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Department of Neighborhoods

Join Us for Open Houses to Discuss Comprehensive Plan Amendments and Accessory Dwelling Units (ADU)

09/19/2017 by Seattle Department of Neighborhoods

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The Seattle Department of Neighborhoods will be hosting open houses to discuss two topics related to how we grow and build housing in Seattle. The open houses will take place October 17 at High Point Community Center in West Seattle and October 26 at Hale's Brewery in Fremont.

Topics discussed will include:


- **Comprehensive Plan Amendments** – The City of Seattle is working to ensure that the language in existing Neighborhood Plans is consistent with the 2016 Comprehensive Plan and Mandatory Housing Affordability (MHA), a proposed policy that would require developers to contribute to affordable housing. You will have a chance to review Neighborhood Plan language and help choose new language that is consistent with the City's updated vision and plan. **Neighborhoods involved:**
October 17 meeting – Morgan Junction, North Rainier / Mt. Baker, West Seattle


EXHIBIT II

Junction, Westwood / Highland Park. October 26 meeting – Aurora-Licton Springs, Fremont, Northgate, Roosevelt, Wallingford

- **Accessory Dwelling Units (ADU)** – The City of Seattle is asking for ideas on what should be included in the environmental analysis (EIS) for the Accessory Dwelling Units (ADU) program. An ADU is a secondary unit inside, attached to, or in the backyard of your home. We want to help you understand the purpose and process of the EIS and find out what is important to you. *Neighborhoods involved: CITYWIDE.*

OPEN HOUSE SCHEDULE

 **October 17**
 6 – 7:30pm
 High Point Community Center
 6920 34th Ave SW, Seattle

 **October 26**
 6 – 7:30pm
 Hales Brewery (in the Palladium)
 4301 Leary Way NW, Seattle

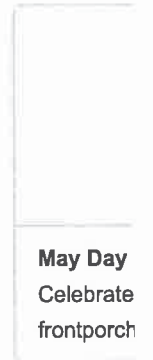
All Seattle residents are invited to join us for these open houses!



Tweets



If you live or neighborhood disruptions & crowds along event on Tue frontporch.se



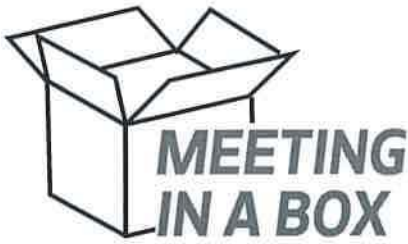
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2018 Comprehensive Plan Amendments

The City of Seattle will consider changes to several policies in the City's Comprehensive Plan that guide how we grow.

GET INFORMED

What is the Comprehensive Plan?

The Seattle 2035 Comprehensive Plan is a 20-year vision and roadmap for how Seattle grows and improves. The four core values of Seattle's Comprehensive Plan are:

- Race and Social Equity
- Community
- Environmental Stewardship
- Economic Opportunity and Security

Why are these changes necessary?

In October 2016, the Seattle City Council approved a major update to this plan which highlighted our vision for greater diversity of housing choices in urban villages and centers (our areas of growth). These changes are helping to tackle our growing housing affordability challenge.

The Comprehensive Plan also carried forward more than 1000 policies from 37 adopted neighborhood plans, many of which were created throughout the 1990s. A handful of these policies restrict the amount and type of housing choices allowed in some urban villages—creating an inconsistency with new citywide policies. The policies also conflict with implementing Mandatory Housing Affordability (MHA), a policy that will provide more affordable housing throughout the city. Modifying these policies to allow greater flexibility is necessary for Seattle to become a more affordable and sustainable city.

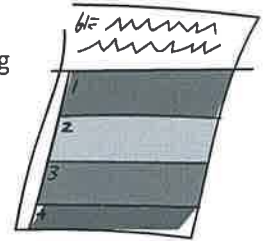
Which neighborhoods are effected?

Aurora-Licton Springs, Fremont, Morgan Junction, Mt. Baker/North Rainier, Northgate, Roosevelt, Wallingford, West Seattle Junction, Westwood Highland Park

GET ENGAGED

1

Look at the proposed language on the following pages. There are 4 options per policy, including a "craft-your-own-policy" option.



2

Gather your neighbors, ideally folks who might have different needs, to share ideas. If none of the options work for you, craft your own policy with guidance from the *Helpful Hints* section at the end of this document.

3

Send us your top choice or custom-crafted policy idea by **December 8th, 2017** so we can incorporate your ideas into the recommended language that will go to Seattle City Council next year. Contact info is below.

4

Have individual ideas you'd like to express? Share your feedback via our online conversation platform, seattle2035.consider.it (launches October 10, 2017), or contact us in one of the following ways:

mail: 2018 Comp Plan Amendments
attn: Geoffrey Wentlandt
P.O. Box 94788,
Seattle WA 98124-7088

email: 2035@seattle.gov

web: Seattle Comprehensive Plan

Aurora-Licton Springs

<p>Existing Policy:</p> <p>AL-P2 Protect the character and integrity of Aurora-Licton’s single-family areas within the boundaries of the Aurora-Licton urban village.</p>	
<p>New policy options</p>	<p>Option A: Edit existing policy with focus on character and scale</p> <p>Preserve the <u>Promote</u> character and <u>scale</u> integrity that is compatible of <u>with</u> Aurora-Licton’s single-family <u>housing</u> areas within the boundaries of the Aurora-Licton urban village.</p>
	<p>Option B: Edit existing policy with focus on location and development pattern</p> <p>Maintain a pattern of development where new development <u>Protect the character and integrity of Aurora-Licton’s single-family areas within</u> <u>near</u> the boundaries of the Aurora-Licton Springs Urban Village <u>is a similar scale and density to single-family areas outside the urban village.</u></p>
	<p>Option C: Replace existing policy with descriptions of housing choices and other land uses for lower-density areas of Residential Urban Villages</p> <p>Maintain the physical character of historically lower-density areas of the urban village by encouraging housing choices such as cottages, townhouses, and low-rise apartments. Encourage primarily residential uses while allowing for small scale commercial and retail services for the urban village and surrounding area, generally at a lower scale than in Hub Urban Villages and Urban Centers.</p>
	<p>Option D: Other ideas? Craft your own policy guided by our Helpful Hints (at the end of this document) and send to 2035@seattle.gov by December 8, 2017.</p>

Fremont

<p>Existing Policy:</p> <p>F-P13 In the area where the Wallingford Urban Village and the Fremont Planning Area overlap (the area bounded by Stone Way on the east, N. 45th Street on the north, Aurora Avenue North on the west, and N. 40th Street on the south) maintain the character and integrity of the existing single-family zoned areas by maintaining current single-family zoning on properties meeting the locational criteria for single-family zones.</p>	
<p>New policy options</p>	<p>Option A: Edit existing policy with focus on scale and character</p> <p>In the area where the Wallingford Urban Village and the Fremont Planning Area overlap (the area bounded by Stone Way on the east, N. 45th Street on the north, Aurora Avenue North on the west, and N. 40th Street on the south) maintain the character and <u>integrity scale</u> of the existing single-family <u>housing areas</u>. zoned areas by maintaining current single-family zoning on properties meeting the locational criteria for single-family zones.</p>
	<p>Option B: Edit existing policy with focus on location and development pattern</p> <p>In the area where the Wallingford Urban Village and the Fremont Planning Area overlap (the area bounded by Stone Way on the east, N. 45th Street on the north, Aurora Avenue North on the west, and N. 40th Street on the south), <u>encourage relatively lower-scale structures and building mass in new developments fronting on local access streets, including Whitman Ave N, Woodlawn Park Ave N, and Midvale Ave N, and relatively higher-scale portions of structures and building mass bordering arterial roadways, Stone Way N, and Aurora Ave N.</u> maintain the character and integrity of the existing single-family zoned areas by maintaining current single-family zoning on properties meeting the locational criteria for single-family zones.</p>
	<p>Option C: Replace existing policy with descriptions of housing choices and other land uses for lower-density areas of Residential Urban Villages</p> <p>Maintain the physical character of historically lower-density areas of the urban village by encouraging housing choices such as cottages, townhouses, and low-rise apartments. Encourage primarily residential uses while allowing for small scale commercial and retail services for the urban village and surrounding area, generally at a lower scale than in Hub Urban Villages and Urban Centers.</p>
	<p>Option D: Other ideas? Craft your own policy guided by our Helpful Hints (at the end of this document) and send to 2035@seattle.gov by December 8, 2017.</p>

Morgan Junction

<p>Existing Policy:</p> <p>MJ-P13 Maintain the character and integrity of the existing single-family designated areas by maintaining current single-family zoning both inside and outside the urban village on properties meeting the locational criteria for single-family zones, except where, as part of a development proposal, a long-standing neighborhood institution is maintained and existing adjacent community gathering places are activated, helping to meet MJ-P6.</p>	
<p>New policy options</p>	<p>Option A: Edit existing policy with focus on scale and character</p> <p>Maintain compatibility with the character and <u>integrity scale</u> of the existing single-family <u>housing areas</u> designated areas by maintaining current single-family zoning both inside and outside the urban village on properties meeting the locational criteria for single-family zones, except where, as part of a development proposal, a long-standing neighborhood institution is maintained and existing adjacent community gathering places are activated, helping to meet MJ-P6.</p>
	<p>Option B: Edit existing policy with focus on location and development pattern</p> <p>Maintain the character of the existing single-family designated areas by maintaining current single-family zoning both inside and <u>in areas</u> outside the urban village on properties meeting the locational criteria for single-family zones, except where, as part of a development proposal, a long-standing neighborhood institution is maintained and existing adjacent community gathering places are activated, helping to meet MJ-P6.</p>
	<p>Option C: Replace existing policy with descriptions of housing choices and other land uses for lower-density areas of Residential Urban Villages</p> <p>Maintain the physical character of historically lower-density areas of the urban village by encouraging housing choices such as cottages, townhouses, and low-rise apartments. Encourage primarily residential uses while allowing for small scale commercial and retail services for the urban village and surrounding area, generally at a lower scale than in Hub Urban Villages and Urban Centers.</p>
	<p>Option D: Other ideas? Craft your own policy guided by our Helpful Hints (at the end of this document) and send to 2035@seattle.gov by December 8, 2017.</p>

Morgan Junction

<p>Existing Policy:</p> <p>MJ-P14 Ensure that use and development regulations are the same for single-family zones within the Morgan Junction Urban Village as those in corresponding single-family zones in the remainder of the Morgan Junction Planning Area</p>	
<p>New policy options</p>	<p>Option A: Edit existing policy with focus on location and development pattern</p> <p>Ensure that use and development regulations <u>promote a compatible and complementary pattern of development</u> are the same for single-family zones <u>between the areas</u> within the Morgan Junction Urban Village as and those in corresponding single-family zones in the remainder of the Morgan Junction Planning Area.</p>
	<p>Option B: Edit existing policy with focus on coordinated planning</p> <p>Ensure that use and development regulations are the same for <u>historically</u> single-family <u>areas</u> zones within the Morgan Junction Urban Village <u>be planned in coordination with</u> as those in corresponding single-family <u>areas</u> zones in the remainder of the Morgan Junction Planning Area</p>
	<p>Option C: Replace existing policy with descriptions of housing choices and other land uses for lower-density areas of Residential Urban Villages</p> <p>Maintain the physical character of historically lower-density areas of the urban village by encouraging housing choices such as cottages, townhouses, and low-rise apartments. Encourage primarily residential uses while allowing for small scale commercial and retail services for the urban village and surrounding area, generally at a lower scale than in Hub Urban Villages and Urban Centers.</p>
	<p>Option D: Other ideas? Craft your own policy guided by our Helpful Hints (at the end of this document) and send to 2035@seattle.gov by December 8, 2017.</p>

North Rainier

<p>Existing Policy:</p> <p>NR-P9 Seek to maintain single-family zoned areas within the urban village, but allow rezones to Residential Small Lot to encourage cluster housing developments and bungalow courts. Any single-family-zoned area within the urban village is appropriate for any of the small-lot single-family designations, provided that the area meets other requirements of the land use code rezone evaluation criteria for rezones of single-family land.</p>	
<p>New policy options</p>	<p>Option A: Edit existing policy with focus on character and scale</p> <p>Seek to maintain the a character and scale that is similar to of single-family zoned areas within the urban village, but allow rezones to <u>including</u> Residential Small Lot housing types to encourage cluster housing developments and bungalow courts. <u>A variety of small-scale ground-related housing types are</u> Any single family zoned area within the urban village is appropriate. for any of the small lot single family designations, provided that the area meets other requirements of the land use code rezone evaluation criteria for rezones of single family land.</p>
	<p>Option B: Edit existing policy with focus on housing choices</p> <p>Seek to maintain single family zoned lower-density areas within the urban village, but that allow rezones to Residential Small Lot to encourage housing choices such as cluster housing developments and bungalow courts. Any single family zoned area within the urban village is appropriate for any of the small lot single family designations, provided that the area meets other requirements of the land use code rezone evaluation criteria for rezones of single family land.</p>
	<p>Option C: Replace existing policy with descriptions of housing choices and other land uses for lower-density areas of Hub Urban Villages</p> <p>Maintain the physical character of historically lower-density areas of the urban village by encouraging housing choices such as cottages, townhouses, and low-rise apartments. Encourage primarily residential uses while allowing for commercial and retail services for the urban village and surrounding area, generally at a lower scale than in Urban Centers.</p>
	<p>Option D: Other ideas? Craft your own policy guided by our Helpful Hints (at the end of this document) and send to 2035@seattle.gov by December 8, 2017.</p>

Northgate

<p>Existing Policy:</p> <p>NG-P8 Maintain the character and integrity of the existing single-family zoned areas by maintaining current single-family-zoning on properties meeting the locational criteria for single-family zones.</p>	
<p>New policy options</p>	<p>Option A: Edit existing policy with focus on character and scale</p> <p>Maintain <u>consistency with</u> the character and <u>scale</u> integrity of the existing single-family housing zoned areas. by maintaining current single-family zoning on properties meeting the locational criteria for single-family zones.</p>
	<p>Option B: Edit existing policy with focus on location and development patterns</p> <p>Maintain a <u>pattern of development wherein new development at the edges of the urban center is a similar scale and density to the character and integrity of the existing single-family zoned areas outside of the urban center.</u> by maintaining current single-family zoning on properties meeting the locational criteria for single-family zones.</p>
	<p>Option C: Replace existing policy with descriptions of housing choices and other land uses for lower-density areas of Urban Centers.</p> <p>Maintain the physical character of historically lower-density areas of the Urban Village by encouraging housing choices such as rowhouses, townhouses, and low-rise apartments. Encourage primarily residential uses while allowing for commercial and retail services for the village and surrounding area.</p>
	<p>Option D: Other ideas? Craft your own policy guided by our Helpful Hints (at the end of this document) and send to 2035@seattle.gov by December 8, 2017.</p>

Roosevelt

Existing Policy:	
R-LUG1 Foster development in a way that preserves single-family residentially zoned enclaves and provides appropriate transitions to more dense, or incompatible, uses.	
New policy options	Option A: Edit existing policy with focus on character and scale Foster development in a way that preserves the <u>a scale and character similar to</u> of single-family residentially zoned enclaves and provides appropriate transitions to more dense, or incompatible, uses.
	Option B: Edit existing policy with focus on housing types Foster development <u>such as cottages, townhouses, and low-rise apartments</u> in a way that preserves single-family residentially zoned enclaves and provides appropriate transitions to more dense, or incompatible, uses.
	Option C: Replace existing policy with descriptions of housing choices and other land uses for lower-density areas of Residential Urban Villages Maintain the physical character of historically lower-density areas of the urban village by encouraging housing choices such as cottages, townhouses, and low-rise apartments. Encourage primarily residential uses while allowing for small scale commercial and retail services for the urban village and surrounding area, generally at a lower scale than in Hub Urban Villages and Urban Centers.
	Option D: Other ideas? Craft your own policy guided by our Helpful Hints (at the end of this document) and send to 2035@seattle.gov by December 8, 2017.

Wallingford

<p>Existing Policy:</p> <p>W-P1 Protect the character and integrity of Wallingford’s single-family areas.</p>	
<p>New policy options</p>	<p>Option A: Edit existing policy with focus on character and scale</p> <p>Promote Protect the a character and <u>scale similar to integrity</u> of Wallingford’s <u>historic</u> single-family areas.</p>
	<p>Option B: Edit existing policy with focus on housing choices</p> <p>Protect <u>Maintain opportunities for lower-density housing choices</u> the character and integrity of <u>in</u> Wallingford’s <u>historically</u> single-family <u>housing areas, including larger and ground-related homes.</u></p>
	<p>Option C: Replace existing policy with descriptions of housing choices and other land uses for lower-density areas of Residential Urban Villages</p> <p>Maintain the physical character of historically lower-density areas of the urban village by encouraging housing choices such as cottages, townhouses, and low-rise apartments. Encourage primarily residential uses while allowing for small scale commercial and retail services for the urban village and surrounding area, generally at a lower scale than in Hub Urban Villages and Urban Centers.</p>
	<p>Option D: Other ideas? Craft your own policy guided by our Helpful Hints (at the end of this document) and send to 2035@seattle.gov by December 8, 2017.</p>

West Seattle Junction

<p>Existing Policy:</p> <p>WSJ-P13 Maintain the character and integrity of the existing single-family areas.</p>	
<p>New policy options</p>	<p>Option A: Edit existing policy with focus on character and scale</p> <p>Maintain the <u>a</u> character and <u>scale</u> integrity <u>similar to</u> of the existing single-family <u>housing</u> areas.</p>
	<p>Option B: Edit existing policy with focus on housing choices</p> <p>Maintain <u>opportunities for</u> the character and integrity of the existing single-family <u>lower-density housing choices in historically single-family housing areas, including larger sized housing units and ground-related housing units.</u></p>
	<p>Option C: Replace existing policy with descriptions of housing choices and other land uses for lower-density areas of Hub Urban Villages</p> <p>Maintain the physical character of historically lower-density areas of the urban village by encouraging housing choices such as cottages, townhouses, and low-rise apartments. Encourage primarily residential uses while allowing for commercial and retail services for the urban village and surrounding area, generally at a lower scale than in Urban Centers.</p>
	<p>Option D: Other ideas? Craft your own policy guided by our Helpful Hints (at the end of this document) and send to 2035@seattle.gov by December 8, 2017.</p>

Westwood-Highland Park

<p>Existing Policy:</p> <p>W/HP-P3 Strive to preserve existing single-family areas and increase the attractiveness of multifamily residential areas that offer a range of attractive and safe housing choices affordable to a broad spectrum of the entire community.</p>	
<p>New policy options</p>	<p>Option A: Edit existing policy with focus on character and scale</p> <p>Strive to preserve the <u>a character and scale similar to</u> of existing single-family areas and increase the attractiveness of multifamily residential areas that offer a range of attractive and safe housing choices affordable to a broad spectrum of the entire community.</p>
	<p>Option B: Edit existing policy with focus on housing choices</p> <p>Strive to preserve <u>opportunities for lower- density housing choices such as cottages, townhouses, and low-rise apartments within the urban village, existing single-family areas</u> and increase the attractiveness of multifamily residential areas that offer a range of attractive and safe housing choices affordable to a broad spectrum of the entire community.</p>
	<p>Option C: Replace existing policy with descriptions of housing choices and other land uses for lower-density areas of Residential Urban Villages</p> <p>Maintain the physical character of historically lower-density areas of the urban village by encouraging housing choices such as cottages, townhouses, and low-rise apartments. Encourage primarily residential uses while allowing for small scale commercial and retail services for the urban village and surrounding area, generally at a lower scale than in Hub Urban Villages and Urban Centers.</p>
	<p>Option D: Other ideas? Craft your own policy guided by our Helpful Hints (at the end of this document) and send to 2035@seattle.gov by December 8, 2017.</p>

Helpful Hints

Guidance on Drafting and Proposing New Policy Language

These are guidelines for drafting your own policy for your Neighborhood Plan. We also suggest reading the policies of neighborhoods to get ideas for your own.

