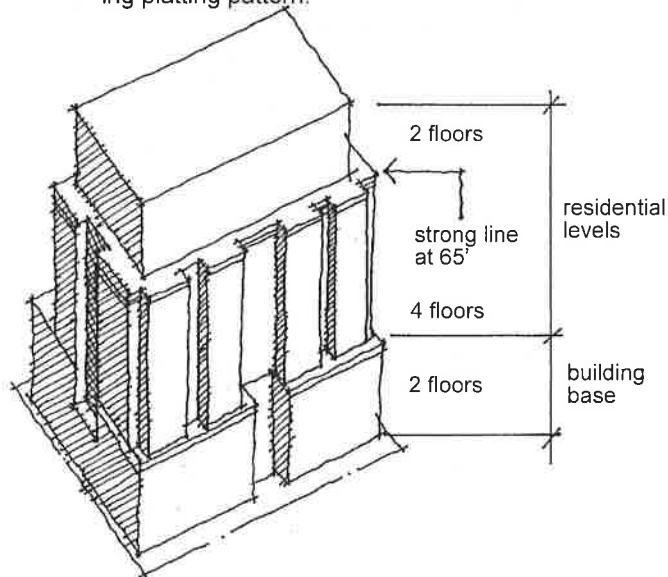
Gateways:

- a. California Avenue SW and SW Alaska Street
- b. California Avenue SW and SW Oregon Street
- c. SW Alaska Street and Fautleroy Way SW
- d. California Avenue SW and SW Edmunds Street
- e. SW Alaska Street and 44th Avenue SW
- f. Fautleroy Way SW and 35th Avenue SW

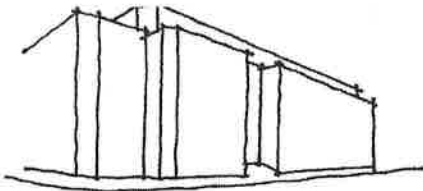
III. Height, Bulk and Scale

Current zoning in the Junction has created abrupt edges in some areas between intensive, mixed-use development potential and less-intensive, multifamily development potential. In addition, the Code-complying building envelope of NC-65' (and higher) zoning designations permitted within the commercial core (see Map 1, page 1) would result in development that exceeds the scale of existing commercial/mixed-use development. More refined transitions in height, bulk and scale—in terms of relationship to surrounding context and within the proposed structure itself—must be considered.

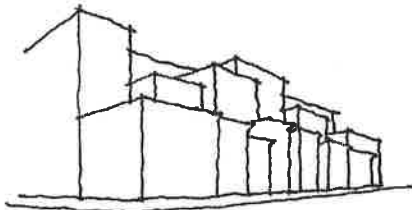
- i. Applicant must analyze the site in relationship to its surroundings. This should include:
 - a. Distance from less intensive zone; and
 - b. Separation between lots in different zones (property line only, alley, grade changes).
- ii. The massing prescribed by Neighborhood Commercial development standards does not result in mixed-use development that is compatible with the existing context. Among recent development in NC-65' zones and higher, the base (ground level commercial area) often appears truncated by the upper residential levels within a mixed-use building. The 13-foot, lot line – to – lot line commercial ground floor is an inadequate base for buildings of this size in terms of overall proportion. Moreover, surrounding commercial structures along California Avenue tend to have a building mass of 20 to 30 feet at the front property line. Therefore, for new development in Neighborhood Commercial zones 65' or higher:
 - a. Patterns of urban form in existing built environment, such as setbacks and massing compositions.
 - b. Size of Code-allowable building envelope in relation to underlying platting pattern.



Note: Massing concept for an NC-85' structure. Not preferred architectural concept.



A

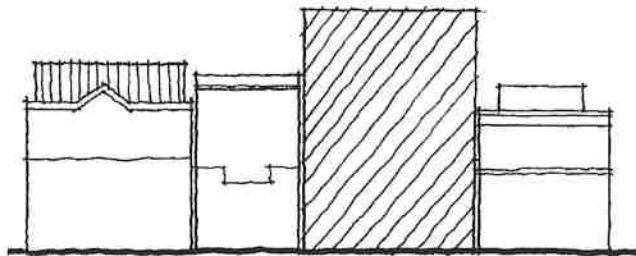


B

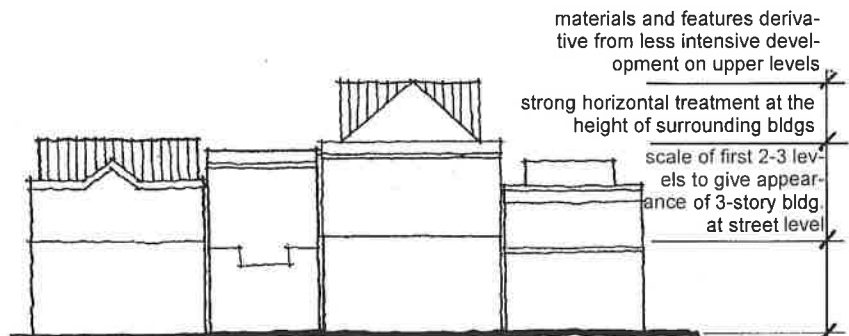
The bulk of the top building ("A") is at odds with the rhythm of the small buildings along California Avenue SW. Consider breaking the mass of large structures into form elements similar to the scale and character of the surrounding street frontage (Building "B").

iii. New buildings should use architectural methods including modulation, color, texture, entries, materials and detailing to break up the façade— particularly important for long buildings—into sections and character consistent with traditional, multi-bay commercial buildings prevalent in the neighborhood's commercial core (see map 1, page 1).

iv. The arrangement of architectural elements, materials and colors should aid in mitigating height, bulk and scale impacts of Neighborhood Commercial development, particularly at the upper levels. For development greater than 65 feet in height, a strong horizontal treatment (e.g. cornice line) should occur at 65 ft. Consider a change of materials, as well as a progressively lighter color application to reduce the appearance of upper levels from the street and adjacent properties. The use of architectural style, details (e.g. rooflines, cornice lines, fenestration patterns), and materials found in less intensive surrounding buildings should be considered.



A larger potential building envelope (shaded) within the context of existing structures.



Design the larger structure to be compatible in scale with the surrounding buildings.

CS3

Architectural Context and Character

Citywide Guideline:

Contribute to the architectural character of the neighborhood.

West Seattle Junction Supplemental Guidance

I. Architectural Context

- i. **Facade Articulation:** To make new, larger development compatible with the surrounding architectural context, facade articulation and architectural embellishment are important considerations in mixed-use and multifamily residential buildings. When larger buildings replace several small buildings, facade articulation should reflect the original platting pattern and reinforce the architectural rhythm established in the commercial core (see map 1, page 1).
- ii. **Architectural Cues:** New mixed-use development should respond to several architectural features common in the Junction's best storefront buildings to preserve and enhance pedestrian orientation and maintain an acceptable level of consistency with the existing architecture. To create cohesiveness in the Junction, identifiable and exemplary architectural patterns should be reinforced. New elements can be introduced - provided they are accompanied by strong design linkages.

Preferred elements can be found in the examples of commercial and mixed-use buildings in the Junction included on this page.



A variety of architectural details including street-level display windows, a sign band, recessed entry, transoms, and facade kick-plates lend human scale and interest to these commercial buildings.

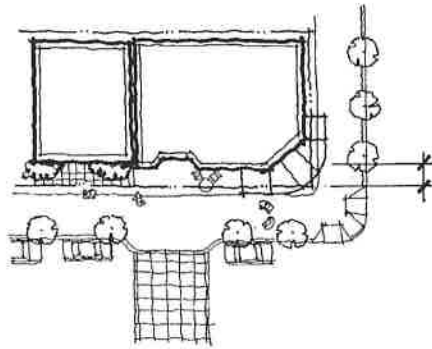
interesting parapets and cornices



PL1 Connectivity

Citywide Guideline:

Complement and contribute to the network of open spaces around the site and the connections among them.



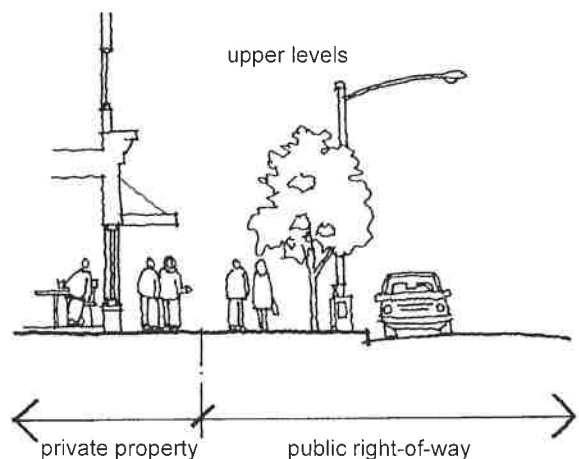
Consider setting the building back from the front property line to create an effective transition between the private and public realm.

West Seattle Junction Supplemental Guidance

I. Human Activity

An active and interesting sidewalk engages pedestrians through effective transitions between the public and private realms.

- i. Particularly in the California Avenue Commercial Core (see map 1, page 1), proposed development is encouraged to set back from the front property line to allow for more public space that enhances the pedestrian environment. Building facades should give shape to the space of the street through arrangement and scale of elements. Display windows should be large and open at the street level to provide interest and encourage activity along the sidewalk. At night, these windows should provide a secondary source of lighting.
- ii. In exchange for a loss of development potential at the ground floor, the Design Review Board is encouraged to entertain requests for departures to exceed the lot coverage requirement for mixed-use projects.
- iii. *When a setback is not appropriate or feasible, consider maximizing street level open space with recessed entries and commercial display windows that are open and inviting.*



PL2 Walkability

Citywide Guideline:

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

West Seattle Junction Supplemental Guidance

I. Human Scale

Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.

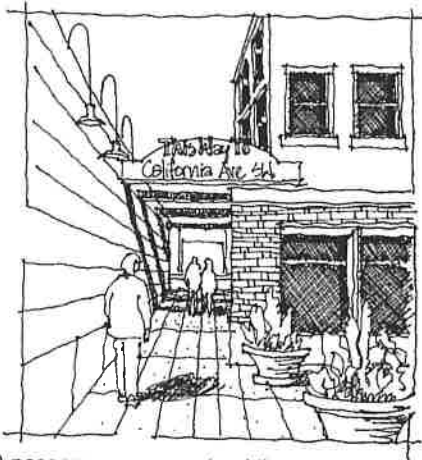
- i. Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.

Overhead weather protection should be designed with consideration given to:

- a. Continuity with weather protection on nearby buildings.
- b. When opaque material is used, the underside should be illuminated.
- c. The height and depth of the weather protection should provide a comfortable *scalae* for pedestrians.



Example of overhead weather protection that is coherently integrated into the building's modern style.



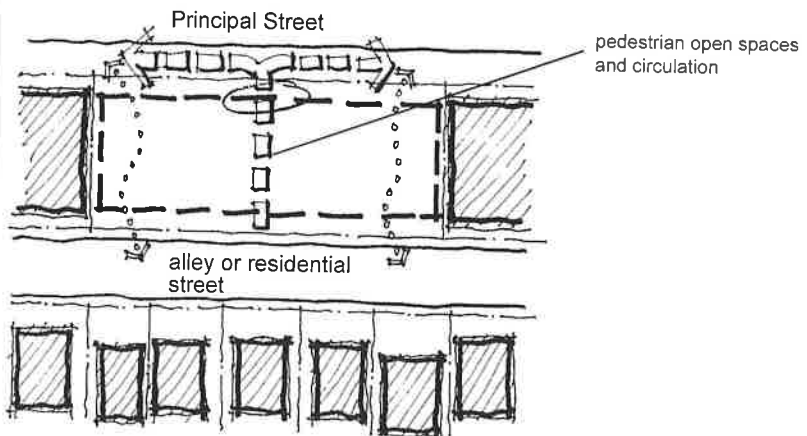
A passageway can extend the pedestrian environment of the commercial core through a large development site and into the surrounding neighborhood.

II. Pedestrian Open Spaces and Entrances

Design projects to attract pedestrians to the commercial corridors (California, Alaska). Larger sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the surrounding area. The Design Review Board would be willing to entertain a request for departures from development standards (e.g. an increase in the 64% upper level lot coverage in NC zones and a reduction in open space) to recover development potential lost at the ground level.

- i. **Street Amenities:** Streetscape amenities mark the entry and serve as way finding devices in announcing to visitors their arrival in the commercial district. Consider incorporating the following treatments to accomplish this goal:
 - a. pedestrian scale sidewalk lighting;
 - b. accent pavers at corners and midblock crossings;
 - c. planters;
 - d. seating.
- ii. Pedestrian enhancements should especially be considered in the street frontage where a building sets back from the sidewalk.

Note: The recently completed California Avenue SW street improvement project offers good examples of street amenities that could be repeated in portions of new developments that extend into the public realm. Details of these streetscape elements can be obtained from the West Seattle Junction Association.



DC1

Project Uses and Activities



The parking in this structure has been integrated into the overall building design in a cohesive manner and is further concealed through decorative metal grille work.

Citywide Guideline:

Optimize the arrangement of uses and activities on site.

West Seattle Junction Supplemental Guidance

I. Visual Impacts of Parking Structures

- i. Parking structures should be designed and sited in a manner that enhances pedestrian access and circulation from the parking area to retail uses.
- ii. The design of parking structures/areas adjacent to the public realm (sidewalks, alley) should improve the safety and appearance of parking uses in relation to the pedestrian environment.
- iii. There should be no auto access from the principal street (California Way, And Alaska St.) unless no feasible alternative exists. Located at the rear property line, the design of the parking façade could potentially be neglected. The City would like to see its alleys improved as a result of new development. The rear portion of a new building should not turn its back to the alley or residential street, but rather embrace it as potentially active and vibrant environment. The parking portion of a structure should be compatible with the rest of the building and the surrounding streetscape. Where appropriate, consider the following treatments:
 - a. Integrate the parking structure with building's overall design.
 - b. Provide a cornice, frieze, canopy, overhang, trellis or other device to "cap" the parking portion of the structure.
 - c. Incorporate architectural elements into the facade.
 - d. Recess portions of the structure facing the alley to provide adequate space to shield trash and recycling receptacles from public view.

DC2

Architectural Concept

Citywide Guideline:

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

West Seattle Junction Supplemental Guidance

I. Architectural Concept and Consistency

- i. New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. This is especially critical in areas zoned NC-65' and greater, where more recent buildings in the Junction lack coherency and exhibit a disconnect between the commercial base and upper residential levels as a result of disparate proportions, features and materials. The base of new mixed-use buildings – especially those zoned 65 ft. in height and higher - should reflect the scale of the overall building. New mixed-use buildings are encouraged to build the commercial level, as well as one to two levels above, out to the front and side property lines to create a more substantial base.
- ii. The use and repetition of architectural features and building materials, textures and colors can help create unity in a structure. Consider how the following can contribute to a building that exhibits a cohesive architectural concept:
 - a. facade modulation and articulation;
 - b. windows and fenestration patterns;
 - c. trim and moldings;
 - d. grilles and railings;
 - e. lighting and signage.

II. Human Scale

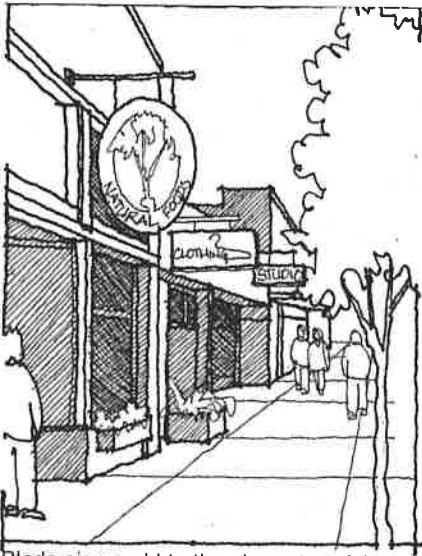
Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.

DC4

Exterior Elements and Finishes

Citywide Guideline:

Use appropriate and high quality elements and finishes for the building and its open spaces.



Blade signs add to the character of the streetscape and help orient pedestrians.



Example of signage at the street level for a broader range of visibility. Street level signs should be integrated with the overall design of the building when attached to the façade.

West Seattle Supplemental Guidance

I. Human Scale

- i. **Signage:** Signs should add interest to the street level environment. They can unify the overall architectural concept of the building, or provide unique identity for a commercial space within a larger mixed-use structure. Design signage that is appropriate for the scale, character and use of the project and surrounding area. Signs should be oriented and scaled for both pedestrians on sidewalks and vehicles on streets.

The following sign types are encouraged:

- a. pedestrian-oriented blade and window signs;
- b. marquee signs and signs on overhead weather protection;
- c. appropriately sized neon signs.

EXHIBIT 00

Seattle
2035

Comprehensive Plan

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

November 2017



Growth Management Act
 Statewide Goals/Policies
 Guidance for Citywide Comprehensive Plans



PSRC Vision 2040
 Regional Growth Goals
 Regional Framework for Local Decisions
 Multi-County Planning Policies



King County Planning Policies
 Countywide Goals/Policies
 Countywide Growth Management



Seattle Comprehensive Plan
 Citywide Goals/Policies
 Neighborhood Goals/Policies
 Six-Year Capital Investment Plan



Implementation Tools

Examples of Implementing Plans

- Pedestrian Master Plan
- Bicycle Master Plan
- Transit Master Plan
- Freight Master Plan
- Move Seattle Action Plan
- Consolidated Plan for Housing and Community Development
- Parks Legacy Plan
- SPU Stormwater Management Plan
- SPU Solid Waste Plan
- City Light Strategic Plan
- My Library Strategic Plan
- Climate Action Plan
- Disaster Recovery Framework

Examples of Codes & Rules in Seattle Municipal Code

- Land Use Code
- Stormwater Code
- Environmentally Critical Areas (ECA) Code
- Historic Preservation
- Environmental Protection
- Street and Sidewalk Use
- Parks and Recreation

Examples of Programs & Initiatives

- Move Seattle Levy
- Housing Levy
- Seattle Park District
- Seattle Homeowner Stabilization Program
- Multifamily Property Tax Exemption (MFTE) Credit Program
- Neighborhood Matching Fund
- City Light Appliance Rebate Program
- Public Art Program
- Green Stormwater Infrastructure Program
- Fire and Emergency Response Levy
- Food Action Plan



added residents and new businesses have meant more people out on the sidewalks, enjoying their communities and raising the overall vitality of each area. The villages continue to provide new services and goods for residents in nearby areas, and this means that community members have less distance to travel to get what they need and want. However, the long-sought prosperity in these communities has sometimes come at the cost of changing the character of the neighborhoods and forcing some former residents and businesses to leave. Those who left were often lower-income households, whose housing was replaced by more expensive new buildings or who could not afford the rising rents brought on by the neighborhood changes. In defining the future success of the urban village strategy, the City will try to plan ways for the urban villages to include opportunities for **marginalized populations** to remain in the city and to access education and affordable housing.

In many of the urban villages, ridership on King County Metro buses has outpaced the population growth, and several of these villages have benefited from the light rail service that first opened in 2009, providing another option for traveling without a car.