Examples for Revised Policies

Focus: Character and scale. Modify the policy language to focus on maintaining compatibility with or complementing the character and scale of single-family housing areas, rather than calling for preservation of single-family zoning.

Focus: Location and development pattern. Modify the policy language to describe the preferred general pattern for land use or urban form. This can include identification of certain areas that are relatively more appropriate for certain kinds of development.

Focus: Housing choices. Modify the policy language to emphasize housing choices or opportunities, such as housing for families or ADA accessible units.

Policy Language to Avoid

Direct references to specific zones. New policies should avoid references to all specific zoning designations in a neighborhood plan policy. General discussion of housing types, land uses, scale, and character effectively communicate a neighborhood's vision.

Protection. The Comprehensive Plan's goals and policies focus on shaping and guiding change for the future. Policies that emphasize protecting or preserving existing conditions limit our ability to reach these goals.

Superiority of single-family housing or zoning. Policies that connote the superiority of single-family housing compared to other types of housing should be avoided. Terms calling for maintaining qualities such as "integrity" of single-family areas should be avoided.



HOUSING AFFORDABILITY
AND LIVABILITY AGENDA



CITY OF SEATTLE
Office of Planning & Community Development

for the

**City of Seattle Citywide Implementation of
Mandatory Housing Affordability (MHA) Final
Environmental Impact Statement**

Date of Draft EIS Issuance

June 8, 2017

Date Comments were Due on the Draft EIS

August 7, 2017

Date of Draft EIS Open House and Hearing

June 29, 2017

Date of Final EIS Issuance

November 9, 2017

EXHIBIT vv

What's changed since the DEIS?

New information and other corrections and revisions since issuance of the DEIS are described in cross-out (for deleted text) and underline (for new text) format. Entirely new sections or exhibits may be identified by a sidebar callout instead of underline.



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	25'	30'
		Tandem RSL/T	1 / 2,500 ft ²	<i>(all housing types)</i>	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 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	22'	22'
		Townhouse	1.2	1.3	30'	30'
		Rowhouse	1.1	1.2 1.3	+ 5' roof pitch	+ 5' roof pitch
		Apartment	1.0	1.3		
Lowrise 2 (LR2)	Lowrise 2 (LR2)	Cottage Housing	1.1	1.3	22'	22'
		Townhouse	1.3	1.4	30'	40'
		Rowhouse	1.2	1.4	+ 5' roof pitch	+ 5' roof pitch
		Apartment	1.3	1.5 1.4-1.6		
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	22'	22'
		Townhouse	1.4	1.6 1.8	30'	40'
		Rowhouse	1.3	1.5 1.8	+ 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	22'	22'
		Townhouse	1.4	1.6 2.3	40'	50'
		Rowhouse	1.4	2.2 2.3	+ 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	<u>1 Unit / 1,350 ft²</u>
		Rowhouse	1 Unit / 1,600 ft ²	<u>1 Unit / 1,300 ft²</u>
		Apartment	1 Unit / 2,000 ft ²	No Limit**
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		
			<i>Density limit for cottage housing is 1 unit / 1,600sf of lot area for all Lowrise zones</i>	No Limit

* 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.

** A family-sized housing requirement applies.

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' <u>440' (Preferred Alt.)</u>

* 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 40' + 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 <i>(no single use limit)</i>	85'	95'
NC-125	NC-145	5.0 single use 6.0 all uses	6.0 single use 7.0 all uses <i>(no single use limit)</i>	125'	145'
NC-160	NC-200	5.0 single use 7.0 all uses	6.5 single use 8.25 all uses <i>(no single use limit)</i>	160'	200'
AH-IC-45 IC-65 Zones	IC-65 IC-65	2.5	2.75	<i>Varies, no changes to height limit proposed.</i>	

* 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 (SM-NG) would be established in Alternative 2 and the Preferred Alternative. It would have a height limit of 240' and a maximum FAR of 7.0. In the Preferred Alternative, a new SM-NG zone with a 125 foot height limit would also be created. The SM-NG zones include standards for tower separation, ground level and upper level setbacks, and a requirement for a publicly accessible through-block corridor.
- A new Seattle Mixed Rainier Beach (SM-RB) zone would be established in the Preferred Alternative. The SM-RB zone would have a height limits of 125, 85, and 55 feet and includes incentives for the inclusion of certain employment-generated uses. The zone also includes ground and upper level setbacks and other design standards.
- Northgate Overlay Development Standards in SMC 23.71.040 that limit housing density would be removed in Alternative 2 and 3, and the Preferred Alternative.
- 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.
 - » Add a floor area limitation of 2.25 for residential uses if a character structure on site is not preserved, in order to maintain an incentive for developers to preserve character structures.
- 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. Known refinements of this nature are included in this FEIS. The analysis in this programmatic EIS ~~would~~ adequately account for any such minor adjustments, and no additional significant impacts would result.

New and Modified Development Standards

Implementation of the proposed action would include several new or modified development standards. New and modified development standards are intended to improve urban design outcomes, enhance livability as the city grows, and to mitigate the potential impact of additional building bulk and scale that could result due to MHA implementation. Certain new or modified development standards that are a part of the proposed action are summarized below.

- Implement a new tree requirement in RSL zones. The requirement is based on a points system requiring a specific amount of caliper inches of new trees to be planted. The system incentivizes planting of large tree species.
- Update green factor landscaping requirements to place greater emphasis on tree planting.
- Add a new family-sized housing requirement in the Lowrise 1 (LR1) zone. The standard would require the inclusion of one family-sized unit of at least 2 bedrooms and 800 square feet for every four small housing units in a development.
- Implement new side façade design standards for developments in Lowrise (LR) zones, if the project is not undergoing design review. The standard requires placement of windows to preserve privacy relative to adjacent lots, and requires modulation or material changes for side facades.
- Implement new upper-level setback requirements in the LR2, LR3, and MR zones.
- Implement new upper-level setback requirements in C and NC zones 75 in height or greater.
- Implement new and modify existing setbacks for zones that abut zones that are much lower intensity.
- Implement a new modulation standard for buildings in NC zones that are greater than 250 feet in width.

New to the FEIS

New and Modified Development Standards is a new section since issuance of the DEIS

New to the FEIS

Rezone Criteria amendments are updated since issuance of the DEIS

REZONE CRITERIA

Chapter 23.34.040 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))~~ SF 5000, SF 7200, and SF 9600 zones

- A. Except as provided in ~~((subsections B or C of Section 23.34.010))~~ subsection 23.34.010.B, ((single-family zoned)) areas zoned SF 5000, SF 7200, or SF 9600 may be rezoned to zones more intense than ~~((Single-family))~~ SF 5000 only if the City Council determines that the area does not meet the criteria for single-family designation.

- B. Areas zoned ~~((single-family or RSL))~~ SF 5000, SF 7200, or SF 9600 that meet the locational criteria ~~((for single-family zoning))~~ contained in subsection ~~((B of Section 23.34.011))~~ 23.34.011.B and that are located within the adopted boundaries of an urban village may be rezoned to zones more intense than ~~((Single-family))~~ SF 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 or, if the Comprehensive Plan Future Land Use Map designation is Single-family, the rezone is to RSL; and
 2. The rezone is ~~((:))~~ to a zone that is subject to the provisions of Chapter 23.58B and Chapter 23.58C.
 - ~~((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~~

- e. ~~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:))~~

~~((C. Areas zoned single-family within the Northgate Overlay District, established pursuant to Chapter 23.71, that consist of one or more lots and meet the criteria for single-family zoning contained in subsection B of Section 23.34.011 may be rezoned through a contract rezone to a neighborhood commercial zone if the rezone is limited to blocks (defined for the purpose of this subsection C as areas bounded by street lot lines) in which more than 80 percent of that block is already designated as a neighborhood commercial zone:))~~

23.34.011 ~~((Single-family))~~ SF 5000, SF 7200, and SF 9600 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))~~ criteria. A ~~((single-family))~~ SF 5000, SF 7200, or SF 9600 zone designation is most appropriate in areas ~~((meeting))~~ that are outside of urban centers and villages and meet the following criteria:
 - 1. Areas that consist of blocks with at least ~~((seventy (70)))~~ 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)))~~ 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.
- C. An area that meets at least one ~~((4))~~ of the locational criteria in subsection ~~((B above))~~ 23.34.011.B should also satisfy the following size criteria in order to be designated as a ~~((single-family))~~ SF 5000, SF 7200, or SF 9600 zone:
1. The area proposed for rezone should comprise ~~((fifteen (15)))~~ 15 contiguous acres or more, or should abut ~~((an))~~ existing ~~((single-family))~~ SF 5000, SF 7200, or SF 9600 zones.
 2. If the area proposed for rezone contains less than ~~((fifteen (15)))~~ 15 contiguous acres, and does not abut ~~((an))~~ existing ~~((single-family))~~ SF 5000, SF 7200, or SF 9600 zones, then it should demonstrate strong or stable single-family residential use trends or potentials such as:
 - a. That 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. That 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
 - c. That the area's location is topographically and environmentally suitable for single-family structures, or
 - d. That the area shows an increasing number of improvements or rehabilitation efforts to single-family structures, not including detached accessory dwelling units.
- D. Half-blocks at the edges of ~~((single-family))~~ SF 5000, SF 7200, or SF 9600 zones which have more than ~~((fifty (50)))~~ 50 percent single-family structures, not including detached accessory dwelling units, or portions of blocks on an arterial which have a majority of single-family structures, not including detached accessory dwelling units,

shall generally be included. This shall be decided on a case-by-case basis, but the policy is to favor including them.

23.34.012 Residential Small Lot (RSL) zone, function and locational criteria (-)

- A. Function. An area within an urban village that provides for the development of homes on small lots that may be appropriate and affordable to households with children and other households which might otherwise choose existing detached houses on larger lots.
- B. Locational ~~((Criteria))~~ criteria. An RSL zone ~~((shall be appropriate only under circumstances as provided in Section 23.34.010 B.))~~ is most appropriate in areas generally characterized by the following:
 1. The area is similar in character to single-family zones;
 2. The area is located inside an urban center, urban village, or Station Area Overlay District where it would provide opportunities for a diversity of housing types within these denser environments;
 3. The area is characterized by, or appropriate for, a mix of single-family dwelling units, multifamily structures that are similar in scale to single-family dwelling units, such as duplex, triplex, rowhouse, and townhouse developments, and single-family dwelling units that have been converted to multifamily residential use or are well-suited to conversion;
 4. The area is characterized by local access and circulation that can accommodate low density development oriented to the ground level and the street, and/or by narrow roadways, lack of alleys, and/or irregular street patterns that make local access and circulation less suitable for higher density multifamily development;
 5. The area is within a reasonable distance of high frequency transit access, but is not close enough to make higher density multifamily development more appropriate;
 6. The area would provide a gradual transition between single-family zoned areas and multifamily or neighborhood commercial zoned areas; and
 7. The area is supported by existing or projected facilities and services used by residents, including retail sales and services, parks, and community centers.

Midrise Zones

23.34.024 Midrise (MR) zone, function, and locational criteria ((-))

- 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))~~ criteria
1. Threshold ~~((Conditions))~~ 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.))~~
 2. Environmentally ~~((Critical Areas))~~ critical areas. Except as stated in this subsection 23.34.024.B.2, properties designated as environmentally critical may not be rezoned to a Midrise designation, and may remain Midrise only in areas predominantly developed to the intensity of the Midrise zone. The preceding sentence does not apply if the environmentally critical area either:
 - ~~((1) was))~~ a. ~~Was~~ created by human activity, or
 - ~~((2) is))~~ b. ~~Is~~ a designated peat settlement; ~~((;))~~ liquefaction, seismic, or volcanic hazard; ~~((; or))~~ flood-prone area; ~~((;))~~ or abandoned landfill.
 3. Other ~~((Criteria))~~ criteria. The Midrise zone designation is most appropriate in areas generally characterized by the following:
 - a. Properties that are adjacent to business and commercial areas with comparable height and bulk;
 - b. Properties in areas that are served by major arterials and where transit service is good to excellent and street capacity could absorb the traffic generated by midrise development;

- c. Properties in areas that are in close proximity to major employment centers;
- d. Properties in areas that are in close proximity to open space and recreational facilities;
- e. Properties in areas along arterials where topographic changes either provide an edge or permit a transition in scale with surroundings;
- f. Properties in flat areas where the prevailing structure height is greater than 37 feet or where due to a mix of heights, there is no established height pattern;
- g. Properties in areas with moderate slopes and views oblique or parallel to the slope where the height and bulk of existing structures have already limited or blocked views from within the multifamily area and upland areas;
- h. Properties in areas with steep slopes and views perpendicular to the slope where upland developments are of sufficient distance or height to retain their views over the area designated for the Midrise zone; and
- i. Properties in areas where topographic conditions allow the bulk of the structure to be obscured. Generally, these are steep slopes, 16 percent or more, with views perpendicular to the slope.

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~~ are docketed and the policies ~~would be~~ modified to remove potential inconsistencies. The potential impacts of these policy amendments is considered in this EIS.

COMMENT ON DEIS
APPENDIX B
SUMMARY OF COMMUNITY INPUT
WEST SEATTLE JUNCTION
URBAN VILLAGE

EXHIBIT XX

Introduction to Community Input Analysis

While the DEIS has not yet included a summary of feedback from the West Seattle Junction Urban Village, it appears from the general information provided in Appendix B to the DEIS that the City intends to continue its pattern of describing the Junction Urban Village's feedback as neutral or evenly divided.

Attached is a detailed analysis of every outreach effort cited by the City as having been directed to the Junction Urban Village, and the community response thereto. The analysis includes all data in the City's possession, as obtained by public records requests, as well as written transcripts. The documents and data unequivocally establish that, while recognizing the need to accommodate additional density and supporting the addition of affordable housing, the Junction Urban Village residents have overwhelmingly and with few exceptions expressed that they do **not** support the proposed MHA rezones as the appropriate way to achieve density and/or affordability in their community. Residents have repeatedly and continually requested a neighborhood specific planning process to achieve these important goals.

The exhibits cited in the attached analysis may be viewed at

https://www.dropbox.com/sh/dmssces393tb4jz/AAA98ekcBZD1CHLU1SQQ3_gHa?dl=0.

ANALYSIS OF JUNCTION URBAN VILLAGE FEEDBACK TO PROPOSED MHA UPZONES

SUMMARY

In late 2016, the City of Seattle released its first draft maps proposing substantial rezones of 23 neighborhoods throughout the city, including the West Seattle Junction Hub Urban Village (the “Junction Urban Village”). The City repeatedly assured residents through its Housing Affordability and Livability website¹ (the “HALA Website”) and its public statements that it would listen closely to community feedback and that this feedback would be used to shape the City’s final recommendations with respect to rezoning.

Notwithstanding these assurances, a detailed analysis of the actual data from the City’s purported outreach efforts shows the following:

- The City repeatedly misled residents inside and outside the Junction Urban Village regarding the proposed MHA rezones;
- The City had no intention of using the Junction Urban Village’s input to meaningfully shape the rezones it intends to seek to have enacted into law; and
- Despite the Junction Urban Village residents’ near universally critical response, the City continues to willfully ignore, minimize and/or mischaracterize the neighborhood’s feedback.
- The proposed rezones are in direct conflict with the City’s adoption of the Junction Urban Village Neighborhood Plan and the Seattle Comprehensive Plan.

Without question, the proposed rezones in the maps originally proposed by the City and the maps in its recently released Draft Environmental Impact Statement (the “DEIS”) would substantially alter the makeup and feel of the Junction Urban Village and surrounding area. The City promotes the density of these rezones with no assurance of any investment in infrastructure, services, amenities and/or green space – and with no protection against the displacement of existing low-income and elderly residents.

The City is in possession of data that clearly establishes the Junction Urban Village is vehemently opposed to its unilateral proposal – and that Junction Urban Village residents have repeatedly articulated specific, detailed, substantive concerns and objections. To the extent the City chooses to proceed with the proposed rezones, it does so with actual knowledge of the Junction Urban Village’s objections. It further does so without having collaborated in good faith with the Junction Urban Village to resolve the neighborhood’s stated concerns.

¹ <http://www.seattle.gov/hala/get-involved>

ANALYSIS TIMELINE & METHODS

The analysis herein covers the City's MHA and HALA outreach efforts from December of 2015 to the present. It relies on documents provided in response to multiple public records requests as well as in-person, media, and online statements by City officials. It contains 55 supporting exhibits (Exhibits A-EEE) and additional links providing supporting data for all assertions, analyses and conclusions.