Of course, urban villages are more than just the fulfillment of the regional growth strategy; they are neighborhoods where Seattle residents live, work, learn, shop, play, and socialize. After initial adoption of the Plan, the City engaged in a citywide neighborhood-planning effort that produced a **neighborhood plan** for each area of the city containing an urban center or urban village. Those neighborhood plans found some common themes for improvement among the different communities and also highlighted some needs that were unique to each of those neighborhoods. To address the common themes, voters approved funding for libraries, open spaces, community centers, and transit. Since the neighborhood plans were first adopted, the City has worked with communities to refine more than half of those plans and help take action to accomplish the goals that each community prioritized.



Seattle 2035

Forecasts suggest that over the next twenty years, Seattle will need to accommodate 70,000 additional housing units, 120,000 more residents, and 115,000 additional jobs. This updated version of the Plan builds on the success of the urban village strategy to encourage that growth to occur in a manner that works for all of the city's people. Most urban centers and villages have continued to grow rapidly during the recent building boom, and current zoning allows them to handle even more growth. The City expects that between now and 2035, most housing and employment growth will occur in those urban centers and villages.

In addition, light rail service in Seattle now provides certain areas of the city with more frequent and reliable transit connections to a greater number of locations. Light rail already connects the University of Washington, Capitol Hill, Downtown, Southeast Seattle neighborhoods, and the airport. By 2021 it will reach Roosevelt and Northgate, and by 2023, it will

EXHIBIT PP



This Plan envisions a city where growth builds stronger communities, heightens our stewardship of the environment, leads to enhanced economic opportunity and security for all residents, and is accompanied by greater race and social equity across Seattle's communities.

This element of the Plan describes how the City goes about planning for growth and how it involves others in that planning. It also describes the City's urban village strategy—the idea that most of Seattle's growth should occur in the urban centers, urban villages, and manufacturing/industrial centers. This element also presents policies about urban design that describe how decisions about the location of growth should interact with the natural and built environments.

Other elements of this Plan describe mechanisms the City will use to achieve the growth vision. For example, the Land Use element describes how zoning and development regulations will control the location and sizes of new buildings in ways that help carry out the urban village strategy, the Transportation element describes the systems the City will provide to enable people and goods to move around the city, and the Housing element includes policies that will guide the types of housing the City will aim for and the tools the City will use to make it possible for people who work in the city to live here as well.

Between 2000 and 2010, the population of people of color grew more quickly than the total population in Seattle as a whole and within most urban villages. However, in some urban villages the pattern has been different. For example, the historically African-American and Asian-American communities at 23rd and Union/Jackson, North Beacon Hill, and Columbia City saw substantial decreases in their populations of color.

Changes in Population 2000 to 2010

	Change in Total Pop.	Change in Pop. of Color	% Change in Total Pop.	% Change in Pop. of Color
Seattle total	45,286	24,240	8.0%	13.4%
Inside urban villages	30,544	15,883	17.1%	22.9%
Outside urban villages	14,742	8,357	3.8%	7.5%

Urban Village Strategy

Discussion

The urban village strategy is Seattle's growth strategy. This strategy concentrates most of the city's expected future growth in urban centers and urban villages. Most of these areas have been the commercial centers serving their local communities or even the larger city and region for decades. They are the places best equipped to absorb more housing and businesses and to provide the services that new residents and employees will need.

Urban centers and villages are almost like small cities within Seattle. They are complete and compact neighborhoods. Increasing residential and employment opportunities in urban centers and villages makes transit and other public services convenient for more people. It also makes providing these key services more efficient. This can be a benefit to transit-dependent populations and to those who rely on other community services. At the same time, locating more residents, jobs, stores, and services near each other will reduce people's reliance on cars, limit traffic congestion, and decrease greenhouse gas emissions.

The urban village strategy takes the unique character of the city's neighborhoods into account when planning for future growth. The places selected for absorbing the most growth come in various shapes and sizes, and they will serve somewhat different purposes. The following descriptions define the roles that four different types of areas will play in the city's future:

Urban centers are the densest Seattle neighborhoods. They act as both regional centers and local neighborhoods that offer a diverse mix of uses, housing, and employment opportunities.

Hub urban villages are communities that offer a balance of housing and employment but are generally less dense than urban centers. These areas provide a mix of goods, services, and employment for their residents and surrounding neighborhoods.

Residential urban villages are areas of residential development, generally at lower densities than urban centers or **hub urban villages**. While they are also sources of goods and services for residents and surrounding communities, for the most part they do not offer many employment opportunities.

Manufacturing/industrial centers are home to the city's thriving industrial businesses. Like urban centers, they are important regional resources for retaining and attracting jobs and for maintaining a diversified economy.

The City intends for each of these areas to see more growth and change over time than other commercial locations or primarily residential areas, and together they will accommodate the majority of the city's expansion during this Plan's life span. The City will continue to work with its residents, businesses, and institutions citywide to promote conditions that will help each of its communities thrive, but it will pay special attention to the urban centers and villages where the majority of the new housing and jobs is expected. The policies in this Plan provide direction for that change and growth.



Because the City expects to concentrate public facilities, services, and transit in urban centers and urban villages, it must ensure that there are opportunities for all households to find housing and employment in those places, regardless of income level, family size, or race.



City of Seattle
2017 COMPREHENSIVE PLAN AMENDMENT APPLICATION

Use this application to propose an amendment to the goals, policies, Future Land Use Map, appendices, or other components of the adopted City of Seattle Comprehensive Plan.

Applications are due to the Seattle City Council (sent electronically to: compplan@seattle.gov) no later than 5:00 p.m. on May 15th for consideration in the next annual review cycle. Any proposals received after May 15th will be considered in the review process for the following year. *(Please Print or Type)*

Applicant: **Janine Rees**
Email: ajreesjones@icloud.com

Date: **May 12, 2017**

Street Address: 5456 40th Ave SW Seattle, WA 98136

Additional Contacts: Christy Tobin-Presser, Amanda Sawyer, Richard Koehler, JuNO Land Use Committee

Email: asawyer131@gmail.com; ctobin@bskd.com; rkoehler@cool-studio.net; luc@wsjuno.org

Name of general area, location, or site that would be affected by this proposed amendment (attach additional sheets if necessary):

West Seattle Junction Hub Urban Village

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist.

Acceptance of this application does not guarantee final approval.

Applicant
Signature: _____

Janine Rees

Date: 5-13-17

EXHIBIT QQ

Question 1: Provide a detailed description of the proposed amendment and a clear statement of what the proposed amendment is intended to accomplish.

Summary:

The proposed amendment will resolve a conflict within the Comprehensive Plan between the Future Land Use Map for the West Seattle Junction Hub Urban Village ("West Seattle Junction") and its neighborhood plan. This amendment will modify the boundaries of the West Seattle Junction Hub Urban Village such that all areas currently zoned Single Family are removed from the "Hub Urban Village" area designation and reclassified to the "Single Family Residential" area (see Appendix A) in the Future Land Use Map.

Intent:

When the West Seattle Junction was designated a Hub Urban Village in 1999, the urban village boundary was drawn to include Single Family Zones. In tandem, specific language to preserve those as Single Family were written into the accompanying Neighborhood Plan. This was a key principle of the community that was expressed as such at the time:

Maintaining the single-family character of West Seattle's neighborhoods has been a "battle cry" during the neighborhood planning process. Most of the single-family zoning in the Junction planning area lies outside the Urban Village Boundary and would not be affected by the Neighborhood Plan. There are three pockets of single family zoning within the village boundaries: between SW Edmunds Street and SW Dawson Street along 40th, 41st and 42nd Avenues SW; between Dakota Street and SW Oregon Street generally from 37th and 41st Avenues SW and along 32nd Ave SW.¹

The language that protects and preserves the Single Family areas has been brought forward into the currently adopted plan:

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

The neighborhood plan contemplates a "compact" core. It cites the need for parking, which has been strained since parking is not required within the broad geographical area of the current urban village boundary. This amendment aligns the urban village to this expectation:

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.

There is also language that describes the goal of the West Seattle Junction that refers to the Single Family areas:

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.

The current Comprehensive Plan designates Single Family Residential areas as distinct from Urban Village areas.² This has created a conflict with the implementation of City land use policy at the West Seattle Junction: the policies applied to Urban Villages are incompatible with those applied to Single Family Residential areas. Given that the treatment of Urban Villages and Single Family areas are dissimilar, many land use policies targeted at Urban Villages are not possible to implement while honoring the neighborhood plan. For example, the implementation of MHA zoning proposes to remove all Single Family areas that are sited within Urban Villages. This is clearly in conflict with WSJ-P13 and WSJ-G1, which are written to maintain them.

¹ West Seattle Junction Hub Urban Village Neighborhood Plan, Jan 1999, p.40

² Seattle Comprehensive Plan, Nov 2016, Future Land Use Map, p.41

Question 2: Describe how the issue is currently addressed in the Comprehensive Plan. Why is a change needed?

The Comprehensive Plan stipulates that all such conflicts must be resolved:

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.

This need for consistency is also specified in the WA Growth Management Act:

RCW 36.70A.70. The comprehensive plan of a county or city that is required or chooses to plan under RCW 36.70A.040 shall consist of a map or maps, and descriptive text covering objectives, principles, and standards used to develop the comprehensive plan. The plan shall be an internally consistent document and all elements shall be consistent with the future land use map.

Question 3: Describe why the proposed change meets the criteria established in Resolution 31402 which sets criteria for Council to consider an amendment to the Comprehensive Plan.

3A. The amendment is appropriate for the Comprehensive Plan...