KEY FINDINGS

- Despite its representations, the City did not take into account input from the Junction Urban Village community in drafting the preliminary maps seeking to rezone 20+ single-family blocks.
- At self-characterized pre-map outreach events, City staff falsely led residents to believe that single-family zoning would either remain in place or would change only with community support after extensive engagement.
- In a telephone town hall for District 1 neighborhoods, including the Junction Urban Village, Mayor Ed Murray misled the 350 listeners by stating single-family neighborhoods would not be rezoned. Mayor Murray was well aware that the Junction Urban Village contains single-family neighborhoods that he would push to rezone.
- The City quietly released its preliminary zoning maps on its website and with no direct notice to owners of the affected properties.
- The City's HALA team repeatedly advised the Junction Urban Village that these preliminary maps would be revised in response to neighborhood input. Nonetheless, HALA representative Jesseca Brand of the Department of Neighborhoods privately acknowledged that regardless of neighborhood feedback, the City's executive branch had predetermined that it would recommend that the City Council upzone every single-family zoned block within the Junction Urban Village, without exception.
- The City's attempts to portray the Junction Urban Village response as neutral or evenly split are knowingly misleading. Under every way of measuring the data in the City's possession, Junction Urban Village residents have fully participated in all events but their support for the proposals has been virtually nonexistent. Concerns and objections to the proposal have been voluminous, consistent, and unequivocal. And ignored.
- At the City's chaotic open house in the Junction Urban Village, many attendees expressed concern that the City was not listening to the neighborhood. Ironically, City staff lost almost all but twelve of the written comment sheets that were handed in at the event.

KEY FINDINGS CONT'D

- Despite specific language in the Junction Urban Village neighborhood plan that makes it a policy to protect the character and integrity of single-family areas inside its boundaries – language instantiated in the Seattle 2035 Comprehensive Plan and in Municipal Code – the City proposes in its DEIS to rezone these areas to allow up to 40-50 foot high apartment buildings.
- The City has sought to bypass collaborative neighborhood planning – instead it has cultivated feedback from individuals and special interest groups from outside of the impacted neighborhoods under general and malleable principles to justify its proposed rezones.

The following is a detailed breakdown of the details behind these findings.

A. The Eight Pre-Map Meetups

The HALA Website cites a multitude of events (each, a “Meetup”) sponsored or attended by City staff throughout the City’s seven legislative districts relating to HALA. According to the HALA Website, the Meetups are the events at which City staff talked with the various impacted communities about HALA and listened to the communities’ feedback *for the purpose of making changes after taking into account such feedback.*

At the time of its release of the draft MHA rezone map of the Junction Urban Village on October 20, 2016, the City identified eight Meetups (the “Pre-Map Meetups”) that had taken place throughout Seattle Council District 1 (“District 1”). District 1 includes the Junction Urban Village (see table below and Exhibit A).

Even though the City purportedly gathered community feedback at them, none of the eight Meetups in District 1 provided information specific to West Seattle. At most of the Meetups, it does not appear the City even acknowledged it was seeking to rezone large swaths of single-family areas, provided substantive information or engaged in meaningful discussion with respect to the concept from which feedback could be generated. At those Meetups where the City even *referenced* the concept of rezoning single-family neighborhoods, the information provided to attendees was limited and misleading, if not false.

It appears that the City’s intent was to minimize pre-map resistance while, at the same time, create a record that would support an alleged outreach effort. Residents were led to believe that single-family zoning would either remain in place or would change only with community support and after extensive engagement.

	Meet-Up	Date	Estimated # Attendees (Per City)	City’s Summary of Attendee Comments (if any)
1	Comprehensive Plan Meeting West Seattle	11/12/15	50	
2	Southwest Community Council	12/2/15	20	Concern about apodments, concern about parking, destroying communitles
3	Morgan Junction Comm. Council	1/20/16	100	Interest/support in developer fees, concern developer requirements are not enough, heights not high enough, Airbnbs are taking out rental properties, ADUs
4	Telephone Town Hall – South Seattle/West Seattle	2/4/16	350	Support, liked the mission/vision of HALA, “thank god you are doing something” – heard from community member
5	Housing Levy & HALA in West Seattle	2/23/16	30	Interest in seeing affordable housing throughout the city, near services and transit, need for affordable housing for growing senior population, need to preserve units that re currently affordable in market-rate buildings
6	West Seattle VIEWS	3/12/16	80	Panel was mostly about transportation and parking concerns

	Meet-Up	Date	Estimated # Attendees (Per City)	City's Summary of Attendee Comments (If any)
7	West Seattle Farmers Market	8/21/16	50	
8	CityScoop West Seattle	9/25/16	50	

What follows is a meeting-by-meeting review. Emphasis has been added in certain sections in **boldface type**.

1. **November 12, 2015 – Comprehensive Plan Meeting.** Eight days prior to the close of the comment period for the draft City of Seattle Comprehensive Plan (“Seattle 2035”) the City hosted a workshop about that plan at the West Seattle Senior Center.² The workshop materials were blatantly misleading with respect to the City’s plans to rezone single-family neighborhoods.

(a) **The Slide Deck.** The workshop slide deck identified the City’s key proposals it later used to justify the proposed MHA upzones. These proposals were labeled as Growth Strategy, Land Use and Housing and Neighborhood Planning.³ The slides imply that the single-family areas within the urban village would remain intact.

i The Growth Strategy includes the following quote: “Growth should be guided to Multi Family Zoned areas. **No need to upzone or rezone SF zoned neighborhoods at this point.**”⁴

ii. The relevant Land Use slide contains the following quote: “**Residents need to be a part of new development plans. Open communication and collaboration on what the community needs is key.**”⁵

iii The Housing slide indicates that the City proposes to “[i]ncrease the Diversity of Housing Types in Lower Density Residential Zones in Urban Villages.” The accompanying photograph presents three illustrative scenarios, all of which depict **utilizing existing single family zoning to accommodate density through usage of single-family homes.**⁶

The proposals set forth on the Housing slide include eliminating “duplicative” single-family rezoning criteria and “encouraging” accessory dwelling units and

² Exs. A, B and C.

³ Ex. D.

⁴ Ex. D at 9.

⁵ Ex. D at 13.

⁶ Ex. D at 15.

backyard cottages- there is no mention of eliminating single-family zoning entirely.⁷ The slide also proposes to “encourage” a transition in scale at the edge of urban villages. Yet the “low-rise transitional housing” depicted for these areas is misleadingly described as only “duplexes, triplexes, cottage housing”- no mention is made of 40-50 foot apartment buildings.

iv. Finally, the Neighborhood Planning-related slides specifically assure readers that “[N]o changes are proposed to specific neighborhood plans” and “no changes to policies for individual neighborhoods.” Yet the Junction Urban Village’s neighborhood plan makes it a policy to maintain the integrity of the single-family areas within the urban village.⁸

(b) **Attendee Comments.** The notes maintained by the City with respect to attendee’s flip charts comments do not reflect any discussion of single-family rezones, which is unsurprising as the issue does not appear to even have been raised.⁹

(c) **Survey Responses.** Roughly three-quarters of the identified West Seattle survey respondents potentially living in the Junction Urban Village were undecided or disagreed with the proposal to “[i]ncrease diversity of housing in lower density residential zones.” Notably, the words “rezone” and “single-family” were not used in the survey.¹⁰ Two-thirds identified “[c]ottage housing or single family homes on small lots”¹¹ as the type of housing they would like to see more of in urban villages. Less than one-sixth of the total survey respondents at the workshop selected 4-6 story apartment buildings as the housing they would like to see more of in urban villages. More importantly, based on the materials, there is nothing to show that respondents understood the premise that single-family zoned neighborhoods would be the location for this hypothetical new construction.¹²

The neighborhood’s clear preference was for low-impact changes, if any.

2. **December 2, - Southwest Community Council Meeting.** Robert Feldstein, Director of the Office of Policy and Innovation created by Mayor Murray, provided a purported overview presentation of HALA to the Southwest Community Council.¹³ Attendees consisted of

⁷ Ex. D at 15.

⁸ Ex. D at 6 and 18.

⁹ Ex. E.

¹⁰ Exs. F and G.

¹¹ Exs. F and G.

¹² Exs. F and G.

¹³ <http://westseattleblog.com/2015/12/bigger-apartments-cheaper-housing-southwest-district-council-hears-what-hala-might-and-might-not-do/> (“December 8, 2015 WSB Article”).

approximately 20 neighborhood representatives from the southwest neighborhoods in District 1.¹⁴

Prior to the meeting, Director Feldstein was directly advised that the City's own data identified "preservation of single-family homes" and "fairness in growth and density" as critical issues to the community.¹⁵ Mr. Feldstein's prepared slides did not address these issues and did not discuss rezoning.¹⁶

Attendee Deb Barker, the president of the Morgan Community Association and a former land use planner specifically asked if single-family zoning would be impacted. Mr. Feldstein acknowledged that single-family areas within urban villages would probably change to low-rise.¹⁷ Ms. Barker specifically advised Mr. Feldstein that not everyone understands what that means. For example, as previously indicated, attendees at the Comprehensive Plan Meeting were led to believe that low-rise consists of duplexes, triplexes, cottage housing, not 50+ foot apartment buildings.¹⁸

Despite its awareness of the neighborhood's priority of preserving single-family areas, the City was already well along the path to seeking dramatic rezones of single-family areas within the urban villages.

3. January 20, 2016 - Morgan Junction Community Council. This Meetup was initiated, planned and hosted by the Morgan Community Association ("MoCA"), a neighborhood organization for Morgan Junction.¹⁹

Jessica Brand of the Department of Neighborhoods spoke to the attendees about HALA. In Ms. Brand's 20-minute presentation, her discussion of zoning changes was limited yet accompanied by repeated assurances that zoning changes would not be made without "robust" community outreach and "conversation" with the affected communities regarding the acceptability of the proposed changes:

It is a commitment of ours that we will have the conversations in the communities. I will get into sort of the **robust outreach plan** that we're talking about, but if we pass the mandatory housing affordability residential structure, what it's called here or framework or the basis for this program today, let's just say, which we're not, but

¹⁴ *Id.* Exs. A and H

¹⁵ Ex. I

¹⁶ Ex. J.

¹⁷ Ex. H.

¹⁸ Ex. D at 15.

¹⁹ <http://www.morganjunction.org/about-our-neighborhood/moca-minutes/313-moca-hala-meeting-minutes-january-20-2016>

if we were, it would not go in to effect or be implemented until we had zoning conversations, until we had the trade-off conversation which again is going to be in 2017. Well, the decision will be made somewhere in 2017 if we move forward with it or we don't. I think what we need to understand is that there were really some thoughtful thinking and some principles behind why they thought this was a good idea. But as we have this conversation over the next year, it's up to us, just like everything else that we've done in the past several years, decades, to make Seattle great. It really is up to us to have that conversation. **Is that a trade-off we're willing to make? Is it not?**²⁰

Ms. Brand's prepared presentation use similar verbal gymnastics throughout to avoid disclosing to attendees that the City already planned to recommend dramatic rezones in single-family areas within West Seattle urban villages.

In the 35-minute question and answer session, and in response to a direct question from an attendee as to where zoning changes would happen, Ms. Brand acknowledged a potential for change to single-family zoning but again stressed the conversational nature of the decision-making process.²¹

In short, individuals seeking clarity about what was being proposed by the City and how it would happen were given the false impression that if proposed zoning changes were unacceptable to the affected community, they would not occur.

4. **February 4, 2016 Telephone Town Hall.** On February 4, 2016, the Mayor held a "Telephone Town Hall" for the southwest neighborhoods attended via phone by 350 individuals according to the City.²² The City was unable to provide any records indicating how participants were given notice of the event or the identities of those who participated.²³ In terms of substance, the only mention of rezoning came when a participant asked Mayor Murray whether any single-family areas outside urban centers (Downtown and University) would be re-zoned. Mayor Murray assured the 350 listening attendees that single-family neighborhoods would not be re-zoned, stating

There is no plans [sic] in our proposal to change or upzone our single-family neighborhoods. So, it affects urban villages, it does not affect our single-family neighborhoods. That is-- this may sound like I'm equivocating, but I'm not. There is no plans [sic] in our single family neighborhoods to upzone.

²⁰ Ex. L (emphasis added); MoCA Video at 10:32-13:39.

²¹ Ex. L. MoCA Video at 38:49-40:00.

²² Ex. A.

²³ Ex. M.

There are some arterials, as you know, that are already mixed use next to single-family homes where there are maybe another floor or two possible. Again, that's on an arterial. That's already used, that's already mixed use in many of our neighborhoods. **Again, not single-family neighborhoods**, our urban villages, particularly those urban villages that have a transit capacity.²⁴

This statement is both inaccurate and misleading as **there are numerous single-family neighborhoods within urban villages**, including the Fairmount Springs/Fairmount Park neighborhood that lies within the Junction Urban Village. Mayor Murray was well aware that he was simultaneously laying the groundwork to upzone those neighborhoods at the same time he was making assurances to the contrary.

Notably, the statement ascribed by the City to an attendee in its summary – “Thank God you are doing something” – **was never made.**²⁵

The City characterizes the response from attendees positively as “[s]upport, liked the mission/vision of HALA.” That is incomplete, if not false. In reality, the transcript reflects that attendees expressed numerous and significant substantive concerns including, but not limited to, concerns regarding displacement of existing family-sized residences and affordable units, increased property taxes, abuse by developers and lack of infrastructure to support increased density.²⁶ Evidently, the City did not deem it important to note these concerns.

5. February 23, 3016 Housing Levy & HALA in West Seattle. The subject of this Meetup was to discuss the housing levy sought from Seattle voters.²⁷ There was no information or discussion with respect to rezoning single-family areas. In fact, the Director of the Office of Housing declined to address questions relating to HALA’s developer-related program.²⁸

6. March 12, 2016 West Seattle VIEWS. This non-City sponsored event, entitled "Gathering of Neighbors," was put on by a group called Visualizing Increased Engagement West Seattle (VieWS). There were a number of panels, one of which had a representative from HALA, along with Councilmember Lorena Gonzales; Ben Crowther of the Urbanist; and Susan Melrose representing the Junction Association businesses.²⁹

²⁴ Ex. N (transcript); See also http://video.seattle.gov:8080/podcasts/HALA/16_02_04-HALA-TelephoneTownHall.mp3 (audio recording of Telephone Town Hall) at 10:19-11:16.

²⁵ See Exs. A and N.

²⁶ See Ex. N.

²⁷ Ex. O (transcript).

²⁸ Ex. O; See also <https://www.youtube.com/watch?v=8E6s-SOVh6c&feature=youtu.be> at 25:00.

²⁹ Ex. P (transcript).

The HALA representative was Michelle Chen, of the City's Office of Planning and Community Development (OCPD). Ms. Chen's comments were limited and general in the extreme.³⁰ She mentioned nothing about rezoning of single-family areas in West Seattle or anywhere else and thus, the community provided no input regarding its view on rezoning. The City correctly acknowledges that the comments at the event largely related to parking and transportation concerns.³¹

7. August 21, 2016 West Seattle Farmers Market. As indicated by its name, the West Seattle Farmer's Market is comprised primarily of booths of produce and other edible wares from local farmers and producers. Residents and visitors go to the Farmer's Market to shop. The City retained no notes or records with respect to City staff's conversations, if any, with Junction Urban Village residents at the Farmers Market. The City has no records supporting its estimated 50-attendee figure.³²

The materials the City represents it had on hand at the Farmer's Market for attendees do not disclose it was planning significant zoning changes to single-family neighborhoods in the Junction Urban Village.³³ Discussion of MHA appears on page five of a seven-page brochure containing information about a multitude of unrelated programs. The topic of MHA is next to a picture of a downtown skyscraper, not a single-family structure, implying that MHA relates to commercial areas. Moreover, the final paragraph repeatedly assures that no zoning changes would go into effect until after an extensive community engagement process.³⁴

The only materials that suggest that rezones would take place in any single-family neighborhoods is a *HALA – Myth vs. Fact* sheet which again assures residents that changes to single-family zoned areas would be extremely limited and fails to identify the areas in which they would occur.³⁵

8. September 25, 2016 - CityScoop West Seattle. The Seattle Department of Transportation held an event called Seattle Summer Parkways on Alki in West Seattle.³⁶ The event was a large festival with food, live music and other entertainment and a marathon, among other things – in other words, a light-hearted event. The City described it as follows:

Come for FREE ICE CREAM and share your ideas with the City.

³⁰ See Ex. P.

³¹ Ex. A.

³² Ex. R.

³³ Exs. Q1-Q6.

³⁴ Ex. Q1 at Page 5.

³⁵ Ex. Q6.

³⁶ Ex. S.

We need your input on important city activities that will affect you. Come relax in our tent, tell us what you think, and enjoy a free treat courtesy of Full Tilt Ice Cream.³⁷

There was nothing to indicate that the City would be discussing potential rezones to single-family areas in the Junction Urban Village or elsewhere.

Of the written materials the City represents it had on hand at its tent, two refer to MHA.³⁸ The first is a seven-page brochure similar to that at the Farmer's Market with MHA again described next to a picture of a downtown skyscraper.³⁹ The second is a one-page single-spaced handout regarding MHA which says **nothing** about re-zoning single-family areas in or outside of the Junction Urban Village.⁴⁰

The City has no records as to how it arrived at its estimate of 50 attendees. The City has no notes as to conversations with any festival attendees other than the following:

- (a) Two table sheets with the preprinted question "What else should we consider as the City begins implementing Mandatory Housing Affordability (MHA)?" It appears that only three individuals wrote comments, none of which support rezoning single-family neighborhoods.⁴¹
- (b) Twenty-four blue sticker dots placed on a sliding scale from "agree" to "disagree" in response to the question: "Do you think it makes sense to allow buildings to have one more story in exchange for developers to provide or pay for affordable housing?" Not surprisingly, the majority of dots fall on the "agree" side of this extremely general and leading question, one that could easily refer to an additional story added to a 10-story building, as opposed to an apartment building next to a single-family residence.⁴²

B. Junction Urban Village Post-Map Feedback Has Been Overwhelmingly Critical

Despite never having participated in any meaningful engagement with the Junction Urban Village community regarding rezoning, or obtaining any meaningful support from the community, the City drafted a map proposing to rezone over 20 single-family zoned blocks in and directly adjacent to the Junction Urban Village. The City quietly released the maps on its

³⁷ Ex. T.

³⁸ Exs. U1-U6.

³⁹ Ex. U1.

⁴⁰ Ex. U2.

⁴¹ Ex. V.

⁴² Ex. W.

website on October 20, 2016, with no direct notice to owners of the affected properties. The West Seattle Blog published the map for the Junction Urban Village and a segment of the community began to understand the magnitude and impact of the proposal.⁴³

1. **Post-Map Meetups.** The City characterizes the following events occurring after the map releases as additional Meetups.⁴⁴ The City's summaries of the events misleadingly portray community feedback as neutral or evenly mixed. The City utterly fails to represent the overwhelming breadth and depth of the critical response of the Junction Urban Village community to the proposed rezones:

Meet-Up	Date	Estimated # Attendees (Per City)	City's Summary of Attendee Comments (if any)
West Seattle small group walk	11/1/16	7	Concerns about upzone, worry about their property values and interest in not having the boundary expanded to their community
JuNO Conversation	11/15/16	60	Concern about change, some interest in seeing more density but closer to the Junction and not in their Single Family areas. Others in the Single Family areas were supporting. Parking, transit not good enough.
HALA Winter 5 – West Seattle (Shelby's & Youngstown)	12/7/16	[over capacity]	
Council hosted design Workshop/West Seattle Junction	1/26/17	[over capacity at 230+]	
West Seattle JuNO and MOCA committee discussion	3/9/17	7	

(a) **November 15, 2016 West Seattle Small Group Walk.** This Meetup occurred on November 15, 2016 rather than November 1 as indicated in the City's records. Jesseca Brand of the Department of Neighborhoods and Nick Welch of the Mayor's recently created OCPD, both members of the HALA team, joined a group of seven neighbors to walk around their block (40th Avenue SW, between Dawson and Hudson). The event was neither publicized nor open to the general public.⁴⁵

The neighbors pointed out safety issues, including the lack of access for emergency vehicles because of the existing overcrowded parking, and pointed out this condition would

⁴³ Ex. X.

⁴⁴ Ex. A.

⁴⁵ Ex. Y.

worsen with increased density. The neighbors discussed with Ms. Brand and Mr. Welch their view that the MHA upzones would displace existing elderly and lower-income residents within the upzoned areas. They further pointed out that the nearby school, Fairmont Park Elementary, is already at capacity and there is a lack of any real park or other green space in the Junction Urban Village. The neighbors explained to Ms. Brand and Mr. Welch that the City's calculated 10-minute walkshed from their street to Alaska and Fauntleroy (the point from which the City based its proposed expansion of the Junction Urban Village boundary) is unrealistic given the topography, particularly for anyone with existing physical challenges. Moreover, they pointed out that Alaska and Fauntleroy, from which the City calculates the walkshed, is not the center of the Junction Urban Village. Finally, the neighbors discussed their concerns regarding a decrease in their property values as a result of the rezone.⁴⁶

Public records requests have confirmed that the only notes the City recorded with respect to these detailed, concrete and valid concerns are "[c]oncerns about upzone, worry about their property values and interest in not having the boundary expanded to their community."⁴⁷

(b) November 15, 2016 JuNO Meeting. Upon the release of the draft maps on October 20, 2016, the Junction Neighborhood Organization ("JuNO") immediately sought to have a City representative explain HALA and MHA to concerned individuals in the West Seattle community, many of whom had been caught completely unaware. OCPD/HALA representative Nick Welch gave a presentation on November 15, 2016.⁴⁸

Mr. Welch told the assembled group that the proposed upzones were aligned with "community" input and that "community" feedback over several months regarding certain principles and values had guided the City's creation of the draft maps.⁴⁹

The City misrepresents the nature of the attendees' feedback in its summary of comments above.⁵⁰ Contrary to the City's summary, there was no support voiced for rezoning or increasing density in the single-family zoned areas of the Junction Urban Village. As can be verified by the video and written transcript, the vast majority of the comments focused on the concern that livability within the urban village would be severely compromised and that existing residents would be displaced through, among other things, lack of parking, lack of infrastructure and amenities, increased property taxes, constant construction noise pollution,

⁴⁶ Ex. Y.

⁴⁷ Ex. A.

⁴⁸ Ex. Z; See also video <https://youtu.be/j8B2fHlls0s> at 11:20-40.

⁴⁹ *Id.*

⁵⁰ Ex A.

blocked sunlight and loss of neighborhood character.⁵¹ Again, the City evidently did not deem it necessary to record these concerns at all.

(c) **December 7, 2016 Shelby's and Youngstown Open House.** Following the November 15, 2016 JuNO meeting, the City sent a postcard mailer to West Seattle residents announcing an event at Shelby's ice cream parlor on December 7, 2016.⁵² The front of the postcard contained bright cartoon drawings with a title of "Our Path to Livable City," and surrounded by the following phrases: "Pre-K 2014;" "2014 Economic Justice;" "2014+2015 Transportation;" and "2016 Housing for All – learn more about the plan to create 20,000 more affordable homes across Seattle." The mailer invites residents to a conversation about "housing, parks, transportation *and snacks!*" There was no mention of the significant rezones already proposed for the Junction Urban Village for which residents had received no notice from the City.

Numerous West Seattle residents became aware of the proposed rezones through non-City sources such as the West Seattle Blog. On December 1, 2016, weeks after being advised by West Seattle community leaders that the Shelby's ice cream parlor would be too small for the anticipated crowd, the City added a second venue, Uptown Espresso, to handle the projected overflow.⁵³ On December 5, 2016, the City changed the second venue to the Youngstown Cultural Arts Center.⁵⁴ Despite the last-minute confusion regarding venues, hundreds of people attended the Shelby's and Youngstown open houses on December 7, 2016.⁵⁵

The Shelby's event was, as predicted, over capacity and many attendees were unable to speak to City representatives or view the maps.⁵⁶ Those that could approach the maps were invited to handwrite comments on flip pads.⁵⁷ Additionally, comment sheets were handed out to attendees to turn in to City staff.⁵⁸

Many attendees expressed concern in their flip pad comments that the City was not listening to their concerns.⁵⁹ Ironically, the City staff lost almost all but twelve of the written comment sheets that were turned in by attendees at Shelby's.⁶⁰ Of the 100+ written comments

⁵¹ Ex. Z (transcript); Ex. BB (chart of comments)

⁵² Ex. CC.

⁵³ Ex. DD.

⁵⁴ Ex. EE.

⁵⁵ Ex. FF

⁵⁶ See note 2 (comments)

⁵⁷ Ex. GG.

⁵⁸ See, e.g. Ex. HH.

⁵⁹ Ex. GG.

⁶⁰ Ex. II. Ex. GG.

actually retained by the City (primarily from the flip pads), only two can be characterized as supportive of the proposed rezones.⁶¹

(d) **January 26, 2016 Junction Design Workshop.** After the Shelby's event, City Councilmember Rob Johnson, a staunch advocate of the proposed MHA upzones, organized a workshop for the Junction Urban Village. Attendees were requested to RSVP. As of the morning of January 26, over 180 individuals had RSVP'd. Those attempting to email thereafter received a form response stating that RSVPs had reached the capacity limit of the main room and that participation options may be limited.⁶² The City's headcount for the event was 230 attendees.⁶³

At the event, Brennan Staley of the Office of Community Planning and Development gave a slide presentation regarding HALA and the proposed MHA upzones. Attendees were invited to hand in written questions to be answered at the 35-minute question and answer session following the presentation. Of the over 225 written questions/comments submitted, only three indicated support for the zoning proposed for the Junction Urban Village.⁶⁴ Most questions exhibited significant concerns.⁶⁵ During the presentation, Mr. Staley assured attendees that the neighborhood's input would be taken into account in the City's final proposal.⁶⁶

Attendees were separated into 13 tables, 10 of which were hosted by third-party facilitators employed by the City. The remaining tables were self-facilitated due to the high neighborhood turnout. The City published its summaries of the table feedback on or about March 23, 2017.⁶⁷ When compiled into one streamlined chart, the data from the City's own summaries clearly reflects that the myriad concerns and criticisms expressed by attendees dwarfed the few comments supportive of the proposed upzones.⁶⁸

Prior to the City's publication, the JuNO Land Use Committee ("JLUC"), a neighborhood subcommittee of JuNO, provided Councilmember Johnson's office with the summaries JLUC had solicited from attendees at each table to ensure a full report.⁶⁹ Inexplicably, the City only published one third-party account, that of Matt Hutchins, a pro-HALA Admiral Urban Village

⁶¹ Exs. BB, GG and HH

⁶² Ex. JJ.

⁶³ Ex. KK.

⁶⁴ See Exhibits MM (copies of questions/comments) and BB (summary table)

⁶⁵ See Exs. BB and MM.

⁶⁶ The video of the question and answer session can be viewed at

<https://www.youtube.com/watch?v=wbVpi.KtrCpl&feature=youtu.be>. Mr. Staley's comments regarding incorporation of community input are at 16:13-18:30.

⁶⁷ Ex. NN

⁶⁸ Ex. AAA.

⁶⁹ Ex. LL.

resident who specializes in the design of Accessory Dwelling Units⁷⁰ and who has testified on behalf of the City in zoning-related litigation. Mr. Hutchins participated in Table 5.⁷¹ Notably the few comments supporting the proposed upzones to the Junction Urban Village originated primarily from his table.⁷²

(e) **March 9, 2017 - JLUC Meeting with Jesseca Brand.** This event was a meeting between Jesseca Brand, on behalf of HALA, and five members of JLUC and two of its advisors. The meeting centered around a letter JLUC had recently sent to OCPD Director Samuel Assefa that called attention to (1) the portion of the long-standing Junction Urban Village Neighborhood Plan which explicitly provides for maintaining the existing single-family areas, as well as the City's adoption of this policy in Seattle 2035; (2) the neighborhood's decisively critical feedback on the proposed MHA upzones; and (3) its support for a planning process coordinated with light rail.⁷³ JLUC requested a collaborative approach to plan for increased density in conjunction with ST3. The JLUC letter was accompanied by the signatures of over 400 West Seattle residents requesting the City provide more time for residents to understand the proposed rezones.

JLUC reiterated the concerns set forth in the letter to Ms. Brand. Ms. Brand, in turn, told the group that regardless of neighborhood feedback and the City's assurances that such feedback would be utilized, the HALA team would - under all circumstances - be proposing a plan to the City Council providing for **upzoning every currently single-family zoned block within the Junction Urban Village without exception.**⁷⁴

(f) **May 5, 2017 Open House.** The City held an open house at the Westside School in Arbor Heights on May 5, 2017. The open house was not specific to or located in the Junction Urban Village but rather, covered all of the affected District 1 neighborhoods. Flip pads were provided and labeled with the five individual District 1 urban villages; however, attendees did not always write their comments on the flip pad matching the neighborhood about which they were commenting.⁷⁵ With the exception of South Park, it is difficult to isolate particular urban village feedback. Regardless, attendees provided feedback across the board that was consistent with that at all prior events: strong concerns regarding livability issues,

⁷⁰ Ex. OO; http://www.seattletimes.com/seattle-news/politics/city-rules-among-big-obstacles-for-little-houses/?utm_source=email&utm_medium=email&utm_campaign=article_left_1.1 (quoting Mr. Hutchins). Mr. Hutchins previously testified on behalf of the OCPD in the City's dispute with the Queen Anne Community Council regarding ADUs and DADU's, at the same time he was serving as a City-selected community focus group member with respect to HALA. Ex. PP at 6; Ex. VV.

⁷¹ Ex. NN at 16.

⁷² Ex. AAA.

⁷³ Ex. QQ.

⁷⁴ Ex. II.

⁷⁵ Ex. BBB.

including loss of single family homes; displacement of existing residents; increased taxes; lack of parking; construction noise pollution; lack of necessary infrastructure; lack of traffic amelioration; lack of adequate transit; and inequality of the rezone distribution throughout the city.⁷⁶ There was a repeated theme in the comments that the City was not listening to the affected communities and that the MHA rezone proposals are primarily for the benefit of developers.

Of the 83 written comments provided, only two can be categorized as wholly positive and an additional five as partially supportive, at best.⁷⁷

2. Other West Seattle Urban Village Community Feedback Opportunities

(a) **Hala.consider.it Feedback.** From the time the draft maps were released on October 20, 2016 to the present, the City has posed a series of questions relating to the maps on <https://hala.consider.it>. Individuals are invited to weigh in on the maps relating to their neighborhoods. The level of West Seattle’s objection to the proposed MHA rezones on the hala.consider.it site is exponentially greater, in both number and percentage, than any other neighborhood. With respect to the following questions, the Junction Urban Village has responded as follows:

Proposition	Disagree	Neutral	Agree	Percentage disagree ⁷⁸
Draft zoning changes accurately reflect MHA principles ⁷⁹	123	7	69	62%
RSL is in appropriate places	94	2	35	72%
Change from SF to Lowrise In Junction UV are appropriate	98	3	32	74%
Expansion of urban village boundary is appropriate	111	1	41	73%

The percentage of disagreement with the proposals for the Junction Urban Village is especially noteworthy given that outside special interest groups, including urbanist groups and

⁷⁶ Ex. CCC.

⁷⁷ Ex. CCC.

⁷⁸ The figures are derived from the hala.consider.it website regarding the Junction Urban Village section as of May 15, 2017. The configuration of the website requires a manual count of the number of responses, which are placed very close together and thus, it is possible that the numbers may be very slightly off (one or two responses), although not enough to change the percentages.

⁷⁹ The “MHA principles” are a series of broad statements formulated by City staff posted on the hala.consider.it website. The principles include (1) increasing the range of housing types available in different neighborhoods, i.e., family size housing in addition to small studios and one-bedroom apartments; (2) being sensitive to transitions between higher density areas and single family areas; (3) allowing more people to live near transit, parks and schools; and (4) paying attention to design quality. Due to their generic nature, these principles could have guided a multitude of potential options for Junction Urban Village beyond what the City presented.

developers, taking note of the Junction Urban Village's negative feedback, issued public "calls to action" to their followers. These calls explicitly sought to skew the hala.consider.it data in favor of the rezones, specifically in the Junction Urban Village.⁸⁰ The immediate and direct impact of the "call to action" was noted and applauded by The Urbanist blog, which strongly advocates in favor of citywide upzoning.⁸¹

(b) Emails Submitted to HALAinfo. The City has directed individuals to send inquiries and comments relating to HALAinfo@seattle.gov. In response to public records requests seeking copies of all emails received at that address, the City provided approximately 444 emails (not including spam emails).⁸² The vast majority of the emails relate to the MHA proposals.⁸³ Of the total emails, approximately 215 were emails originating an inquiry/comment, as opposed to responsive emails in the thread, which comprise the remainder.⁸⁴ Only 21 of the total originating emails provided positive comments relating to HALA/MHA.⁸⁵ The remainder were either neutral, primarily seeking information (123); negative, expressing criticism of the proposals (70); or unclear (1).⁸⁶

Of the emails specific to a particular neighborhood, the highest number of emails relate to the Junction Urban Village. Of the 27 originating emails from identifiable Junction-area residents, 20 of the emails were critical of the MHA proposals and five were neutral (seeking information). Only two (7%) could potentially be characterized as supportive, although one may have been a marketing effort, which would reduce the percentage to 4%.

(c) Focus Groups. The City selected 169 applicants to serve on focus groups representing the various neighborhoods that it planned to upzone.⁸⁷ There were nine focus group meetings, including an introductory meet and greet in April 2016 and a final debrief

⁸⁰ On January 25, 2017, the Seattle Transit Blog, a known urbanist, density advocate blog, issued a "Call to Action" asking for readers to support the proposed Junction Urban Village rezones on hala.consider.it, even posting a link to the West Seattle Junction Urban Village section (see Exhibit RR). This same call to action was posted on the Reddit online site (https://www.reddit.com/r/SeattleWA/comments/5q5jwj/call_to_action_hala_online_feedback_needs_your/) and on the Facebook page of "Seattle for Everyone." According to its Facebook page, "Seattle for Everyone" is "a broad coalition of affordable housing developers and advocates, for-profit developers and businesses, labor and social justice advocates, environmentalists and urbanists." In other words, Seattle For Everyone is made up of the very groups poised to financially benefit from the rezone of West Seattle's single-family neighborhoods.

⁸¹ Ex. SS.

⁸² Ex. TT.

⁸³ Exs. TT and UU.

⁸⁴ *Id.*

⁸⁵ *Id.*

⁸⁶ *Id.*

⁸⁷ Ex. VV.

meeting in January 2017.⁸⁸ It appears there was also a “drop-in” meeting in December attended by five of the citywide focus group participants.⁸⁹

A total of five applicants were chosen to represent the Junction Urban Village. Of those, three lived within the Junction Urban Village, one lived in the Delridge neighborhood, and one lived “near” the Junction Urban Village.

From the attendance records published by the City,⁹⁰ there is no indication that three of the five Junction Urban Village focus group members attended any of the meetings. The City issued the draft MHA maps in October 2016. The critical time for input would have been prior to the release date. With the possible exception of the introductory meeting in April, the Junction Urban Village was represented – sparsely - at only two of these meetings:

	Neighborhood	April*	May	June	July	Aug	Sept	Oct*	Nov	Jan*
Greg Knoke	Junction									
Karthik Jaganathan	Delridge			X	X					
Lisa Rough	Near Junction									
Melissa Balley	Junction									
Ryan Reese	Junction			X						

*The City did not keep and/or publish the attendance records for these meetings.

Even assuming the City had intended to take feedback into account, the focus group members selected by the City for the Junction Urban Village provided little, if any, representation of its thousands of residents.