This amendment is appropriate for the Comprehensive Plan because it resolves a conflict that is inherent to the Plan. The Future Land Use Map designates the areas of the city that are Single Family Residential areas. There are Single Family areas within the West Seattle Junction. Given that WSJ-P13 stipulates that these areas are to be maintained as single-family areas, the conflict is reconciled by modifying the Future Land Use Map to reflect this.

3B. The amendment is legal under state and local law.

We have not found any legal issue pertaining to this amendment.

3C. It is practical to consider the amendment...

The timing of this amendment is appropriate and sufficient time can be taken to consider it. It is consistent with CI 2.11 which stipulates that it is City policy to maintain consistency between neighborhood plans and the Comprehensive Plan. This amendment has not been considered by the City Council.

3D. If the amendment would change a neighborhood plan...

The amendment does not change the neighborhood plan and instead brings the Future Land Use Map into alignment with it.

3E. The amendment is likely to make a material difference in a future City regulatory or funding decision.

This amendment will clarify the Urban Village area such that a policy that targets the urban village can be implemented without conflict with WSJ-P13. There is an active land use proposal regarding MHA zoning within urban villages that would remove Single Family areas. By removing the Single Family areas from the urban village, this amendment would make a material difference to its implementation.

Question 4: What other options are there for meeting the goal or objectives of this amendment? Why is a Comprehensive Plan amendment needed to meet the goals or objectives?

It would be possible to meet the goal of this amendment if the City was careful to honor the neighborhood plan goal WSJ-G1 and policy WSJ-P13 despite the area's Hub Urban Village designation in the Future Land Use Map. However, the risk will remain that programs that target Hub Urban Villages for implementation will omit this from consideration, causing ongoing planning issues and undue complexity.

It would also be possible to resolve the conflict through an update to the neighborhood plan. The Comprehensive Plan contemplates this:

CI 2.12 Provide sufficient funding and resources to work with communities to update community and neighborhood plans to maintain their relevancy and consistency(sic) with community goals and the citywide policies of the Comprehensive Plan.

Given the need for concurrent planning across transit, infrastructure, the impacts of density on livability (e.g. open space, green space, and urban trails), given the funding of a West Seattle light rail branch with ST3, and the precedent that a funded process of community planning is typical prior to the arrival of light rail, it appears that an update to the neighborhood plan is a smart choice.³ However, we have been informed that the City lacks the time and resources to engage in such a planning exercise prior to the implementation of an upcoming MHA rezone that would affect the Single Family areas.⁴

This amendment appears to be the best way to resolve the inconsistency.

Question 5: What do you anticipate will be the impacts of the proposed amendment, including impacts to the geographical area affected? Why will the proposed amendment result in a net benefit to the community? Please include any data, research, or analysis that supports the proposed amendment.

This amendment would resolve a conflict that has caused members of the affected neighborhood quite a bit of concern and confusion. In October 2016 the City released maps that indicated that MHA rezoning would eliminate the Single Family areas. The residents of the area believed that the neighborhood plan would maintain the integrity of those areas, at least until such time as they were engaged in a new neighborhood planning process.

Members of the community value their neighborhood as a great place to raise families, and they value the diversity of housing. Significant development has taken place that has reduced the availability of family housing, which has been replaced by 1- and 2- bedroom apartments. (See Appendix C). The land use policies that accompany the Urban Village designation threaten to eliminate the diversity of housing and the compatibility with families.

The West Seattle Junction has the lowest household-to-open/green space ratios in the City. The Single Family zoned areas contribute much needed open space and vegetation. This valuable

³ See examples in Appendix B

⁴ "...given the high demand for housing, there would be consequences for delaying implementation of MHA in neighborhoods with future Sound Transit stations."; Samuel Assefa, 3/22

aspect of Single Family areas is acknowledged in the Comprehensive Plan, and is a much-needed mitigation for the shortage of open and park space:

Single Family Residential Areas. While they are thought of as residential neighborhoods, they include a variety of uses beyond housing. ... In most of these areas, houses are not very tall and typically have yards and open space around them. That open space provides recreation opportunities for residents and land for much of the city's tree canopy.⁵

These community's value of these points is unambiguously codified in the neighborhood plan:

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

Please also find the attached 242 signatures of support for this amendment from the community.

Question 6: How does the proposed amendment support the existing goals and policies of the Comprehensive Plan?

Comprehensive Plan policy CI 2.11 stipulates that inconsistencies between the neighborhood plan (i.e. WSJ-13 and WSJ-G1) and the Comprehensive Plan (i.e. the Future Land Use Map and the implementation of land use policies that follow from it) are to be resolved via an amendment. This amendment would resolve the inconsistency.

Question 7: Is there public support for this proposed amendment? If the amendment would change the Future Land Use Map or a Neighborhood Plan, please list any meetings that you have held with the community about the amendment.

Yes, there is support for the amendment from members of the community that are within the area proposed for re-designation. Please find our petitions attached to this email as a PDF. We have discussed this with the community at the following open meetings held by the Junction Neighborhood Organization:

- On 1/19, this was presented to about 150 members of the public that attended a meeting of the Junction Neighborhood Organization (JuNO).⁶ The idea was presented on a powerpoint slide and also appeared on a flyer that was handed out to attendees.⁷
- At the JuNO meeting of 3/21.
- At a meeting of JuNO land use block captains on 3/28.

⁵ Seattle 2035, Comprehensive Plan, Dec 2016, p. 51

⁶ <http://westseattleblog.com/2017/01/hala-rezoning-with-city-organized-workshop-in-the-junction-coming-up-thursday-heres-how-the-new-juno-land-use-committee-briefed-neighbors/>

⁷ <http://westseattleblog.com/blog/wp-content/uploads/2017/01/1-19-Handout-Final.pdf>

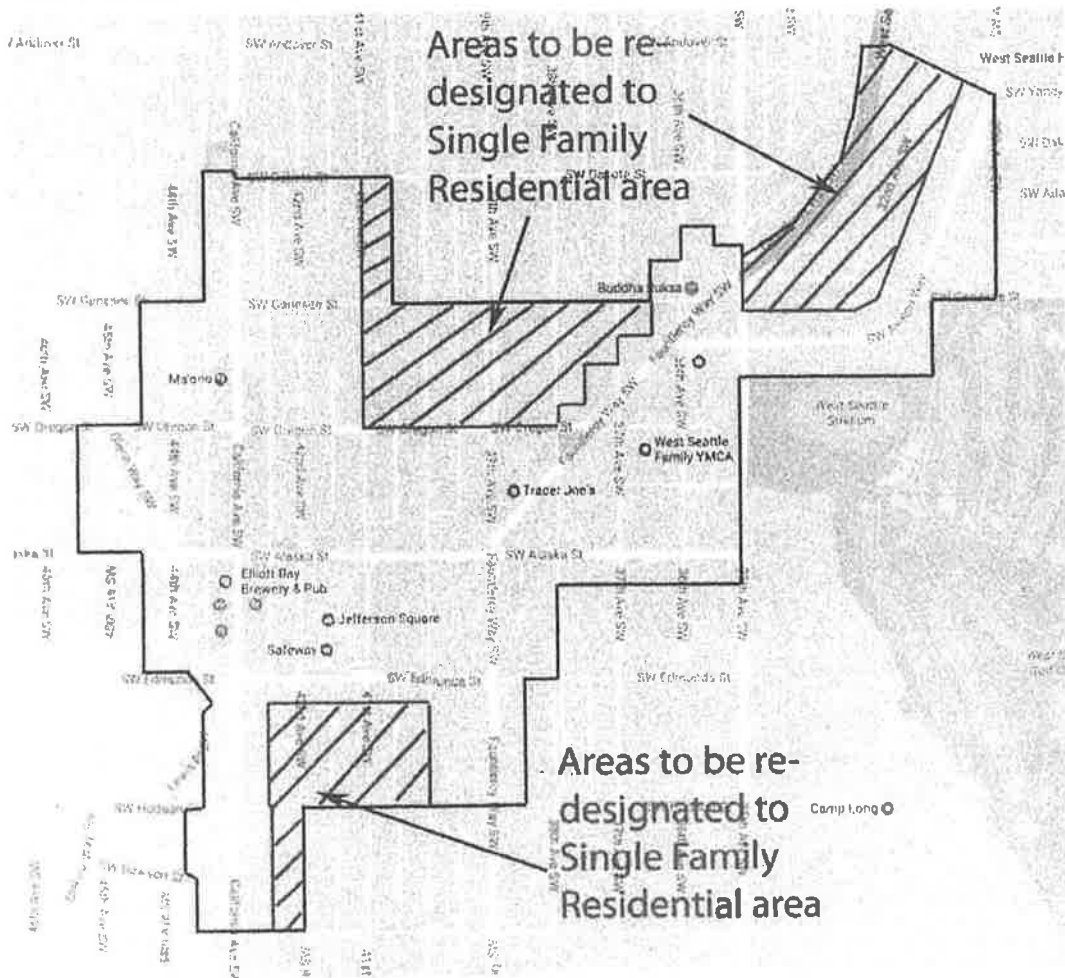
Question 8: Has the proposed amendment been considered before by the Council?

No, it has not.

Appendix A: Specific modification to Future Land Use Map

Per **Question 1c**, this amendment proposes a change to the Future Land Use Map: All areas within the West Seattle Junction that are currently zoned as Single Family will be re-designated FROM a Hub Urban Village area TO a Single Family Residential area. Commensurate to this, there will also be no expansion of the current boundaries to include additional area that is presently Single Family.

Figure A-1: Map of re-designated areas



This is consistent with LU1.5 because this Future Land Use Map amendment is needed in order to resolve the conflict between the neighborhood plan and the Comprehensive Plan and thus clarify the function of a large area, represented by approximately 20 neighborhood block faces.