3. Recent Application to Amend Comprehensive Plan. JLUC has repeatedly advised the City that Seattle 2035 explicitly incorporates the portion of the Junction Urban Village Neighborhood Plan, making it a City policy to maintain the integrity of the existing single-family areas within the Junction Urban Village.⁹¹ Because it appears that the City is prepared to ignore this stated policy and require every area within the boundaries of an urban village to be upzoned, JLUC filed an application with the City on May 13, 2017 to amend Seattle 2035 to remove the single-family areas from within the Junction Urban Village boundary. In this way, the neighborhood’s intent and goals would be respected, as well as the City’s desire to ensure that the entire Junction Urban Village be rezoned for significantly greater density. In the

⁸⁸ Ex. WW.

⁸⁹ Ex. A.

⁹⁰ Ex. WW. Note: The published attendance records disagree with Exhibit A in which it appears that the City merely recorded 25 for each focus group meeting.

⁹¹ See, e.g., Ex. QQ and Ex. YY.

three weeks prior to the May 15, 2017 amendment deadline, JLUC easily obtained signatures of 242 West Seattle residents in support of the amendment.⁹²

C. City Continues to Characterize Junction Urban Village as Neutral.

The City refuses to accurately describe the true nature and extent of the Junction Urban Village's feedback. As of May 19, 2017, the HALA Website summarized West Seattle's feedback as follows:⁹³

- Interest in seeing affordable housing throughout the city, near services and transit;
- Need for affordable housing for growing senior population; and
- Need to preserve units that are currently affordable in market-rate buildings.

While these statements are true, they do not begin to represent the full spectrum of the objections and concerns consistently raised by the Junction Urban Village to the City at every opportunity.

D. HALA Team Demonstrates it Has Sought to Replace Neighborhood-Level Planning.

On May 30, 2017, the City Council was briefed regarding the MHA workshops.⁹⁴ In response to reported neighborhood concerns regarding the lack of any intentional planning process directed to their specific neighborhoods, Sara Maxana of the HALA team defended the process by assuring the City Council that feedback opportunities had been provided to enable "community members" to shape the MHA proposal:

It's true that when we're looking at a two-year planning process that's citywide, it is not the same level of engagement as a one-year process that is neighborhood specific. What we've tried to do is oversee a community engagement process that speaks to the principles and values that this project is carrying forward, that were articulated in the Council work plan that you laid out for us and to hold true to those values while **very much giving opportunities for community members to shape the proposal.**⁹⁵

However, Ms. Maxana's further comments, as well as those of Jesseca Brand, underscore that "community" is not synonymous with "directly impacted neighborhood." Ms.

⁹² Ex. XX.

⁹³ Ex. ZZ.

⁹⁴ Attached as Exhibit DDD is a written transcript prepared from the video at <http://seattlechannel.org/explore-videos?videoid=x76783>

⁹⁵ Ex. DDD at 10.

Maxana praised the Department of Neighborhoods' "creative" methods of obtaining feedback on the MHA proposals, specifically citing online feedback opportunities such as [hala.consider.it](#) and [Reddit](#).⁹⁶ As previously documented, outside special interest groups with no connection to the West Seattle community have the ability to, and have demonstrably sought to, manipulate the response on [hala.consider.it](#) with respect to the Junction Urban Village.⁹⁷

The Reddit HALA event is another clear example of feedback that cannot and should not take the place of targeted and deliberate neighborhood planning. Reddit itself is a discussion website at which any registered user worldwide can post submissions and can vote on other users' submissions.⁹⁸ The HALA Reddit event took place in the middle of the day on Thursday, March 30, 2017 from 12:00 to 1:00 p.m.⁹⁹ The only notice given by the City of the date and time of the event was that same morning. A non-Reddit user would have had to then register and familiarize him/herself with the process in order to participate.

The City posted the following single paragraph on Reddit for any Reddit user to comment on:¹⁰⁰

The City of Seattle set an ambitious goal to create 20,000 new affordable homes and 30,000 market rate homes in ten years, to address our affordable housing crisis. We are harnessing the growth to build that affordability. And, we are asking you, residents, business owners and other folks who feel invested in Seattle's future to weigh in on this plan, the Housing Affordability and Livability Agenda (HALA). Here is your chance to talk to AMA about Seattle's efforts around affordable housing and the 65 HALA strategies. Can you help us make room for more neighbors in a welcoming and affordable way?

Presumably there is no way for the City to evaluate the identities of those commenting or whether they live in Seattle or any of the affected neighborhoods. This is clearly not designed to educate neighborhood residents or to solicit neighborhood feedback about proposals to drastically change their neighborhoods.

⁹⁶ Ex. DDD.

⁹⁷ See Note 77; Exs. RR and SS.

⁹⁸ <https://en.wikipedia.org/wiki/Reddit>

⁹⁹ Ex. EEE (Same-day Reddit notice)

¹⁰⁰ The comment thread can be viewed at :

https://www.reddit.com/r/SeattleWA/comments/62eaqq/we_are_the_city_of_seattle_and_we_are_tackling_a/

The idea that the City would accord anonymous comments on a message board or even its own website the same weight as direct feedback from residents of the affected neighborhoods, or that the City would equate this with a neighborhood planning process, is appalling yet consistent with its outreach efforts.

CONCLUSION

The City's community engagement regarding the Junction Urban Village cannot hold up to any reasonable or fair-minded scrutiny. The record and the available data paint a clear picture of indifference: the City viewed neighborhood input as immaterial and the outcome of its check-the-box exercise was predetermined.

For all of the City's rhetoric of local government and its neighborhoods working to make Seattle great, it was clearly never the City's intention to inform the public or to seek input regarding its intent to rezone single-family areas in urban villages prior to creating and releasing its draft rezone maps. It kept information minimal and misleading, obscured key details and then released the draft maps with as little notice as possible. Yet the City characterizes its shallow process as a genuine attempt to engage neighborhoods.

The City's processes for collecting, maintaining, and analyzing both qualitative and quantitative data have been similarly deficient: information has been lost, misrepresented, and seemingly invented. Facts have been made to fit the arguments, not the other way around.

The City characterizes Seattle as a city of neighborhoods. For that to be true, it must offer more than platitudes. From the release of the first upzone maps, the Junction Urban Village has stood ready to work with the City to add density, transit, and livability items in a way that preserves the character of the neighborhood. It remains ready to do so.

Affordable housing is further out of reach for certain populations. Nearly 35 percent of Black/African American renter households in Seattle pay more than half of their income on housing, compared to about 18 percent of White renter households. The City is pursuing numerous strategies to address Seattle's housing affordability challenge.

The proposal addressed in this ~~Draft~~ Final EIS is to implement MHA requirements for multifamily residential and commercial development in certain areas of Seattle. To put MHA in effect ~~place~~, the City would grant additional development capacity through area-wide zoning changes and modifications to the Land Use Code. The proposed action includes several related components:

- Adopt requirements in the Land Use Code (SMC Chapter 23) for developers either to build affordable housing on-site or to make an in-lieu payment to support the development of rent- and income-restricted housing when constructing new development meeting certain thresholds.
- Modify development standards in the Land Use Code to provide additional development capacity, such as increases in maximum height and floor area ratio (FAR) limits.
- Make area-wide zoning map changes.
- Expand the boundaries of certain urban villages on the Comprehensive Plan's Future Land Use Map (FLUM) near high-frequency transit, as studied in the Seattle 2035 Comprehensive Plan.
- Modify certain rezone criteria in the Land Use Code.

Additional development capacity would allow for the construction of more floor area, more housing units, or greater building height and scale compared to what existing regulations allow. In turn, this additional capacity may lead to additional household or job growth compared to the growth that would otherwise occur. Although it brings many benefits to a city, household and job growth can also have impacts to elements of the environment, such as services, transportation, and parks and open space. This ~~Draft~~ Final EIS evaluates potential environmental impacts associated with alternative approaches to implementing MHA.

STUDY AREA

The study area for this EIS includes existing multifamily and commercial zones in Seattle, areas currently zoned Single Family Residential in existing urban villages, and areas zoned Single Family Residential in potential urban village expansion areas identified in the Seattle 2035

Comprehensive Planning process. The study area does not include the Downtown, South Lake Union, and Uptown Urban Centers; in each of these sub-areas a separate planning process has implemented or will implement increases in development capacity and MHA requirements with its own independent SEPA analysis. The study area also excludes the portion of University Community Urban Center addressed in the University District Urban Design Framework and EIS. A map of the study area is in Exhibit 2-1.

1.2 OBJECTIVES OF THE PROPOSAL

The City's objectives for this proposal are to:

- Address the pressing need for housing affordable and available to a broad range of households.
- Increase overall production of housing to help meet current and projected high demand.
- Leverage development to create at least 6,200 net new rent- and income-restricted housing units serving households at 60 percent¹ of the area median income (AMI) in the study area over a 20-year period.
- Distribute the benefits and burdens of growth equitably.

1.3 PLANNING CONTEXT

SEATTLE 2035 COMPREHENSIVE PLAN

In October 2016, the City Council adopted the Seattle 2035 Comprehensive Plan, a major update to the prior Comprehensive Plan. The City prepared an EIS on the Comprehensive Plan update that evaluated potential environmental impacts of alternative distributions of housing and job growth. The Final EIS was released on May 5, 2016, and, consistent with the provisions of the State Environmental Policy Act (SEPA), is formally adopted in this EIS to provide current and relevant environmental information. The Seattle 2035 Final EIS identified a significant unavoidable adverse housing impact, stating that Seattle would continue to face a housing affordability challenge under all of the

¹ The majority of MHA rent-restricted affordable units will serve the 60% AMI level, however some small studio units will serve 40% AMI, and some home-ownership units may serve households up to the 80% AMI level.



What's changed since the DEIS?

New information and other corrections and revisions since issuance of the DEIS are described in cross-out (for deleted text) and underline (for new text) format. Entirely new sections or exhibits may be identified by a sidebar callout instead of underline.

1



SUMMARY.

This chapter summarizes the findings of this Final Environmental Impacts Statement (FEIS) with respect to environmental impacts, mitigations measures, and significant unavoidable adverse impacts for ~~three~~ four alternatives for the proposed action to implement Mandatory Housing Affordability (MHA) in the study area. This summary provides a brief overview of the information considered in this EIS. The reader should consult Chapter 2 for more information on the alternatives and Chapter 3 for more information on the affected environment, environmental impacts, and mitigation measures for each alternative and element of the environment.

The FEIS includes a Preferred Alternative that is a modified proposal to implement MHA based on community input and comments on the Draft EIS. The Preferred Alternative combines elements of the action alternatives considered in the Draft EIS. This FEIS also contains additional analysis of several topics identified for further study based on Draft EIS comments.

The FEIS identifies changes to the text made since publication of the Draft EIS using strikeout and underline. More substantial text changes are indicated with a note in the margin where an entirely new section or exhibit is added.

1.1 PROPOSAL

The City of Seattle seeks to address a pressing need for housing, especially affordable housing, experienced by households and residents across the income spectrum. The need for affordable housing is well documented and can be measured in many ways. More than 45,000 of Seattle households, or about one in seven, currently pay more than half of their income on housing, a condition referred to as severe cost burden. Average rent for a one-bedroom apartment has increased 35 percent over the last five years and is unaffordable by conventional measures to a worker earning a \$15 minimum wage.

Affordable housing is further out of reach for certain populations. Nearly 35 percent of Black/African American renter households in Seattle pay more than half of their income on housing, compared to about 18 percent of White renter households. The City is pursuing numerous strategies to address Seattle's housing affordability challenge.

The proposal addressed in this ~~Draft~~ Final EIS is to implement MHA requirements for multifamily residential and commercial development in certain areas of Seattle. To put MHA in effect ~~place~~, the City would grant additional development capacity through area-wide zoning changes and modifications to the Land Use Code. The proposed action includes several related components:

- Adopt requirements in the Land Use Code (SMC Chapter 23) for developers either to build affordable housing on-site or to make an in-lieu payment to support the development of rent- and income-restricted housing when constructing new development meeting certain thresholds.
- Modify development standards in the Land Use Code to provide additional development capacity, such as increases in maximum height and floor area ratio (FAR) limits.
- Make area-wide zoning map changes.
- Expand the boundaries of certain urban villages on the Comprehensive Plan's Future Land Use Map (FLUM) near high-frequency transit, as studied in the Seattle 2035 Comprehensive Plan.
- Modify certain rezone criteria in the Land Use Code.

Additional development capacity would allow for the construction of more floor area, more housing units, or greater building height and scale compared to what existing regulations allow. In turn, this additional capacity may lead to additional household or job growth compared to the growth that would otherwise occur. Although it brings many benefits to a city, household and job growth can also have impacts to elements of the environment, such as services, transportation, and parks and open space. This ~~Draft~~ Final EIS evaluates potential environmental impacts associated with alternative approaches to implementing MHA.

STUDY AREA

The study area for this EIS includes existing multifamily and commercial zones in Seattle, areas currently zoned Single Family Residential in existing urban villages, and areas zoned Single Family Residential in potential urban village expansion areas identified in the Seattle 2035

service. All new development under Alternative 1 would be subject to existing development standards, and existing regulations.

ALTERNATIVE 2 Implement MHA in the Study Area

Alternative 2 would implement MHA in the study area. Basic planning concepts, MHA Implementation Principles, and guidance from the Comprehensive Plan and Land Use Code have been used to inform the development capacity increases under Alternative 2. The overall pattern and distribution of growth in Alternative 2 follows the Urban Village and Centers growth strategy. Zoning changes and MHA implementation is directed to Urban Villages and Urban Centers, and the areas zoned for commercial and multifamily development under existing regulations. Under Alternative 2 incrementally greater density of housing and employment would occur within the same overall pattern of the Seattle 2035 Comprehensive Plan.

Appendix H provides a detailed zoning map identifying all the proposed MHA development capacity increases in Alternative 2. Changes to development standards in the Land Use Code for the "standard" zoning capacity increases are included in Alternative 2. Displacement risk and access to opportunity in individual urban villages as identified in the Growth and Equity Analysis would not be considered as explicit factors in selecting the locations of additional growth or zoning designations on the map in Alternative 2.

Alternative 2 proposes urban village boundary expansions approximating a full 10-minute walkshed in 10 urban villages where boundary expansions were proposed in the Seattle 2035 update process, plus a small urban village boundary expansion in Northgate. (Creation of a new urban village at NE 130th St is not proposed as a part of this action.) The Comprehensive Plan FLUM would be modified to reflect larger urban villages in these areas.



Alternative 2 considers the minimum 20-year growth estimates of 70,000 households and 115,000 jobs incorporated in the Seattle 2035 Comprehensive Plan, plus additional housing and job growth given the increased development capacity based on the Alternative 2 zoning map. In Alternative 2, total estimated citywide growth until 2035, including the additional increment of growth associated with MHA, would be 95,342 total housing units, 129,586 jobs, and 11,038 affordable housing units produced through MHA.

Exhibit 2-9 Approach to MHA Development Capacity Increases, Alternative 2

Displacement Risk and Access to Opportunity	Intensity of Development Capacity Increases and Expansion of Urban Village Boundaries	Urban Villages
<p>Not used explicitly to influence the location and amount of additional growth</p>	<p>Apply development capacity increases using basic planning concepts, Comprehensive Plan policies and Land Use Code criteria, and MHA implementation principles, resulting in a mix of (M), (M1), and (M2) designations.</p> <p>Apply urban village boundary expansions to a full 10-minute walkshed from the frequent transit station.</p>	<p>All Urban Villages</p> <p><i>(Boundary expansions apply only to those urban villages identified for possible urban village boundary expansion in Seattle 2035.)</i></p>

Source: City of Seattle, 2017.

Some areas currently zoned Single Family are proposed for MHA and zoning capacity increases in Alternative 2. Rezones of single family areas are limited to single family lands in existing urban villages and in urban village expansion areas. Where single family lands are rezoned, Alternative 2 includes a mix of and Residential Small Lot (RSL) and Lowrise (LR) multifamily zoning.

In Alternative 2, most MHA capacity increases are standard (M) zoning capacity increases, reflecting a single-tier increase in zoned capacity. Approximately 73 percent of all lands proposed for MHA would have an (M) designation, while 23 percent would have (M1) and four percent (M2).

The proposed zoning and Land Use Code changes would generally continue the overall pattern and distribution of growth anticipated in the Seattle 2035 Comprehensive Plan. In most MHA implementation areas, the location and extent of existing multifamily and commercial zones is not proposed to change, but the scale of already allowed uses in the area would increase incrementally.

ALTERNATIVE 3 Implement MHA with Distinctions for Displacement Risk and Access to Opportunity Areas

Under Alternative 3, specific MHA zoning capacity increases would be based on the guiding principles summarized for Alternative 2 above, plus explicit consideration of each urban village’s location on the Displacement Risk and Access to Opportunity typology identified in the Growth and Equity Analysis. Equitable development approaches identified in the Growth and Equity Analysis are considered in the assignment of development capacity increases and the urban village boundary expansions for specific locations.

Exhibit 2–10 Approach to MHA Development Capacity Increases, Alternative 3

Displacement Risk and Access to Opportunity	Intensity of Development Capacity Increases and Expansion of Urban Village Boundaries	Urban Villages
High Displacement Risk and Low Access to Opportunity	<p>Apply small development capacity increases resulting in a high proportion of MHA (M) designations, with limited instances of (M1), and no (M2) designations.</p> <p>Apply reduced urban village boundary expansions to a 5-minute walkshed or less from the frequent transit station.</p>	<ul style="list-style-type: none"> • Rainier Beach* • Othello* • Westwood–Highland Park • South Park • Bitter Lake
Low Displacement Risk and High Access to Opportunity	<p>Apply large development capacity increases, resulting in a high proportion of MHA (M1) and (M2) designations, along with some (M) designations.</p> <p>Apply full urban village boundary expansions to a 10-minute walkshed from the frequent transit station.</p>	<ul style="list-style-type: none"> • Green Lake • Roosevelt* • Wallingford • Upper Queen Anne • Fremont • Ballard* • Madison–Miller • Greenwood–Phinney Ridge • Eastlake • Admiral • West Seattle Junction* • Crown Hill* • Ravenna
High Displacement Risk and High Access to Opportunity	<p>Apply medium development capacity increases, resulting in a significant proportion of (M) zoning changes, but also resulting in some (M1) designations and limited instances of (M2) designations.</p> <p>Apply reduced urban village boundary expansions to a 5-minute walkshed or less from the frequent transit station.</p>	<ul style="list-style-type: none"> • Columbia City* • Lake City • Northgate • First Hill–Capitol Hill • North Beacon Hill* • North Rainier* • 23rd & Union–Jackson*
Low Displacement Risk and Low Access to Opportunity	<p>Apply medium development capacity increases, resulting in a significant proportion of (M) zoning changes, but also resulting in some (M1) designations and limited instances of (M2) designations.</p> <p>Apply full urban village boundary expansions to a 10-minute walkshed from the frequent transit station.</p>	<ul style="list-style-type: none"> • Aurora–Licton Springs • Morgan Junction

* Includes a proposed urban village expansion.

Source: City of Seattle, 2017.

In general, areas of higher opportunity were considered for greater development capacity increases in order to increase the potential for housing opportunities and inclusion of affordable housing. Simultaneously, areas with high risk of displacement were considered for smaller development capacity increases in order to minimize the potential for displacement. Exhibit 2–10 summarizes how displacement risk and access to opportunity type influence Alternative 3. Appendix H provides a detailed zoning map with MHA development capacity increases associated with Alternative 3.

Alternative 3 assumes the minimum 20-year growth estimates of 70,000 households and 115,000 jobs from Seattle 2035, plus additional growth associated with increased development capacity based on the Alternative

3 zoning map. In Alternative 3, estimated total growth in 2035—including MHA housing units and an additional assumed increment of growth—is 95,094 total housing units, 128,296 jobs, and 10,903 affordable housing units produced through MHA.

Alternative 3 would expand the boundaries of 10 urban villages and modify the Future Land Use map to reflect the larger urban villages. However, expansion areas for urban villages with high displacement risk are reduced from a 10-minute to a 5-minute approximate walkshed from the transit node. This results in smaller urban village boundary expansions for Rainier Beach, Othello, North Rainier, North Beacon Hill, and 23rd & Union–Jackson in Alternative 3 compared to Alternative 2.



South Park is an area with high displacement risk and low access to opportunity. It is unique among urban villages because it is nearly surrounded by a Manufacturing and Industrial Center. In recognition of unique conditions and its displacement risk and access to opportunity category, a portion of South Park would not have MHA implementing zoning changes under Alternative 3.

The proposed zoning and Land Use Code changes would generally continue the overall pattern and distribution of growth anticipated in the Seattle 2035 Comprehensive Plan. In most MHA implementation areas, the location and extent of existing multifamily and commercial zones is not proposed to change, but the scale of already allowed uses in the area would be allowed to increase incrementally. The overall urban village land use pattern would not be altered, with the exception of urban village expansions studied in the Seattle 2035 planning process. Compared to Alternative 1 No Action, the intensity of uses and rate of growth within the planned land use pattern would increase incrementally.

As in Alternative 2, most development capacity increases in Alternative 3 are single-tier (M) zoning changes. 77 percent of all lands proposed for MHA have an (M) designation, while 20 percent would have (M1) and three percent (M2). However, while overall percentages of (M), (M1), and (M2) zoning designations are similar to Alternative 2, the distribution of those designations varies substantially based on consideration of Displacement Risk and Access to Opportunity, as seen in the following figures.

New to the FEIS

Preferred Alternative, including Exhibit 2–11, is an entirely new section since issuance of the DEIS

PREFERRED ALTERNATIVE

Implement MHA throughout the study area with emphasis on:

- Increasing housing options in high-opportunity urban villages
- Increasing housing and jobs near transit nodes

- Moderating the scale of development capacity increases in urban villages with high displacement risk
- Moderating development capacity increases in areas with environmental constraints
- Increasing capacity on known affordable housing development sites

The Preferred Alternative is a variation of the DEIS Action Alternatives that includes features most similar to Alternative 3. Specific MHA zoning capacity increases would be based on the basic planning concepts, MHA Implementation Principles, and guidance from the Comprehensive Plan and Land Use Code as summarized for DEIS Action Alternatives 2 and 3. Each urban village's location on the Displacement Risk and Access to Opportunity typology is considered. Compared to Alternative 2 and 3, the proposed MHA zoning capacity increases place greater emphasis on proximity to transit nodes, and on the presence of environmental constraints.

In general, urban villages with access to high opportunity and low displacement risk identified in the Growth and Equity Analysis are considered for relatively greater development capacity increases, as a means to increase the potential for new housing opportunities and inclusion of affordable housing in these areas. Increasing housing opportunity in these urban villages also responds to strong market demand and could relieve development pressure in other areas of the city at high risk of displacement.

The Preferred Alternative also emphasizes opportunities for housing near frequent transit nodes. For all urban villages, the Preferred Alternative includes relatively greater capacity increases in locations close to very good transit service. Urban village boundary expansions approximating a complete 10-minute walkshed are proposed for urban villages studied for boundary expansion in the Seattle 2035 Comprehensive Plan. In high displacement risk areas, where the scale of development capacity increases is generally moderated, some relatively greater capacity increases are still located within an estimated 5-minute walkshed of very good transit nodes.



In the Preferred Alternative, proposed MHA development capacity increases also consider high displacement risk as identified in the Growth and Equity Analysis. In urban villages that have high displacement risk, the scale of development capacity increases is limited to the lowest amount needed to put MHA in effect, except for areas within the 5-minute walkshed to a transit node. Additional mitigation measures that recognize the potential pressures for cultural and economic displacement are described in the Housing and Socioeconomics Chapter of the FEIS.

Christy Tobin-Presser

From: City of Seattle Public Records Request Center <seattle@mycusthelp.net>
Sent: Saturday, February 25, 2017 1:30 PM
To: Christy Tobin-Presser
Subject: Planning & Community Development :: C010300-022517

Dear Christine Tobin-Presser,

Welcome to the City of Seattle Public Records Request Center (PRRC). Your request was received on February 25, 2017 and is appended below.

The reference number for this request is C010300-022517. 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:

- Access the Public Records Request Center
- Select 'Forgot my Password'
- Enter your 'Login ID' (email address)
- A temporary password will be sent to you via email
- Login with the temporary password
- You will be asked to create a new password

You may now visit the PRRC 'My Records Request Center' anytime!

Request C010300-022517:

"All written comments, questions and or/concerns submitted by attendees at the HALA/City-sponsored meeting at Shelby's in West Seattle on December 7, 2016. All written comments, questions and or/concerns, submitted by attendees at the HALA/City-sponsored meeting at the Youngstown Cultural Arts Center in West Seattle on December 7, 2016."

EXHIBIT BBB

West Seattle Resident's Alternative to City Proposed HALA Zoning

We support the city's objective for greater density and affordable housing. But there are other means to achieve this than spreading density across existing urban villages like peanut butter, as the HALA proposal does.

We need another option to consider, with time for community input. The city has prepared only one option for each urban village. Community outreach has been limited as compared to the large impact of HALA. Let's extend the input timeframe by six months so that we can develop a community-involved plan, and incorporate the upcoming extension of light rail to West Seattle into the vision.

The city should locate a portion of its HALA density increases in new urban villages, or in areas that are not urban villages. For example, Magnolia village and its surrounding area are underutilized. The nearby parks and amenities are plentiful. The residents of Magnolia are sure to welcome the economic and social benefits that significantly increased density will bring to their community.

To add density in West Seattle, we recommend an upzone to the core Triangle area significantly, i.e. to 14-20 story high rises, instead of new RSL/LR1-2 area.

- We envision Floor 1 of such high rises as commercial
- Floors 2-6 should be office space so that we can work where we live
- Floors 7+ would be housing units per HALA objectives and guidelines
- Parking to be provided underground

Why?

1. *This concentrates new density at the transit access point.* We can envision an underground Light Rail station below Alaska and Fauntleroy serving the Triangle. This allows bus transfers to the train at the Alaska/Fauntleroy route junction and would make the Triangle a more viable destination.

2. *Large areas of RSL/LR1-2-3 are not ideal for density.* Per city guidelines, LR is supposed to be used as a buffer between high density and SFR. LR is not intended to be a solution for creating density. By most standards, LR is not "dense". The units that are created will be expensive \$700-\$800k townhomes and 4-story apartment buildings.

3. *RSL/LR1-2-3 will destroy family housing.* The proposed zoning will destroy hundreds of homes for families with children. Raising a family in West Seattle generally requires 3 bedrooms, a small yard (there are no parks for families in the Urban Village) and a place for a car. The new housing units will have none of these.

4. *RSL/LR1-2-3 is unfair to the current homeowners.* Their areas would go through a multi-decade transition from single family homes to apartments and townhomes. Their property values will not improve. The value of their homes merely moves from their houses (which will be torn down) to a moderate gain to the value of their land. Significant upzoning to a smaller area reduces this impact and compensates property owners by making their land much more valuable than current use.

5. *RSL/LR1-2-3 creates a dead-end for future density.* Once we have achieved our objectives we will be left with acres of townhomes and apartments. It will not be useful to upzone the LR1-2-3 areas again, because they will be occupied by fairly new townhomes. LR1-2-3 spread across a wide area will result in an unappealing cityscape that is not very dense. In the future there would be no other option besides adding more LR1-2-3 space, compounding the problem.

If you agree, what should you do?

Voice your support in this feedback session. Encourage the city to develop another option with community input. We could add new density in areas without urban villages; and use Triangle high-rises to create density in West Seattle rather than apply zoning increases to family neighborhoods in urban villages only.

Write to our West Seattle city council representative, Lisa Herbold. Let her know that we have not been well represented in the HALA process and that we want more options such as this one. [Lisa.Herbold@seattle.gov, 206-684-8803] You can also write the mayor and the rest of the city council.

Watch for updates on westseattleblog.com. Tracy Record does an amazing job keeping the community up to date with processes like these, and upcoming meetings.

Organize. If you are in the Junction area, I suggest participating in JuNO (Junction Neighborhood Organization). Renee Commons is a wonderful leader. She and JuNO create a forum for conversation and a central place for the city to go to hear from our community. For more information, write wsjuno@yahoo.com.

Who wrote this?

My name is Rich Koehler (rkoehler@cool-studio.net). I'm a long-time West Seattle resident and father of two. I live near the Junction but not in the urban village area. I'm not directly affected by the HALA proposal but I want it done well.

I think we can have a vision for West Seattle that retains its charm while also doing our share of managing the city's growth. I think we have to offer that ourselves rather than have it provided to us by city officials.

HALA Regional Meeting Open House

WE WANT TO HEAR FROM YOU!

Questions or Comments:

NOTICE ISSUES
The notice of the ^{proposed} rezoning was, at a minimum, not designed to advise people ^{affected} that their properties would be substantially affected. No one on my street (42nd between Hudson & Edmonds) was aware of the rezone until I told them after I saw it on WS Blog on 10/24/16.
Manipulated focus groups (meaning the questions are so open ended and the HALA leaders could easily guide the discussion for an outcome) = having a general info booth at farmers markets = festivals could seriously be expected to provide notice of the proposed rezone nor could the cartoon "Our Livable Seattle Path" fier.

DESTRUCTION OF SF NEIGHBORHOODS

These are hundreds of families hopes, plans & dreams you are seeking to ruin. Other alternatives should be explored by the City and ^{WS} neighborhoods should be at given time to ~~a~~ make alternative recommendations. ~~for their own~~ Options in W.S include changes to the triangle area. There are other areas of the City that want more density *

Return this form or send e-mail to:

Seattle Department of
Neighborhoods
PO Box 94649
Seattle, WA 98124-4649

Tel (206) 684-0464
Fax (206) 233-5142
E-mail: Jesseca.Brand@seattle.gov

If you have questions about the HALA Regional Meeting,
please include your name and contact information.

MISCHARACTERIZATION

HALA materials all imply that the affordable housing will be in West Seattle. Fine print says otherwise.



www.seattle.gov/hala

Seattle Neighborhood Workshops
SUMMARY THEMES

*** Please also see map of potential zoning changes discussed at the workshop and table notes*

West Seattle Junction

Assets – Not all tables focused on this topic, but of the tables that did, participants said they valued:

- Family-friendly neighborhood, walkability, livability
- People, engagement with the community
- Neighborhood character, historic homes, views
- Local businesses, coffee shops

Proposed zoning changes – There were a few ideas in the MHA proposal that participants liked and many areas of concern:

- Favorable:
 - Adding density through ADUs and DADUs, having the city promote this option and offer incentives to homeowners *
 - RSL might be OK in more areas, and should be considered citywide
- Concerns:
 - No consensus on Urban Village boundaries – many wanted to return to the neighborhood plan, some said boundaries should be reconsidered, a few offered expansion ideas
 - Loss of single-family areas within Urban Village
 - Questions about the need for additional housing when zoning capacity is currently available
 - Major challenges with transportation, traffic, parking, overcrowded buses
 - The fact that access to the neighborhood is by a bridge should limit growth; concerns about response in emergencies (No hospital)
 - Timing: proposal should wait until the ST3 light rail station and line alignments are chosen
 - Need for design standards to preserve neighborhood feel, light, privacy
 - Interest in adding family-sized housing
 - Lack of infrastructure needed for growth, including lack of hospital, community center and library, and overcrowded schools, utilities, sewer
 - There have been big impacts on livability with recent development in the neighborhood, including loss of light, air, views, green space
 - The 1999 Neighborhood Plan set out single family (SF) zones as key to preserve; some suggested removing SF within Urban Village from upzones *
 - There could be displacement, increased property taxes and other effects of zoning changes
 - Developers will opt out and not build affordable housing in the neighborhood
 - More currently affordable housing will be torn down than will be built
 - How will concerns about neighborhood livability be addressed?
 - The proposed density is not equitably shared across the city
 - There were several concerns about the process being used to make decisions:
 - Lack of notice and insufficient outreach about proposed changes
 - Proposal is moving too fast, and without enough neighborhood involvement
 - Need for meetings where residents can ask questions; HALA web site hard to use

EXHIBIT DD

Seattle Neighborhood Workshops
WEST SEATTLE JUNCTION: TABLE SHEETS
January 26, 2017

*** Please also see map of potential zoning changes discussed at the workshop*

Notes from Facilitated Tables

TABLE 1

- Small town character worried about losing more of the quality
- Concern about overcrowding. We have too much traffic, competition for roads, only one bridge in and out
- Safety concerns:
 - Traffic on Fautleroy as a whole is fast and dangerous for children
 - Concern about sex offenders renting small units in RSL
- Greater density along transit spines and in urban villages is essential
- Additional development could limit options on where light rail can be built
- Not everyone can use transit – need car for child care dropoff
- One suggestion to eliminate all parking requirements
- Concern about impacts to views
- Fence makes access to Camp Long a challenge
- Concern about displacement of older apartment building and current residents, with respect to affordable housing
- Concern that affordable housing will not necessarily be built here. No contractual obligation to invest in affordable housing in the Junction.
- Owned units are good for neighborhood character
- Need to design for families – not all singles
 - Will need more schools with more families
- New buildings are generally OK in terms of style and design.
 - Make sure to maintain wide sidewalks – they are key
- Can city encourage office space along California and arterial spines to have more jobs in West Seattle?

TABLE 2

What we love:

- Small town feel within a city
- Family oriented
- Views
- Neighbors – renters and owners
- Walkability
- Engagement of community

- Know each other
- Parade

Boundary and proposal:

- Neighborhood plan language to protect SF neighborhoods is being discarded. Urban Village boundary should be shrunk to protect SF neighborhoods.
- Why aren't there incentives for SF property owners to create additional/accessory dwelling units? Incentives for homeowners to build/occupy an ADU. Landlords are not incentivized to bulldoze existing houses. *
- In RSL, if you build an extra unit, incentivize developer to include parking.
- RPZ process is too long
- Parking enforcement doesn't exist on evenings/weekends
- 500 extra units for the amount of change is not a reasonable tradeoff
- Triangle: work/office space appropriate
- Neighborhood north of Mount is 35% non-owner-occupied
- Meeting with JUNO and neighbors in the SF areas within current Urban Village boundaries. Ask about RSL.