The specific areas to be re-designated include all addresses within the following area boundaries:

Area 1:

Starting at the intersection of SW Dakota and 41st Ave SW,
Running east to the corner of SW Dakota and the NE corner of 4102 41st Ave SW,
Thereafter running south to SW Genesee,
Thereafter running east to the NE corner of 4400 37th Ave SW,

Thereafter running south to the SE corner of 4414 37th Ave SW,
Thereafter running west to 37th Ave SW,
Thereafter running south to the SE corner of 4427 37th Ave SW,
Thereafter running west to the SW corner of 4427 37th Ave SW,
Thereafter running south to the SE corner of 4446 38th Ave SW,
Thereafter running west to 38th Ave SW,
Thereafter running south to SW Oregon St,
Thereafter running west to 41st Ave SW,
Thereafter returning north to the point of origin.

Area 2:

Starting at the intersection of SW Genesee and Fauntleroy Ave SW,
Running along Fauntleroy Ave SW to SW Andover St,
Thereafter running east to the NE corner of 3021 32nd Ave SW,
Thereafter running SW along the alley way, and turning west to the SE corner of 4400 SW
Genesee St,
Thereafter running north to SW Genesee St,
Thereafter running west to the point of origin.

Area 3:

Starting at the SW corner of 5057 42nd Ave SW,
Running east to the SE corner of 5056 42nd Ave SW,
Thereafter running north to SW Hudson,
Thereafter running east to 40th Ave SW,
Thereafter running north to the NE corner of 4811 40th Ave SW,
Thereafter running west to the NW corner of 4811 42nd Ave SW,
Thereafter running south to SW Hudson,
Thereafter running to the NW corner of 5005 42nd Ave SW,
Thereafter running south to the point of origin.

Appendix B: Light Rail planning

Seattle neighborhoods that have been a focal point for light rail extension have historically undergone a comprehensive review and inclusive planning process in order to update and redevelop their neighborhood plans. The West Seattle Junction is among Seattle's fastest-growing areas and warrants the same level of planning that neighborhoods such as Ballard, Roosevelt, and the University District have received (Figure B-1).

Example: Ballard

As shown in Appendix A the West Seattle Junction and Ballard have experienced similar growth rates between 2000 and 2015, a trend which will continue into 2035, converging towards similar levels of density. Like the West Seattle Junction, Ballard light rail is in the scope of ST3. Ballard has the benefit of an urban planning exercise that began in or prior to 2014, thereby engaging the neighborhood in a planning process that can influence MHA zoning proposed there.

The concerns raised in feedback from the West Seattle Junction echo those recorded in the Ballard urban planning exercise as their area experienced similarly rapid growth: (1) declining affordability; (2) fewer families in the village core; (3) the need for amenities such as transit and open space; (4) displacement; (5) availability/quality of parking and pedestrian access for the elderly; (6) loss of traditional stores.⁸ Clearly the West Seattle Junction warrants the same diligence and community engagement provided to Ballard and other areas of urban growth.

Recommendation

Given the conflicts between proposed MHA zoning and the West Seattle Junction neighborhood plan; and given the deficiencies in open space, pedestrian, transit, and other infrastructure at both current and forecast density levels, *we believe that comprehensive urban planning with station area considerations afford the West Seattle Junction our best opportunity for course correction.* We can plan for density near the station(s) and guide investment into livability improvements in the most sensible way, minimizing displacement and maximizing the benefit of our region's investment in this neighborhood.

This is a once-in-a-lifetime opportunity to set the course for the West Seattle Junction and we do not want to risk development missteps arising from myopic MHA planning. We propose that the City exclude the West Seattle Junction from the MHA legislation to be proposed in Summer 2017 and instead work with our neighborhood on a single, comprehensive urban planning effort in conjunction with Sound Transit.

⁸ http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2149362.pdf

Figure B-1: Examples and precedence for neighborhood plan updates for areas with proposed light rail stations

Exhibit	Location
Ballard Urban Design, underway since at least 2014	http://www.seattle.gov/dpd/cityplanning/completerojiectslist/ballard/projectdocuments/default.htm
University District urban design, published August 2016, the result of a 4-year planning process	http://www.seattle.gov/dpd/cityplanning/completerojiectslist/universitydistrict/documents/
Roosevelt neighborhood plan, updated July 2006 in anticipation of light rail.	http://rooseveltseattle.org/wp-content/uploads/2012/02/Roosevelt-Neighborhood-Plan-Update-2006.pdf
Director's report for Roosevelt, 2011, referencing the 2006 neighborhood plan update as the basis for zoning recommendations.	http://www.ravennabryant.org/wp-content/uploads/2011/07/dpd_Roosevelt_Report_June2011.pdf
Online records of station area planning for: Henderson, Othello, Edmunds/Columbia City, McClellan, Beacon Hill, International District, Pioneer Square, Westlake/Convention Place, First Hill, Capitol Hill, University District, Roosevelt, Northgate	https://www.seattle.gov/transportation/ppmp_sap_neigh.htm
Seattle Planning Commission findings and recommendations, April 8, 2010, describing priority for updates to neighborhood plans proposed for light rail as "Urgent".	https://www.google.com/uri?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=0ahUKewjVhaethbXSAhUT9mMKHWhvA3EQFggcMAA&url=https%3A%2F%2Fwww.seattle.gov%2FDocuments%2FDepartments%2FSeattlePlanningCommission%2FPlanningCommissionRec_FutureNeighborhoodPlanning.pdf&usq=AFQICNH0Owi0CIIIIZf5uZUHWe2V68K-1A&sig2=Da_xOGDqrb6hpkUbxSsehw
City ordinance in 2008 prioritizing the review and update of neighborhood plans where stations are proposed.	Ordinance #122799
Example: Neighborhood planning framework & recommendations provide a foundation for station area planning.	https://www.seattle.gov/transportation/SAP/TOD_Boards/Planning_Framework.pdf

APPENDIX C – GROWTH RATES

The West Seattle Junction has been among the fastest growing areas of the City since it was designated a Hub Urban Village in 1999, outpacing most Urban Centers in growth rate (Figure C-1).⁹

Figure C-1: Growth of Urban Centers and Hub Urban Villages since 2000

Area	Acres	2000 housing units	2000 housing / acre	2015 housing units	2015 housing / acre	2015 % growth
South Lake Union (UC)	340	899	2.6	4,536	13.3	410%
Downtown (UC)	950	12,854 ¹⁰	13.5	24,347	25.6	89%
West Seattle Junction	226	2,113	9.3	3,880	17.2	84%
Ballard	424	4,993	11.8	9,168	21.6	84%
Lake City	142	1,544	10.9	2,836	20.0	84%
Uptown (UC)	333	4,135	12.4	7,483	22.4	81%
U District (UC)	746	5,674 ¹¹	7.6	9,802	13.1	73%
Bitter Lake Village	352	2,107	6.0	3,257	9.3	55%
North Rainier	456	1,630	3.6	2,454	5.4	51%
Fremont	213	2,188	10.3	3,200	15.0	46%
First Hill – Capitol Hill (UC)	916	22,436 ¹²	24.5	29,619	32.3	32%
Northgate (UC)	411	3,650	8.9	4,535	11.0	24%

⁹ Data from 2000 census, <http://arcg.is/2H25G0>.

¹⁰ Includes Commercial Core, Pioneer Square, Belltown, Denny, International District

¹¹ Includes U District NW and Campus

¹² Includes First Hill, Capitol Hill, Pike/Pine, 12th Avenue

The West Seattle Junction Hub Urban Village will continue to have among the highest growth rates in the City (Figure C-2).¹³ Existing zoning already leads to a forecast of 59% growth rate by 2035, the third-fastest growth rate in Seattle even without MHA zoning. This growth rate still exceeds that of most urban centers.

Figure C-2: Comparison of 2035 growth rates with and without MHA

Area	Acres	2015 housing units	2015 housing / acre	ADOPTED 2035 estimate	ADOPTED % growth	2035 housing / acre	PROPOSED 2035 + MHA	2035+MHA % growth	2035+MHA housing / acre
South Lake Union (UC)	340	4,536	13.3	7,500	165%	35.4	7,950	175%	36.7
West Seattle Junction	226	3,880	17.2	2,300	59%	27.3	2,800	72%	29.6
Northgate (UC)	411	4,535	11.0	3,000	66%	18.3	3,122	69%	16.6
Downtown (UC)	950	24,347	25.6	12,000	49%	38.3	12,720	52%	39.0
Ballard	424	9,168	21.6	4,000	44%	31.1	4,734	52%	32.8
U District (UC)	746	9,802	13.1	3,500	36%	17.8	5,000	51%	19.8
Uptown (UC)	333	7,483	22.4	3,000	40%	31.4	3,750	50%	33.7
North Rainier	456	2,454	5.4	1,000	41%	7.6	1,154	47%	7.9
Fremont	213	3,200	15.0	1,300	41%	21.1	1,400	44%	21.6
Bitter Lake Village	352	3,257	9.3	1,300	40%	12.9	1,376	42%	13.2
Lake City	142	2,836	20.0	1,000	35%	27.0	1,049	37%	27.4
First Hill - Capitol Hill (UC)	916	29,619	32.3	6,000	20%	38.9	6,526	22%	39.5

However, the 2015 housing unit total for the West Seattle Junction does not include many recent development projects (see Figure C-3). Based on new and proposed development, the West Seattle Junction appears to be well ahead of schedule for 2035, with at least 1,687 of the 2,300 units already expected within the next two years.