Concerns:

- Plan is more about profiteering of developers than about building affordable homes
- Views are a huge part of the character of the neighborhood; concern about losing views and character
- Developer cashes in on the view, affordable housing doesn't get realized
- Losing the character of neighborhood
- Pedestrian safety with greater density
- Loss of light
- Design standards – who so different in South Lake Union than in West Seattle? Design of current development here is not good quality.
- Hard to have zoning conversation without knowing where Sound Transit route/station will go
- Quality of life – density requires more green space. Pets come with people.
- Why trade so much SF housing for dense apartments when there is still room for density in already densely zoned. *
- Loss of neighborliness
- Increase in traffic
- Density brings more trash, people who aren't taking care of the community
- There should be park and green space proposals as part of HALA
- Current neighbors won't be able to stay in neighborhood, especially renters
- Why aren't Magnolia and Queen Anne included in Urban Villages?
- Concern if MHA gets struck down, the upzone remains. Go get legal opinion.
- RSL outside urban villages should be considered – provide parking with development. This lessens the parking challenges. *

- Consider zoning change outside Urban Villages *
- Transition looks like small, incremental blocks around density, not wide swaths with many blocks.
- Zoning proposals could cause more displacement of affordable housing
- Taxes will increase as a result of zoning proposal
- Additional 10-feet on tall buildings is impactful in the neighborhood core (along California between Edmunds and Oregon). Concerned about a “canyon effect”.
- SLU design standards, please
- Can housing developers be mandated to provide receptacle for pet waste and bags? And space for pet relief.
- Would like to see a neighborhood planning approach. *

Summary:

- Concern about any boundary expansion and upzoning of single-family areas within Urban Village
- JUNO small conversations with SF areas affected
- RSL outside the Urban Villages – another layer/buffer for RSL *
- Incentives for existing homeowners to build additional units in RSL *
- Design standards to preserve neighborhood core
- Loss of light and air access is a big concern
- Dog amenities

TABLE 3

Assets:

- Small-town feel, families – community – neighbors
- Accessible, handicapped parking
- 15- minute commute
- Mom & Pop shops
- Was affordable, now skyrocketing prices
- Historical homes, apartment buildings
- Neighborhood character, variety of single family homes
- Walkability, drivability
- Camp Long is a treasure

Challenges:

- No hospital or 24-hr clinic
- No library or community center
- Only one way in and out of neighborhood
- Quality of life has gone down with the addition of new apartments:
 - Streets crowded, not enough parking, can’t find parking to shop at Safeway
 - Debris, needles, dog waste on streets and left in yards

- Whole Foods going in on Fauntleroy and Alaska on ground floor of a 5-story building will make traffic congestion worse
- Renters don't care about the neighborhood
- Development along California has become a canyon and homes have dropped in value
- Meeting 6-7 years ago about development in the Triangle – supposed to be walkable and park-like, but didn't turn out this way *

Zoning proposal:

- Where will new affordable units be?
- **Consensus** not to expand the Urban Village boundary. More density is still achievable. Some want to go back to the original boundary in the 1990s plan. *
- Current infrastructure is not enough for more density
 - Rapid Ride C line is standing room only
 - Fairmont and Genessee schools are already overcrowded
 - Fire station, library, hospital/medical center, community center are needed
 - Parking needed around Mt. St. Vincent for 24-hour staff, near businesses for customers
 - More parks and green space needed; golf course shouldn't be counted as green space – can't play ball with the kids there or take the dog for a walk
- Transportation, traffic and parking concerns:
 - Concern about increased traffic congestion on the bridge
 - Consider traffic patterns – ferry traffic on Fauntleroy
 - Fire trucks can't get through from temporary fire station
 - Three private schools in northeast part of Junction bring more traffic for drop-off and pick-up
 - People park now on streets near the C line so they can ride the Rapid Ride C
 - New buildings need to have parking for residents
 - Why does a homeowner who wants to add a DADU have to provide off-street parking but an apartment developer doesn't have to put in any parking?
 - Need for more disabled parking
- Consider topography – areas of steep climb
- Bad idea to have housing density around a school playground because of safety concerns
- Safety concerns for seniors and disabled to walk and park
- ADUs and DADUs could be added also other neighborhoods
 - City should work with homeowners interested in adding these
- Need for 3- and 4-bedroom units for families, not the studios and one-bedrooms that are in new buildings
- There are a lot of vacancies in the new buildings now – why is more needed?
- Developers are using the idea of a housing crisis to keep the real estate bubble going
- Concerned about homes purchased by conglomerates for rental. Vancouver, BC, imposed a tax on foreign buyers of property for investment.
- Developers will want all the view property

- If developers can pay to opt out, they will all do so because it's too much trouble to follow the requirements for affordable housing and maintain records on an ongoing basis to show that it continues to be affordable
- Zoning changes will result in loss of affordable housing
- Is there a net loss or gain of affordable housing in the Urban Village?
 - More affordable housing is needed
 - What is the city doing to preserve currently affordable older buildings?
 - Don't knock down the four-plexes we have
 - In EIS will they count the current brick buildings?
- Importance of light and privacy
 - Cottage built on neighbor's lot now blocks light to garden
 - Tall building next to a single family home is a privacy concern
- Will the EIS include noise pollution?
- Importance of single family homes: 1999 Neighborhood Plan said "protect the character and integrity of single family homes"
- Architectural character of the neighborhood should be maintained
- Timing – delay proposal until we know where the light rail station will go
- What is the guarantee that the plan won't change again in 5 to 10 years?
- Consider development instead in the SODO district or other light industrial areas; Harbor Island is empty now and could be developed
- **Consensus:** More outreach needed on this proposal
 - Only heard about it 3 weeks ago
 - Need more real-time meetings where people can ask questions
 - The 10/20/16 summary didn't include all the comments made
 - HALA website is hard to figure out; how to comment isn't clear

Summary:

- Keep the original Urban Village boundary; keep integrity of single-family areas in Urban Village
- Livability is key
- Safety concerns – fire safety with density, pedestrians and street crossings, density by playgrounds and schools
- Public transportation and parking are not meeting current needs. Proposal will further strain both.
- Schools overcrowded
- Hold more meetings on the proposal

TABLE 4

- City needs to explore more creative solutions than getting rid of single family areas in Urban Village. Do not support re-zoning or single-family areas. *
- Build out the existing capacity *
- Wait for light rail station identification

- Require developers to provide green space, light, set-backs *
- Explore opportunities to increase density in other parts of city. Delridge has huge opportunity for development.
- Increase density where it already exists instead of spreading out to single family homes *
- Concern about not having enough infrastructure to support growth, including: school capacity, hospital, parks, roads, etc.
- Proposal will result in loss of currently affordable housing
- Consider live/work space
- Not consistent with neighborhood plan goal of protecting single-family areas
- Concern about MHA principle that entire blocks should be rezoned
- EIS Alternatives need to include input of these meetings
- Website for feedback is terrible
- Flyer that came out – nothing in it about the rezone
- Concern on how this was communicated – found out via West Seattle Blog, not city

TABLE 5

- Distribution of density *
- More ADU/DADU
 - Increased density with better retention of neighborhood character
 - Possible tax incentives would make more attractive
- Not UV height
- Infrastructure – need more! Can't handle current population; many issues. Should be planning concurrently with ST3.
- More jobs desired within West Seattle!
- Green spaces – not enough pocket parks, open space requirements; take golf course out of open space count
- Density is okay, but increase parks, open space
- No growth
- Work with homeowners, not just developers
- Existing UV boundaries need to be reconsidered. Some said consider expanding boundary to the west down the slope. Consider expanding urban village boundary to make more single-family areas RSL. This could reduce pressure to increase density in core of Urban Village. Others said remove single-family areas from Urban Village boundary. *
- Appalled at scale of proposed expansion given the current level of development happening
- Small town feel near urban center, sense of neighborhood, single family homes, able to know neighbors
- Walkability
- Recent development has made it an exciting place!
- Maxed-out schools
- Community population is more transient; less invested in neighborhood

- Preference for old neighborhood plan – protected single family areas, but has some issues
- Stay within densities outlined in the comp. plan *
- Parking:
 - New building parking underutilized
 - Parking requirements should increase with housing
- Development may not build to highest and best use
- No superblock apartment
- PetCo is awful
- Support for retail, restaurants
- There are SF homeowners who never asked for transit, who are now greatly impacted by future light rail plans, and associated increased development
- Need bus service improvement, need more buses, better service
- Not enough road capacity to provide transit for increased density; consider other transportation corridor
- Reality of high numbers of incoming workers – where to house them?
- New housing developments aren't full; vacancies due to high prices
- MHA affordable units not sufficient, in terms of providing enough affordable housing
- There is a decrease in existing affordable units – due to demolitions
- No affordable housing payout – housing should stay in the neighborhood
- Impact of 50,000 units could be distributed across whole city, including existing SF areas
- Expand use of DADUs in SF
- Cost reductions for DADUs, especially parking requirements *
- Seattle shouldn't have to absorb all population increases
- Junction is NOT live-work
- West Seattle is unprepared for major emergency. There is no hospital in West Seattle; W. Seattle Bridge is a major barrier, especially in medical emergencies
- Balance density with Admiral Junction *
- High percent requirement for affordable housing
- Taxes – Can city work with County to monitor tax burden to allow homeowners to stay in place?
- Property owner incentives for DADUs
 - Apply "grand bargain" to homeowners *
 - Without changing character of neighborhood

See Attachments for a summary email received from a Table 5 participant

TABLE 6

- Not enough parks
- Likes – coffee shops
- Neighborhood Plan supports keeping single family housing
- We've seen a high volume of housing development – well above city goals. We don't need more density.

- Will HALA pay attention to survey responses?
- New apartments – should have some 2- to 3-bedroom apts for families
- We don't know where station is going to be – some want to wait until we know
- Discussion about property values
- Too much, too fast. Transit (ST3) decisions about route and alignment should be made first.
- Remove single family from Urban Village Boundary *
- Use neighborhood plan that was adopted by the comp. plan
- Parking requirements should increase with housing, lack of parking already a challenge
- Concern about housing crisis.
- Stronger design guidelines- no cookie cutters.
- Need more parks
- Need children's play areas
- Concern about legality of MHA program
- Don't want additional growth in the Junction.
- Need more feeder bus service
- Balance density with surrounding areas (Delridge, Admiral, White Center)
- Focus HALA on neighborhoods that want more density (not here)
- Green street amenities desired

TABLE 7

Assets:

- Small community feel
- Low density
- Quick access to downtown
- People
- Walkable and livable, especially for elderly
 - Three groceries
 - Drug stores
 - Small business

Proposal:

- Urban Village lacking in Magnolia and other areas – fairness
- Encourage development to pencil in dense places – where existing zoning is already dense
- Want owners to live onsite for ADUs/DADUs *
- Sound Transit – will they respect zoning and locate where it makes sense?
 - Should be simultaneous planning
 - Slow down, not saying No
- Park and ride desired (not consensus)
- Parking
- Keep affordable for families, with family amenities (like yards); high rises not accommodating for families

- Feels city dishonest
 - Mailing didn't have enough information
 - Early maps unreadable
 - Don't respond to meetings quickly
- 1999 plan – we're 300% over that plan's projected growth; this area has already grown too much
- Developers taking too much freedom – sidewalks, parking lanes, streets, staging takes over during construction
- Loss of green space when SF redevelops as LR – concern
- Would like to see the "hottest" density increases citywide – is West Seattle taking more than others?
- Tall buildings south of SF is a problem for sunlight
- Traffic impacts, bridge limits West Seattle
- In emergencies, West Seattle is very isolated – consider that
- Brings Parks people to these MHA meetings
- Concern that city will not actually listen
 - Poorly managed process
 - Too many different meetings – should be holistic meetings
 - Livability (parks) and housing affordability addressed together
 - City Council
 - Want to know about "livability" meeting
- If SF built in "(M)" area, does it have to pay a fee/be affordable? Doesn't seem fair.
- Concern about one-lane ramp to I-5
- Access to hospitals
- Look at ways to accommodate density and affordability in SF-like housing types (apodments don't work for everyone) *
 - How do other countries do it?
 - Multigenerational living
 - Family-friendly density
 - [drawing of homes around a shared courtyard with tree/park next to it]

Summary:

- West Seattle has already grown too much, too fast – should have amenities
- All existing single family zones should be protected
- Should have simultaneous light rail planning
- Prioritize already-dense zones for increased density *
- Consider civic amenities and environmental issues simultaneously
- Look more into affordable, family-friendly housing types

Attachment – See attached photo brought by a participant

TABLE 8

- Delridge good candidate for more housing
- What about other neighborhoods' changes?
- Streets with more maintenance and high truck traffic
- Drainage, transit, roadways, open space, etc. don't have enough capacity today
- RSL may be more appropriate for transitions, with smaller strips of LR next to NC
- Plenty of existing NC zoning and commercial fairly built out; could use more offices, hotels, grocery store, cafes
- Plenty of grocery stores
- Principles applied with too much of a broad brush
- Transit is not effective in reducing congestion and parking demands
- Existing congestion, conflict with bus lanes
- Bus service not geographically spread out
- Light rail uncertainty is an issue
- Park & ride?
- Need more street sufficiency for emergencies
- Need wider sidewalks
- Full block "monster" developments are concerning – need better design standards, wider sidewalks, relation to pedestrians
- LR should shade solar panels, grids
- West Seattle golf course property could host a much-needed community center, housing, transit park & ride *
- No parks community center since 1999 neighborhood plan
- Boundary could expand to west – not actually that steep
- Conflicts with 1999 Neighborhood Plan
- Existing SF to LR changes are a big jump
- Blanket proposal without details is a concern
- Existing traffic congestion, limited connections, not a place to live without a car
- Lack of parking minimums is problematic – RPZ in progress
- ULI recommends minimum parking
- Lack of parking causes street congestion

TABLE 9

- Concern that MHA is a giveaway to developers and will lead to too much construction
- Want growth to be over all Seattle
- Who is paying for the infrastructure? How is the city planning for infrastructure, schools, etc.?
- Transportation is a huge issue; add transportation and infrastructure before housing
- Parking is a major concern
 - Provide with development

- Parking at the stations
 - Want the no-parking requirement removed
- Repair streets after construction
- Street width concerns – makes parking and access difficult
- Traffic revision needed; roads over capacity; back-ups are frequent and long
- Curb cuts are tough to get, but take away street parking
- Transit: C Line is packed; light rail is not enough; there used to be smaller lines
- Explore possibility of upzoning areas around bus stops throughout the city
- Access challenges in the neighborhood
- Desire for an open forums and more than 30 days for EIS
- Inequity of proposal:
 - Why not wealthier neighborhoods?
 - Why no Urban Villages in Montlake or other areas?
 - Other neighborhoods aren't paying into this
- Some areas want the development
 - Delridge
 - Will it improve quality of life in other neighborhoods?
- Concerns about school capacity
- Concern that zoning proposal will result in higher taxes
- Do not want to lose single-family areas in Urban Village
- West Seattle has had growth already and we are not yet built to current zoning capacity *
- Not opposed to the growth. Growth in Triangle area makes some sense. *
- MHA – Want affordable housing in the neighborhood
- Would prefer a tax over MHA
- Would like to have more lot set-backs at ground floor
- Concerns about fire safety as we increase density
- Want more tools for urban design
- Concern about slopes near Mt. St. Vincent
- Concerns about timeline for approval of upzones
- Property values concern – potential for decrease
- Need clarification of what is binding
- Is there pressure from developers on Council?
- Why can't we take more advantage of commercial arterials?
- Construction noise! City noise ordinance needs to be revisited?
- Historic homes
 - What are protections?
 - MHA not recognized
- Interest in tools to help make the neighborhood livable and in keeping with what is there
- Setback help absorb density
- Some wanted to add housing at the Golf course; should not be considered green space *

TABLE 10

- Concerns:
- West Seattle Golf Course should not be classified as a “green space” – unfair *
- Shifting single-family to RSL is more acceptable than rezoning single-family up to LR1 or LR2
- Dealing with construction noise, detours, etc not desired
- It’s not about the money, it’s about the neighborhood
- Has multi-generational housing been given any thought? *
- Not all housing types are appropriate for all times in life/families
- Some ages/family sizes would be happy with new development-type living spaces, others not
- Why all of it here? (Alaska Junction)
- There is a “cart-before-the-horse” approach from the city in regards to the proposed transit expansion to West Seattle. It would make more sense to have the Link station sited before rezoning a neighborhood.
- How many actual affordable units are likely to appear?
- Concerns from that a FEMA Slide Zone has been discovered and established in this area where rezoning is to occur [see map]
- Traffic is “untenable” now. It will get worse with this proposal
- The ratio of parking to tenants/residents is not 1:1 – need more parking
- Typically new multi-family development is built right up to the sidewalk, clashing with single-family home porches and front lawn character and neighborhood feel
- Preserve the vision of the neighborhood plan
- Concern that MHA will be struck down in court but zoning changes will remain
- Micro-zones within urban village
- Scale is a large concern
- Single-family homes towered over by condos on all sides
- ADU density *
- “Choked” was a feeling described in regards to this Urban Village
- Density of traffic (again)
- Mention of 1990s-era bargain of density for transit improvements, and protection /retention of single-family homes
- Distrustful of current process and agreements not being met
- Public-engagement is flawed and communications process has been “terrible”
- Maps were published with no fanfare, it was not until West Seattle Blog put it on that people had time to react; by then time table was approaching closing
- Parcel subdivision costs will be high
- Don’t go more than one 1 level of change - SF to RSL
- Concerns about transitions to SF zones
- Setbacks for LR zones fosters greater sense of community
- Keep existing boundary
- Focus on backyard cottages / ADU/DADU *

Notes from Self-Facilitated Tables (No table numbers assigned)

[TABLE A]

- Move density to other neighborhoods – bridge connection is a constraint for West Seattle
- Too fast, coming on top of the development that has already happened. Need to see the effects of recent development and fix issues before developing more.
- California is the “Main Street” – no height increase
- Density planning needs to and must coincide with:
 - Transportation
 - Schools
 - Parks
- Parking needs to be required
 - Mandatory payment offset for lack of parking by developers – buildings must have parking and not have outrageous cost to parking
 - Opposite of Park & Rides – central place to store your car for the week, then take it out the 1 to 2X per week you need it: “precinct parking”
- What percentage of developers will pay the fee vs. building affordable housing here?
- Keep character – preservation of corner at Alaska and California
- Quality streetscapes
- Electric, water, sewer – concerns
- Pedestrian friendly – walkability plan – quality of life on street – mid-block linkages – like where new Chipotle connects to Fresh Bistro
- More small green spaces to add to atmosphere
- Migrate center down Alaska Street toward Stadium – secondary center *
- Is this really creating affordable housing?!?
 - The penalty to developers is a pittance
 - Needs to be higher – or not opt out at all
- So much change already – need to fix the problems that have created by new development – schools, transportation, parking
- Add water taxi shuttles and
 - Make water taxi cheaper
 - Create more transit on downtown end of water taxi
- Parking rule of “no min. parking in urban villages” needs to be changed
- Just because your property development opportunity increases, a current owner shouldn’t have property tax increase until you sell and that value is realized

[TABLE B]

- Too much double grouping, Edmonds to Dawson. This totally destroys a single family area.
- Preference for smaller zone Increases
- Phase-in development vs. grand-scale rezone without transit being fully known

- Bridge closures significantly impact traffic within the neighborhood.
- Could RSL expanded to SF areas outside of Urban Village boundary to help preserve the character of the neighborhood?
- Golf course is not a park, and should not be counted as green space
- Rezone areas on the west side of California.
- Make it easier to add DADUs – adds density but maintains a single-family neighborhood feel. *
- Why are Queen Anne and Magnolia excluded? Is it about wealthy homeowners having more clout than neighbors that live in more modest homes?
- Preserve the 1999 Principles! Preserve the single-family nature.
- Delridge – They want more development and transit.
- Expand single family to residential small lot and eliminate double/triple jump areas.
- Stagger implementation of zoning changes using growth markers so single-family areas aren't converted until growth has filled in more in the current LR1 and LR2 areas.
- Positive: Backyard cottages – to Hudson from Brandon
- Expand transition zoning west of California
- Coordinate with transit and schools to ensure measured growth
- Transit is at capacity even now
- Concerns about parking, specifically buildings with no parking
- We feel like you are selling away the quality of our neighborhood for too low a price. Yes, we support affordability but not at the cost of the diversity, character and affordability of our neighborhood. The fee that developers would pay still requires finding more land to develop.