The zoning associated with the 1999 Neighborhood Plan has more than met, and continues to exceed, the City's expected contribution for housing growth without the need for additional zoning. Yet there has been a lack of comparable investment in transit, open space, jobs, livability, and infrastructure in the West Seattle Junction over this time period. The negative sentiment of the neighborhood towards further upzoning and growth is a natural outcome of this imbalance.

¹³ HALA "20-year housing growth estimates for draft MHA zoning changes"

Figure C-3: Development pipeline in the West Seattle Junction since 2015

Project	Units	Status
4807 41 st Ave SW (SEDU)	24	Application 2/2017
4722 Fauntleroy Ave SW	~120	Application 12/2016
3078 SW Avalon	108	EDG 11/2016
4417 42 nd Ave SW	55	EDG 10/2016
4754 Fauntleroy Ave SW	108	Application 10/2016
3039 SW Avalon	71	Application 5/2016
4437 41 st Ave SW	4	Permitted 12/2016
3062 SW Avalon	9	Permitted 10/2016
3070 SW Avalon	9	Permitted 10/2016
4801 Fauntleroy Ave SW	52	Permitted 9/2016
4515 41 st Ave SW (Assisted Living)	48	Permitted 2/2016
3050 SW Avalon	104	Permitted 10/2015
4122 36 th Ave SW (SEDU)	20	Permitted 10/2015
Total in pipeline:	732	
4528 44 th Ave SW (SEDU)	58	Opening 2017
4505 42 nd Ave SW (Capelouto)	45	Opening 2017
4755 Fauntleroy (Whittaker)	389	Open 2016/2017
4535 44 th Ave SW (The Lofts)	36	Open 2016
4400 SW Alaska (4400 SW Alaska)	40	Open 2016
4433 35 th Ave SW (Aura West Seattle)	159	Open 2016
4433 42 nd Ave SW (Junction Flats)	78	Open 2016
4745 40 th Ave SW (Sky)	150	Open 7/2016
Open 2016-2017:	955	
4730 California Ave SW (4730 California)	88	Open 6/2015
4715 42 nd Ave SW (Junction 47)	203	Open 9/2015
4555 39 th Ave SW (Link)	216	Open 2015
Open mid-2015 or later:¹⁴	507	
Total units since 2015 count:	1,687 - 2,194	

¹⁴ It's not clear whether or not these were counted in the City's 2015 housing unit count.



SEATTLE CITY COUNCIL

Legislative Summary

Res 31762

Record No.: Res 31762

Type: Resolution (Res)

Status: Adopted

Version: 3

Ord. no:

In Control: City Clerk

File Created: 07/11/2017

Final Action: 08/07/2017

Title: A RESOLUTION identifying proposed Comprehensive Plan amendments to be considered for possible adoption in 2018, and requesting that the Office of Planning and Community Development and the Seattle Planning Commission review and make recommendations about the proposed amendments.

Date

Notes:

Filed with City Clerk:

Mayor's Signature:

Sponsors: Johnson

Vetoed by Mayor:

Veto Overridden:

Veto Sustained:

Attachments: Attachment A: OPCD Director's Memorandum

Drafter: patrick.wigren@seattle.gov

Filing Requirements/Dept Action:

History of Legislative File

Legal Notice Published:

Yes

No

Version:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	City Clerk	07/11/2017	sent for review	Council President's Office			
	Action Text: The Resolution (Res) was sent for review. to the Council President's Office						
	Notes:						
1	Council President's Office	07/13/2017	sent for review	Planning, Land Use, and Zoning Committee			
	Action Text: The Resolution (Res) was sent for review. to the Planning, Land Use, and Zoning Committee						
	Notes:						
1	Full Council	07/17/2017	referred	Planning, Land Use, and Zoning Committee			
1	Planning, Land Use, and Zoning Committee	07/24/2017					
1	Planning, Land Use, and Zoning Committee	08/01/2017	adopt as amended				Pass

EXHIBIT RR

Action Text: The Committee recommends that Full Council adopt as amended the Resolution (Res).
In Favor: 3 Chair Johnson, Member Herbold, Alternate González
Opposed: 0

2 Full Council 08/07/2017 adopted as amended Pass

Action Text: The Motion carried, the Resolution (Res) was adopted as amended by the following vote, and the President signed the Resolution:

Notes: ACTION 1:

Motion was made by Councilmember Johnson, duly seconded and carried, to amend Resolution 31762, by amending Sections 2 and 6, as shown in the underlined and strike through language below:

Section 2. Mandatory Housing Affordability amendments. The Council requests that the Executive provide recommendations for potential amendments to Comprehensive Plan policies and maps to facilitate the implementation of the Mandatory Housing Affordability Program (MHA) citywide, consistent with Resolution 31612, including amendments to the Growth Strategy, Land Use, Housing, Neighborhood Planning, or other elements or maps in the Plan, as appropriate. The potential amendments are further described in the memorandum dated July 10, 2017, from the Director of the Office of Planning and Community Development (OPCD), included as Attachment A to this resolution. The Executive should consider, analyze and provide recommendations on the following proposed amendments proposed by individuals and organizations in concert with the MHA amendments:

A. Amendments to Urban Village boundaries and Neighborhood Plans

1. Application to amend the boundaries of the Wallingford Residential Urban Village to remove single-family zoned properties from the urban village.
2. Application to amend the boundaries of the West Seattle

Junction Hub Urban Village to remove single-family zoned properties from the urban village.

3. Application to amend policies MJ-P13, MJ-P14, and MJ-P19 to require formal community planning engagement as a pre-requisite for further amendments to these policies. The Council requests that the Executive develop a plan for outreach to the Morgan Community Association in considering this or other MHA-related amendments to the Morgan Junction Neighborhood Plan.

B. Amendments to the Land Use Element

3.1. Application to amend the Land Use Element to add a new policy encouraging affordable housing designed for larger families in low density multi-family areas.

4.2. Application to amend policies in the Land Use Element to allow for yards and trees in multifamily areas.

5.3. Application to amend the Land Use Element to include a policy to discourage the demolition of residences and displacement of residents.

6.4. Application to amend the Land Use Element to adopt policies related to establishing zone and rezone criteria to guide zoning decisions and ensuring that zoning decisions are done with public notice, outreach, and inclusiveness with a regard for local conditions, community preferences, and neighborhood plans.

Section 6. Comprehensive Plan amendments that will not be

considered in 2018. The Council rejects the following proposed amendments:

~~4. Application to amend Morgan Junction neighborhood plan policies to reaffirm the importance of maintaining single family zoning in the urban village.~~

~~2.1. Application to amend the Future Land Use Map to remove Pier One, located at 2130 Harbor Avenue SW, from the Greater Duwamish Manufacturing/Industrial Center and designate it Mixed Use/Commercial.~~

~~3.2. Application to amend the Growth Strategy Element to include a policy related to the monitoring of development activity in urban villages and a special review procedure in response to that monitoring.~~

~~4.3. Application to amend the Transportation Element to adopt a new policy discouraging pedestrian grade separations, including skybridges, aerial trams, and tunnels, in urban centers and villages.~~

~~5.4. Application to amend the Transportation Element to add a new policy to limit street and road damage caused by heavy vehicles.~~

~~6.5. Application to add a new element related to "Open and Participatory Government."~~

ACTION 2:

Motion was made by Councilmember Bagshaw and duly seconded, to amend the proposed amendment in Action 1, by amending Section 6.2.A.3 as shown in the strike through and underlined language below:

3. Application to amend policies MJ-P13, MJ-P14, and MJ-P19 to require formal community planning engagement as a pre-requisite for

further amendments to these policies. The Council requests that the Executive, in conjunction with the Department of Neighborhoods (DON), develop a plan for outreach to the Morgan Community Association in considering this or other MHA-related amendments to the Morgan Junction Neighborhood Plan.

ACTION 3:

By unanimous consent, Council Rule III.A.6, related to presentation of amendments to the Full Council, was suspended to allow consideration of the proposed amendment in Action 2.

ACTION 4:

Motion was made by Councilmember Harrell, duly seconded and carried, to further amend the Amendment in Action 2, by amending Section 6.2.A.3. by reinserting the words into Section 6.2.A.3., as shown the underlined language below:

3. Application to amend policies MJ-P13, MJ-P14, and MJ-P19 to require formal community planning engagement as a pre-requisite for further amendments to these policies. The Council requests that the Executive, in conjunction with the Department of Neighborhoods (DON), develop a plan for outreach to the Morgan Community Association in considering this or other MHA-related amendments to the Morgan Junction Neighborhood Plan.

ACTION 5:

The Amendment in Action 2 was restated as amended and unanimously passed.

ACTION 6:

Motion was made and duly seconded to adopt Resolution 31762 as amended.

Legislative Summary Continued (Res 31762)

In Favor: 8 Councilmember Bagshaw, Councilmember Burgess, Councilmember
González , Council President Harrell, Councilmember Herbold,
Councilmember Johnson, Councilmember Juarez, Councilmember
O'Brien

Opposed: 0

3 City Clerk

08/07/2017 attested by City
Clerk

Action Text: The Resolution (Res) was attested by City Clerk.

Notes:

CITY OF SEATTLE

RESOLUTION 31762

A RESOLUTION identifying proposed Comprehensive Plan amendments to be considered for possible adoption in 2018, and requesting that the Office of Planning and Community Development and the Seattle Planning Commission review and make recommendations about the proposed amendments.

WHEREAS, under the Washington State Growth Management Act, chapter 36.70A RCW, The City of Seattle ("City") is required to have a comprehensive land use plan ("Comprehensive Plan") and to review that plan on a regular schedule; and

WHEREAS, except in limited circumstances, the Growth Management Act allows the City to amend the Comprehensive Plan only once a year; and

WHEREAS, the City adopted a Comprehensive Plan through Ordinance 117221 in 1994; and

WHEREAS, the City adopted a revised Comprehensive Plan reflecting significant changes through Ordinance 125173 in 2016; and

WHEREAS, Resolution 31117 establishes procedures for amendment of the Seattle Comprehensive Plan; and

WHEREAS, Resolution 31402 prescribes criteria by which proposals for amendments to the Comprehensive Plan are solicited from the public and selected for analysis and possible adoption, a process known as setting the Comprehensive Plan docket; NOW,

THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE THAT:

Section 1. Comprehensive Plan docket of amendments to be considered in 2018. The following amendments proposed by individuals or organizations should be reviewed by the

1 Mayor and Council as possible amendments to the Comprehensive Plan. The full texts of the
2 proposals are contained in Clerk File 320265.

3 1. Application by the City Neighborhood Council to amend land use policies to
4 reduce the spillover of parking from urban centers and villages into the surrounding community.

5 2. Application by the Neighborhood Planning and Land Use Committee of the City
6 Neighborhood Council to amend the Glossary to add a definition of “Concurrency.”

7 3. Application by the Neighborhood Planning and Land Use Committee of the City
8 Neighborhood Council, Wallingford Chamber of Commerce, and Wallingford Community
9 Council to amend Land Use Goal 6 to state that increasing affordable housing is a goal in setting
10 parking requirements, rather than lowering construction costs, as currently stated.

11 **Section 2. Mandatory Housing Affordability amendments.** The Council requests that
12 the Executive provide recommendations for potential amendments to Comprehensive Plan
13 policies and maps to facilitate the implementation of the Mandatory Housing Affordability
14 Program (MHA) citywide, consistent with Resolution 31612, including amendments to the
15 Growth Strategy, Land Use, Housing, Neighborhood Planning, or other elements or maps in the
16 Plan, as appropriate. The potential amendments are further described in the memorandum dated
17 July 10, 2017, from the Director of the Office of Planning and Community Development
18 (OPCD), included as Attachment A to this resolution. The Executive should consider, analyze
19 and provide recommendations on the following proposed amendments proposed by individuals
20 and organizations in concert with the MHA amendments:

21 A. Amendments to Urban Village boundaries and Neighborhood Plans

22 1. Application to amend the boundaries of the Wallingford Residential Urban
23 Village to remove single-family zoned properties from the urban village.

1 2. Application to amend the boundaries of the West Seattle Junction Hub Urban
2 Village to remove single-family zoned properties from the urban village.

3 3. Application to amend policies MJ-P13, MJ-P14, and MJ-P19 to require formal
4 community planning engagement as a pre-requisite for further amendments to these policies. The
5 Council requests that the Executive, in conjunction with the Department of Neighborhoods
6 (DON), develop a plan for outreach to the Morgan Community Association in considering this or
7 other MHA-related amendments to the Morgan Junction Neighborhood Plan.

8 B. Amendments to the Land Use Element

9 1. Application to amend the Land Use Element to add a new policy encouraging
10 affordable housing designed for larger families in low density multi-family areas.

11 2. Application to amend policies in the Land Use Element to allow for yards and
12 trees in multifamily areas.

13 3. Application to amend the Land Use Element to include a policy to discourage
14 the demolition of residences and displacement of residents.

15 4. Application to amend the Land Use Element to adopt policies related to
16 establishing zone and rezone criteria to guide zoning decisions and ensuring that zoning
17 decisions are done with public notice, outreach, and inclusiveness with a regard for local
18 conditions, community preferences, and neighborhood plans.

19 **Section 3. Manufacturing/Industrial amendments.** Consistent with Resolution 31682,
20 the Council requests that the Executive provide recommendations of potential amendments to
21 Comprehensive Plan policies related to industrial lands including policies to strengthen the long-
22 term viability of Manufacturing/Industrial Centers and a re-evaluation of the Stadium District for
23 Council consideration in 2018. In developing these recommendations, the Executive should

1 consider, analyze, and suggest improvements to the following amendments proposed by
2 individuals and organizations, in addition to the amendments docketed in Resolution 31682:

3 1. Application to amend the Future Land Use Map to remove the Interbay Armory
4 property from the Ballard-Interbay-Northend Manufacturing Industrial Center (BINMIC) and
5 designate it a "Commercial/Mixed-Use" area.

6 2. Application to amend the Future Land Use Map to remove property located at
7 1819-1893 15th Avenue West and 1855-2033 15th Avenue West from the BINMIC and
8 designate it "Mixed Use/Commercial."

9 3. Application to amend the boundaries of the BINMIC and amend policies and the
10 Seattle Municipal Code to allow for expansion of the Major Institution use onto industrial land
11 outside of the BINMIC and south of the ship canal.

12 4. Application to amend the Future Land Use Map to remove Pier One, located at
13 2130 Harbor Avenue SW, from the Greater Duwamish Manufacturing/Industrial Center and
14 designate it Mixed Use/Commercial.

15 **Section 4. Impact fee amendments.** The Council requests that the Executive forward
16 any amendments necessary to support implementation of an impact fee program for: public
17 streets, roads, and other transportation improvements; publicly owned parks, open space, and
18 recreation facilities; and school facilities. This may include amendments to update or replace
19 level-of-service standards or to add impact fee project lists in the Capital Facilities Element and
20 amendments to other elements or maps in the Plan, as appropriate.

21 **Section 5. Request for review and recommendations.** The Council requests that the
22 Office of Planning and Community Development review the amendments described and listed in
23 Sections 1, 2 and 3 of this resolution, and prepare amendments consistent with Section 4 of this

1 resolution; conduct public and environmental reviews as appropriate; and present its analyses
2 and the Mayor's recommendations to the Planning Commission and to the City Council on the
3 schedule set by Resolution 31117 for review and consideration in 2018.

4 **Section 6. Comprehensive Plan amendments that will not be considered in 2018.** The
5 Council rejects the following proposed amendments:

6 1. Application to amend the Growth Strategy Element to include a policy related to
7 the monitoring of development activity in urban villages and a special review procedure in
8 response to that monitoring.

9 2. Application to amend the Transportation Element to adopt a new policy
10 discouraging pedestrian grade separations, including skybridges, aerial trams, and tunnels, in
11 urban centers and villages.

12 3. Application to amend the Transportation Element to add a new policy to limit
13 street and road damage caused by heavy vehicles.

14 4. Application to add a new element related to "Open and Participatory
15 Government."

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Adopted by the City Council the 7th day of AUGUST, 2017,
and signed by me in open session in authentication of its adoption this 7th day of
AUGUST, 2017.



President _____ of the City Council

Filed by me this 7th day of AUGUST, 2017.



Monica Martinez Simmons, City Clerk

(Seal)

Attachment:

Attachment A - OPCD Director's Memorandum, dated July 10, 2017

APPENDIX F



SUMMARY OF CHANGES TO LAND USE CODE, AND MHA URBAN DESIGN AND NEIGHBORHOOD CHARACTER STUDY.

DEVELOPMENT CAPACITY INCREASES

Exhibit F-1 Standard MHA Development Capacity Increases in the Residential Small Lot (RSL) Zone

ZONING		Housing Type	DENSITY LIMIT		HEIGHT LIMIT*	
Existing	Proposed		Existing	Proposed	Existing	Proposed
Residential Small Lot (RSL, RSL/T, RSL/C)	Residential Small Lot (RSL)	RSL	1 / 2,500 ft ²	1 / 2,000 ft ² <i>(all housing types)</i>	25'	30'
		Tandem RSL/T	1 / 2,500 ft ²		18'	<i>(all housing types)</i>
		Cottage RSL/C	1 / 1,600 ft ²		18'	

Far Limits: Existing RSL zones have no maximum FAR Limit. The proposed RSL zone would have a maximum FAR Limit of 0.75.

* Allowances for 5' additional height for roof pitch are included in all existing and proposed cases.

Source: City of Seattle, 2017.

EXHIBIT SS

Exhibit F-2 Standard MHA Development Capacity Increases in Lowrise Zones: Height and FAR Limits

ZONING		Housing Type	FAR LIMIT*		HEIGHT LIMIT	
Existing	Proposed		Existing	Proposed	Existing	Proposed
Lowrise 1 (LR1)	Lowrise 1 (LR1)	Cottage Housing	1.1	1.3		
		Townhouse	1.2	1.3	30'	30'
		Rowhouse	1.1	1.2	+ 5' roof pitch	+ 5' roof pitch
		Apartment	1.0	1.3		
Lowrise 2 (LR2)	Lowrise 2 (LR2)	Cottage Housing	1.1	1.3		
		Townhouse	1.3	1.4	30'	40'
		Rowhouse	1.2	1.4	+ 5' roof pitch	+ 5' roof pitch
		Apartment	1.3	1.5		
Lowrise 3 (LR3) Outside of urban village, center, or station areas	Lowrise 3 (LR3) Outside of urban village, center, or station areas	Cottage Housing	1.1	1.3		
		Townhouse	1.4	1.6	30'	40'
		Rowhouse	1.3	1.5	+ 5' roof pitch	+ 5' roof pitch
		Apartment	1.5	1.8		
Lowrise 3 (LR3) Inside of urban village, center, or station areas	Lowrise 3 (LR3) Inside of urban village, center, or station areas	Cottage Housing	1.1	1.3		
		Townhouse	1.4	1.6	40'	50'
		Rowhouse	1.4	2.2	+ 5' roof pitch	+ 5' roof pitch
		Apartment	2.0	2.3		

Height limit for Cottage Housing is 18' +7' for roof pitch in all Lowrise Zones

** To achieve the maximum FAR limit under existing regulations, a builder must meet standards for the location and configuration of parking and achieve green building performance. In the proposed builders must achieve green building performance standard.*

Source: City of Seattle, 2017.

Exhibit F-3 Standard MHA Development Capacity Increases in Lowrise Zones: Density Limits

ZONING		Housing Type	DENSITY LIMIT	
Existing	Proposed		Existing*	Proposed
Lowrise 1 (LR1)	Lowrise 1 (LR1)	Townhouse	1 Unit / 1,600 ft ²	
		Rowhouse	1 Unit / 1,600 ft ²	No Limit
		Apartment	1 Unit / 2,000 ft ²	
Lowrise 2 (LR2)	Lowrise 2 (LR2)	Townhouse		
		Rowhouse	No Limit	No Limit
		Apartment		
Lowrise 3 (LR3) Outside of urban village, center, or station areas	Lowrise 3 (LR3) Outside of urban village, center, or station areas	Townhouse		
		Rowhouse	No Limit	No Limit
		Apartment		
				No Limit

Density limit for cottage housing is 1 unit / 1,600sf of lot area for all Lowrise zones

** To achieve the maximum density limit under existing regulations a builder must meet standards for the location and configuration of parking, and achieve green building performance. In the proposed builders must achieve green building performance standard.*

Source: City of Seattle, 2017.

Exhibit F-4 Standard MHA Development Capacity Increases Midrise and Highrise Zones

ZONING		FAR LIMIT*		HEIGHT LIMIT	
Existing	Proposed	Existing	Proposed	Existing	Proposed
Midrise (MR)	Midrise (MR)	3.2 base 4.25 bonus	4.5 <i>(no base or bonus)</i>	60' base 75' bonus	80' <i>(no base or bonus)</i>
Highrise (HR)	Highrise (HR)	13 (with bonuses) for buildings 240' and less 14 (with bonuses) for buildings over 240'	14 (with bonuses) for buildings 240' and less 15 (with bonuses) for buildings over 240'	300'	340'

* To achieve the maximum FAR limit under existing regulations a builder must meet standards for the location and configuration of parking, and achieve green building performance. In the proposed builders must achieve green building performance standard.

Source: City of Seattle, 2017.

Exhibit F-5 Standard MHA Development Capacity Increases Action Alternatives in Commercial and Neighborhood Commercial Zones

ZONING		FAR LIMIT*		HEIGHT LIMIT	
Existing	Proposed	Existing	Proposed	Existing	Proposed
NC-30 C-30	NC-40 C-40	2.25 single use 2.5 all uses	3.0 <i>(no single use limit)</i>	30' + 4' or 7' for ground floor commercial space features	80' + 4' or 7' for ground floor commercial space features
NC-40 C-40	NC-55 C-55	3.0 single use 3.25 all uses	3.75 <i>(no single use limit)</i>	40' + 4' or 7' for ground floor commercial space features	55'
NC-65 C-65	NC-75 C-75	4.25 single use 4.75 all uses	5.5 <i>(no single use limit)</i>	65'	75'
NC-85 C-85	NC-95 C-95	4.5 single use 6.0 all uses	5.0 single use 6.25 all uses	85'	95'
NC-125	NC-145	5.0 single use 6.0 all uses	6.0 single use 7.0 all uses	125'	145'
NC-160	NC-200	5.0 single use 7.0 all uses	6.5 single use 8.5 all uses	160'	200'
All IC Zones		2.5	2.75	Varies, no changes to height limit proposed.	

* To achieve the maximum FAR limit under existing regulations a builder must meet standards for the location and configuration of parking, and achieve green building performance. In the proposed builders must achieve green building performance standard.

Source: City of Seattle, 2017.

Other Development Capacity Increases

The zone designations summarized above cover a large majority of all lands in the study area. Several other zones not summarized above would receive similar increments of development capacity increase. Information on development standard increases for zones that apply in limited locations and overlay zone conditions may be found in the Urban Design and Neighborhood Character Study, and in the list below:

- A new Seattle Mixed (SM) Northgate zone would be established in Alternative 2. It would have a height limit of 240' and a maximum FAR of 7.0.
- Northgate Overlay Development Standards in SMC 23.71.040 that limit housing density would be removed in Alternative 2 and 3.
- Additional development capacity in Station Area Overlay districts would be provided in Action Alternatives as listed in the Urban Design and Neighborhood Character Study.
- Standards in the Pike / Pine Conservation Overlay District would be modified to allow for one extra floor of development in addition to what can be achieved through the incentive program. Amendments to the existing NC-65 zone could include:
 - » Increase commercial maximum FAR to 2.25, and overall FAR limit to 5.5 (underlying zone)
 - » Allow a 15 percent increase in the 15,000 square foot floor plate limit for retention of a character structure and participation in MHA, and increase height at which the floor plate limit applies to 45'.
 - » Retain existing 10' height allowance for retention of a character structure.
- Development Capacity increases that can be achieved through the Living Building Pilot program would be in addition to MHA capacity increases granted in the Action Alternatives.

The development capacity increases summarized here are provided based on the most recent information on the proposed action. As land use regulations are complex, minor adjustments to proposed development standards may occur as a legislative proposal is refined. The analysis in this programmatic EIS would adequately account for any such minor adjustments, and no additional significant impacts would result.

REZONE CRITERIA

Chapter 23.34.010 of the Seattle Municipal Code defines criteria for the re-designation of lands zoned from one zone to another. As a part of the proposal several rezone criteria would be modified. Proposed modifications of rezone criteria are intended to be consistent with the Seattle 2035 Comprehensive Plan adopted in 2016. The text below indicates potential text amendments to rezone criteria in line in / line out of existing code.

Single Family Zones

23.34.010—Designation of single-family zones

Except as provided in subsections B or C of Section 23.34.010, single-family zoned areas may be rezoned to zones more intense than Single-family 5000 only if the City Council determines that the area does not meet the criteria for single-family designation.

- A. Areas zoned single-family or RSL that meet the criteria for single-family zoning contained in subsection B of Section 23.34.011 and that are located within the adopted boundaries of an urban village may be rezoned to zones more intense than Single-family 5000 if all of the following conditions are met:
 1. ~~A neighborhood plan has designated the area as appropriate for the zone designation, including specification of the RSL/T, RSL/C, or RSL/TC suffix, if applicable~~ The Comprehensive Plan Future Land Use Map designation is a designation other than Single Family;
 2. ~~The rezone would apply Chapter 23.58B and Chapter 23.58.C. is:~~
 - a. ~~To a Residential Small Lot (RSL), Residential Small Lot-Tandem (RSL/T), Residential Small Lot-Cottage (RSL/C), Residential Small Lot-Tandem/Cottage (RSL/TC), Lowrise 1 (LR1), Lowrise 1/Residential-Commercial (LR1/RC), or~~
 - b. ~~Within the areas identified on Map P-1 of the adopted North-Beacon Hill Neighborhood Plan, and the rezone is to any Lowrise zone, or to an NC1 zone or NC2 zone with a 30-foot or 40-foot height limit, or~~

- ~~c. Within the residential urban village west of Martin Luther King Junior Way South in the adopted Rainier Beach Neighborhood Plan, and the rezone is to a Lowrise 1 (LR1) or Lowrise 2 (LR2) zone, or~~
- ~~d. Within an urban village and the Comprehensive Plan Future Land Use Map designation is a designation other than Single Family.~~

23.34.011—Single-family zones, function and locational criteria

- A. Function. An area that provides predominantly detached single-family structures on lot sizes compatible with the existing pattern of development and the character of single-family neighborhoods.
- B. Locational Criteria. A single-family zone designation is most appropriate in areas meeting the following criteria:
 - 1. Areas that consist of blocks with at least seventy (70) percent of the existing structures, not including detached accessory dwelling units, in single-family residential use; or
 - 2. Areas that are designated by an adopted neighborhood plan as appropriate for single-family residential use; or
 - 3. Areas that consist of blocks with less than seventy (70) percent of the existing structures, not including detached accessory dwelling units, in single-family residential use but in which an increasing trend toward single-family residential use can be demonstrated; for example:
 - a. The construction of single-family structures, not including detached accessory dwelling units, in the last five (5) years has been increasing proportionately to the total number of constructions for new uses in the area, or
 - b. The area shows an increasing number of improvements and rehabilitation efforts to single-family structures, not including detached accessory dwelling units, or
 - c. The number of existing single-family structures, not including detached accessory dwelling units, has been very stable or increasing in the last five (5) years, or
 - d. The area's location is topographically and environmentally suitable for single-family residential developments.
 - 4. Areas outside of urban villages or urban centers designated on the comprehensive plan future land use map.

Midrise Zones

- A. Function. An area that provides concentrations of housing in desirable, pedestrian-oriented urban neighborhoods having convenient access to regional transit stations, where the mix of activity provides convenient access to a full range of residential services and amenities, and opportunities for people to live within walking distance of employment.
- B. Locational Criteria.
 - 1. Threshold Conditions. Subject to subsection 23.34.024.B.2 of this section, properties that may be considered for a Midrise designation are limited to the following:
 - a. Properties already zoned Midrise;
 - b. Properties in areas already developed predominantly to the intensity permitted by the Midrise zone; or
 - c. Properties within an urban center or urban village., ~~where a neighborhood plan adopted or amended by the City Council after January 1, 1995 indicates that the area is appropriate for a Midrise zone designation.~~

AMENDMENTS TO POLICIES IN NEIGHBORHOOD PLAN ELEMENT OF THE COMPREHENSIVE PLAN

Several policies in individual urban villages contained in the Neighborhood Plan policies section of the Comprehensive Plan may conflict with elements of the proposed action concerning changes to single family zones within urban villages. Amendments to these policies will be docketed and the policies modified to remove potential inconsistencies. The potential impacts of these policy amendments is considered in this EIS.