[TABLE C]

- Multiple existing springs in proposed LR2 area north of Oregon Street; high water table issues throughout neighborhood
- Eliminate existing SF areas from the upzone please = Preserve the character (heart symbol) of West Seattle
- Wall Street Journal, 12-7-16, p. A1, "Blackstone Is Taking Its Home Bets Public" – Blackstone Group LP is buying homes with the intent of turning as many as possible into rentals, therefore, turning them into an IPO commodity.
- Seattle Times:
 - 12-20-16, p. A1, Apartment Saturation
 - 1-1-17, p. A1, "Apartment Boom" – Almost 10,000 new apartments this year, 12,000+ in 2018
 - 7-17-16, p. B1, Danny Westneat, "City Plays Deflecting Blame Game"
 - 3-9-14, Sanjay Bhatt, "Blackstone Group buys homes in northend"
 - 8-22-16, p. A 15, Brier Dudley, "Homeownership is still a foundation of the American Dream"
- Next stop: The PDC offices in Olympia to start following the money

- The term “Urban Village” invokes an image of a cohesive aesthetic. Part of what makes West Seattle so special is the charm of the single family home. Tearing those down and putting up poorly constructed ugly boxes will seriously change our community for the worse. Also, serious concern for “rental saturation.”
- Need to build around light rail. Not before.
- Are you looking at Delridge as a location for housing? It would kill two birds with one stone: (1) provide housing; and (2) clean up Delridge.
- Traffic is already backed up from 35th along Avalon Way all the way to West Seattle Bridge during peak hours morning and evening; this will increase the problem.
- DPD (whatever they are called now) never wants to address parking or traffic with growth – guess what – it’s a fact of life and needs to be considered!
- Ballard and Capitol Hill have 15 ways out – we have one exit out of West Seattle with two lanes of traffic! What about rush hour medical emergencies?
- What about more density at Magnolia? There appears on the map that very little more is planned for Magnolia.
- The city is ruining West Seattle.
- We have a bridge. Why are we being zoned the same as places with more transit options?
- Emergencies!
- Wait until light rail station proposal to bring this to West Seattle
- Current transit doesn’t support the lack of parking
- Density should be where there are more egress points than our peninsula. What about emergencies?
- Are you working with support services (police, fire, post office) for this growth?!
- Put RSL in a three-block radius from every bus stop citywide.
- How do you prevent ghettos?
- Plan 10-minute walk zone around light rail station
- Increase commercial spaces to encourage “day jobs” here. Jobs in West Seattle will help traffic.
- Don’t build on the future light rail station. Don’t know where that is? Don’t build anywhere yet! Remember the monorail!
- Why do DADUs require parking but they aren’t required of large apartment buildings?

Christy Tobin-Presser

From: Perez-Darby, Shannon <Shannon.Perez-Darby@seattle.gov>
Sent: Thursday, March 15, 2018 5:07 PM
To: Christy Tobin-Presser; Herbold, Lisa
Subject: RE: Junction Urban Village Proposed Comprehensive Plan Amendment

Hello Christy,

I wanted to follow-up with you about your inquiry. Here is the response we got to the “minimum bump” question from OPCD:

MHA affordable housing outcomes in all (M) tier upzone scenarios

In response to Councilmember questions, staff prepared two additional rezone mapping scenarios, and estimated the quantity of rent- and income-restricted affordable homes that would result in 10 years.

The scenarios are:

- ***All (M) tier upzones.*** *In this example all areas in the proposed MHA citywide legislation are upzoned with the minimum development capacity increase necessary to implement MHA. Correspondingly, the amount of the MHA requirements ranges from 5%-7% depending on market area of the city. There would be no multi-story (M1) or (M2) capacity increases, which have MHA requirements from 8%-11% for residential development.*
- ***Only (M) tier upzones in single family areas.*** *In this example all areas in the proposed MHA citywide legislation that are currently zoned single family, would be upzoned to Residential Small Lot (RSL)—an (M) tier capacity increase. Correspondingly, the amount of the MHA requirements ranges from 5%-7% for these areas.*

The table below summarizes the total MHA production of rent- and income-restricted housing in the scenarios. must hold constant the estimated 10-year production amounts from areas where MHA has already been imple drop the total estimated 10-year MHA production to below the 6,000-unit goal. The decrease would be approx. family (M) scenario, and about 586 housing units and 20% for the all (M) scenario.

		Total MHA production (10 years)		
		Legislation	single-family (M)	all (M)
Pending:	MHA Citywide Legislation	2,986	2,671	2,399
Adopted:	Downtown / South Lake Union (Includes Chinatown / ID)	2,350	2,350	2,350
	University District	398	398	398
	Uptown	305	305	305
	Total	6,038	5,723	5,451
	<i>Change from legislation</i>		-315	-586

Warmly,

EXHIBIT EE

Shannon Perez-Darby
Legislative Assistant
Seattle City Councilmember Lisa Herbold, District 1
206.233.3896

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From: Christy Tobin-Presser [mailto:ctobin@bskd.com]
Sent: Thursday, March 08, 2018 11:33 AM
To: Herbold, Lisa <Lisa.Herbold@seattle.gov>
Cc: Perez-Darby, Shannon <Shannon.Perez-Darby@seattle.gov>
Subject: RE: Junction Urban Village Proposed Comprehensive Plan Amendment

Thank you both!

From: Herbold, Lisa <Lisa.Herbold@seattle.gov>
Sent: Thursday, March 08, 2018 11:29 AM
To: Christy Tobin-Presser <ctobin@bskd.com>
Cc: Perez-Darby, Shannon <Shannon.Perez-Darby@seattle.gov>
Subject: RE: Junction Urban Village Proposed Comprehensive Plan Amendment

I'm sorry I don't have any info yet Christy. Thanks for your patience. OPCD has not provided a response to my 2/11 inquiry. Last Tuesday, after receiving your email sent that day, I asked Shannon whether she has followed up with OPCD to make sure I received answers to my questions in that meeting. I asked again yesterday. Shannon let me know that she'd prioritize this today.

From: Christy Tobin-Presser [mailto:ctobin@bskd.com]
Sent: Wednesday, March 07, 2018 5:34 PM
To: Herbold, Lisa <Lisa.Herbold@seattle.gov>
Cc: Perez-Darby, Shannon <Shannon.Perez-Darby@seattle.gov>
Subject: RE: Junction Urban Village Proposed Comprehensive Plan Amendment

Councilmember Herbold:

Please let me know if you have any info on a timeline. Thanks.

6250

Comment Number 1

- Concerned about quality of construction –needs to be high quality & character
- - Consider shade & sun blockage
- - We have enough

Comment Number 2

- [Illegible] The mayor and HALA, MHA & Seattle 2035 are very

Comment Number 3

- Walk shed walk in early spring 2016 was disengenious [sic]. We were told that it was a walk shed for transportation only. Now it has been expanded to be a enlarged urban village, the only one proposed in West Seattle. What is the definition of walkable other than 10 minutes to bus transportation. We stopped at Edmonds and Fauntleroy to take in the view of the 3 staircases, straight up the hill and I/we were told no way is that walkable by general public. The hill south of Alaska is not appropriate to this expansion. Very disturbed by the draft and it must be addressed as a no option.

Comment Number 4

- Consider the people who have been in the community for years instead of focus on those you want to come. No more micro housing or building without sufficient parking.

Comment Number 5

- You are going against plans for the Junction that have been supposedly going to be followed. You add nothing for parks, major green space, libraries, hospitals (we have none). Just more buses for 20 years or more. I'm angry and I vote.

Comment Number 6

- Just purchased a home in the Alaska Junction neighborhood w/ my husband. It's our first home and we picked this neighborhood based on its charm and character. I understand new homes need to come in, but please be mindful of parking and quality of construction and how many new people a neighborhood could really handle w/ little public transportation.

Comment Number 7

- HALA did not (maybe on purpose) communicate the scale of proposed rezoning. Many of the elderly low & middle income residents are still unaware of your plans. We need more time to effectively review & comment and discuss your proposals.

EXHIBIT **FFF**

6251

Comment Number 8

The Alaska Junction has already absorbed more growth than the old growth plan proposed. And the new development has been done with a lot of disruption. New developments have not been required to provide enough parking. The need at least 1 parking place per unit & preferable one per bedroom. The construction should NOT close streets or sidewalks. The monorail has not been built. And light rail is years away. Arterial streets (e.g. California between Admiral & Morgan) have already been upzoned & that is continuing. The triangle between Avalon & Alaska could be upzoned to 20 stories & West Seattle could keep their single family home areas. No zoning should change unless a majority of residents on the block approve it. They bought on the zoning in place. And developer fees need to go up to pay for repaving and synchronizing stop lights and light rail, etc. This (HALA) process did not get enough feedback & is moving too quickly. It feels like it is being rammed down our throats. That feeling is why we wanted neighborhood council members. And the upzones mostly benefit developers without creating affordable housing. In fact, lots of affordable apts have been torn down to build more expensive ones.

Comment Number 9

West Seattle has already met apartment goals for urban villages. Please provide parking – rebuild the I-90 viaduct. How about an urban village in Magnolia!

Comment Number 10

Those building apartments are too greedy – why give them more.

Comment Number 11

First of all, no one should be opposed to increasing affordable housing, but the City is conflating building height with affordable housing. The correct question deals with population density – Population density should not be increased without major infrastructure improvements – including the West Seattle Bridge. Examine population density first and increased building in the lowest population dense neighborhoods first. Expand our infrastructure first! - Lou Manuta

6252

Comment Number 12

(ZERO) FAILED COMMUNITY OUTREACH – WE NEED MORE TIME TO CONSIDER THESE CHANGE SET TO DESTROY OUR NEIGHBORHOODS.

Comment Number 13

MORE TIME please NEEDED IN PUBLIC SPACES not private businesses.

Comment Number 14

Are you really going to take our comments into consideration?

Comment Number 15

Policy Q. Is putting % pool for affordable housing = need match to build (e.g. developer not adding units so \$ to multi-unit building) = problem federal match assumption – is this real in a Trump adm? Q on financial assumptions not intent.

Comment Number 16

PARKING!!! Mandatory spaces even in Urban Village.

Comment Number 17

GREEN SPACE! Seattle Green Spaces Coalition – Martin Westerman Fleck Ike Sturdivant

Comment Number 18

Can't hear to carry on a conversation in this crowded business location – a poor choice for this.

Comment Number 19

How many trees will be cut down? What happened to the commitment to INCREASE the canopy. These neighborhoods, these old houses, and historic gardens/orchard areas should not be sacrificed. Keep the density in the hubs (i.e. Alaska Junction closer to transit) and keep the integrity of our residential areas intact. Include us in the dialogue – more time, more transparency

6254

Comment Number 20

Why is Alaska & Fauntleroy the “transport node” in the Junction? I keep getting told that my property will increase in value from city officials with a rezone. Never is data provided to support the claim. I doubt it. And never will be.

Comment Number 21

This is a terrible venue. There is no opportunity for a presentation, group talk, or even a guide to what is being presented & how to provide feedback. This is a way to sneak through controversial upzoning and check a box for SEPA review. We want a real public meeting with an opportunity for meaningful info transfer & documentation.

Comment Number 22

South Park cannot afford to lose any more trees, yards or homes. * No rezone of single family to lowrise.

Comment Number 23

Terrible venue & lack of outreach. Notice mis-information about HALA and goal to rezone neighborhood. * Public needs more time for input.

6255

Comment Number 24

- New construction does not allow for greenspace
- Zoning should govern development. How are you changing zoning?
- How are you maintaining the Urban Village
- Where is parking

Traffic and air quality considerations down Fauntleroy. How is this being considered?

Comment Number 25

Livability is a huge concern for me. If a 4-story building is built right in front of my condo (which is only 500 sq ft) the view will be cut off, parking will be impossible, sunlight will be gone. Density up, happiness & livability vanish.

Comment Number 26

Will there be safe greenway streets for bikes to pass through? Non sunlight = less desirability for long term occupancy.

Comment Number 27

How can you have a space that people can't hear the conversation?

Comment Number 28

Given the market & land values, new residential development will not be affordable; provide incentives for existing MF to convert units to affordable housing.

6256

Comment Number 29

*No outreach! Not properly done!

*More time for public input!

*Under the radar!

*Make California & Alaska center of Wet Sea Urban Village!

*West Seattle schools are at capacity!

*[Increase] existing urban village height limits and give incentives to develop low income into core!
Don't build around core until transit stop is installed!

Comment Number 30

*Step height limits so building heights are reasonably in sync to their neighboring buildings. If California Ave is XX height, step down east & west of California Ave, rather than have California zoning levels to the alley & then single family zones immediately abutting a possible 9-story building. Density = good. Upzoning = good. But step down so that tall building step down to single family zones. We are in the corner of SW Dakota between California Ave & 42nd. We are the pointed corner of single family, and we're a key with the upzone. But our block should be upzoned, too if we are going to have really tall building next to us.

Comment Number 31

Please incorporate incentives for historic preservation/landmarking in all plans

6257

Comment Number 32

W. Sea Junction California Ave should be reduced to one vehicle travel lane each direction – at least 5 blocks or so. Increase width of sidewalks, add bike lanes. Bus lane should share the lane w/ bike lane. If 35th SW is only 1 lane why two through the walkable Junction village core.

Comment Number 33

*need more green space For the people For the dogs For the kids

*Need shuttle transportation w/in West Seattle. Need bus to go places other than downtown i.e. bus to Lake Wa, Bus to Ballard, Bus to zoo.

*Need garbage cans. Metro won't put out garbage cans unless there is a bus shelter. Yes this is true. Check it out.

*Need street cleaners to clear gutters etc.

*Need timed lights on arterials

Thank you

Comment Number 34

My neighborhood is being upzoned 2x & across the street 4X jumps – NOT FAIR

Comment Number 35

Why did we meet here?

Comment Number 36

Rezone Areas:

*What about displacement of seniors and families with kids. Some of these people may qualify for affordable housing.

*Current prop owners have lived in neighborhood for 20+ years, invested in our homes & the community – rezones will price us out of West Seattle.

*What about the loss of our historic character, homes and sense of place.

*Design review a must for new housing.

6258

Comment Number 37

SDOT Q's

- Need incentive to take bus to reduce bridge congestion – 2nd rapid ride route?
- [increase] frequency of rapid rides?
- - what's happening w/schools? (already too crowded)
- - general traffic concerns – bridge is main way in/out
- Inner neighborhood traffic is already bad – what happens when we add even more people?
- -West Sea. "identity" is not tons of row houses, condos, hi rises.

SDOT Comment

- As density increases you may need to consider
- Increasing frequency of transit (e.g., Rapid Ride C Line) on California Ave SW
- - Adding Rapid Ride-like capacity on Fauntleroy Way SW (e.g., because current Metro routes 116, 118, 119 – I think – are at capacity, or at least were when I stopped taking them 4 years ago after almost 20 years of commuting by bus)

6259

Comment Number 38

Focus on infill of Urban Village. The approach for the upzone = urban sprawl w low density development. Where is the GMA piece with all of this upzoning – how is traffic and infrastructure improvements playing into this. Why are we not collecting developer impact fees? Why isn't the "C" line running from Admiral Junction S through AK Junction to support upzoning in Admiral?

Comment Number 39

How much carbon will be emitted with new commercial development? What is the total cost of the increase over 50 years?

Comment Number 40

My recently completed DADU will have no value to a developer. Developer will tear it down. I will lose \$\$\$\$. Will the City cover lost \$\$\$\$. This is a poor plan.

6260

Comment Number 41

What about the impact to our schools with all of this development?

Comment Number 42

Why are we expending the U/V boundary before the core is developed?

Why are we not waiting until ST3 picks station location B-4 expanding?

Comment Number 43

- This is being rushed through – slow down and get real community input and dialogue
- Also larger public spaces no PRIVATE BUSINESSES
- WHO ARE THE 5 PEOPLE WHO REPRESENTED WEST SEATTLE – not one person represented from the City can tell us who they are!!! It's a secret.

6261

Comment Number 44

First, thank you for doing this. These are not easy conversations. Second, the choice of venue is bizarre (a small restaurant). Third, this effort is a small drop in the bucket of need. 60% of the median wage is too high- the people who make our quality of life possible still (or will not) be able to live here. *(I'm one of them.) 6,000 units is too few.* Also, while expanded transit and more housing is a good thing, please don't let improved infrastructure and more access to amenities price out the very people they're meant to serve.

Comment Number 45

- More time to respond!
- Coordinate w/ ST3
- Better notification!
- Another choice
- Leave SFR Alone!

Comment Number 46

Lack of informative name tags – beyond 1st name – further disconnects the conversation.

6262

Comment Number 47

I would like to request a larger transition zone from California Ave to the East. I understand that there may be taller buildings along California Avenue but I request shorter structures along the east and west side of 42nd Ave to preserve the light for dwellings and preserve the views & character along the sidewalk.

Comment Number 48

This is a terrible venue. Can we have another town hall in a larger space where we can hear questions and answers?

6263

Comment Number 49

Community outreach has been abysmal. Is this outreach intended to tell citizens “how it is”? or to gather meaningful input? Pause this process and give time for Comp Plan to lead. The Urban Village plan needs to be implemented, first and foremost – before expanding the boundary. Incentivize Junction landowners to develop density previous planned. The urban boundary extension is arbitrary. The heart of the Junction and Metro Transit Center is Calif & AK. Extend Junction to west. What is with the Urban Village boundary extension. Grabbing green space from the athletic field. Seattle – do your job & quit giving away our neighborhoods to developers. Require parking; Require new public spaces. Require improvements & infrastructure. Require \$ support for new schools & roads etc.

6264

Comment Number 50

Which commercial real estate developers have contributed to Mayor Murray’s campaign? Thanks!

Comment Number 51

More Time please!

6265

Comment Number 52

Commercial real estate developers should be required to include parking fees in rent so tenants have a space in their garage and do not try to avoid the optional monthly fee by taking parking of other WS residents who own homes.

Comment Number 53

There should be a requirement for a certain % of parking in proportion to the # of units build. The developer behind my house is building 41 units and only 5 parking spots and only because of setback requirements. WSHUV has no requirement for parking in new buildings however the workers need cars/trucks because they are contractors, landscapers, painters. You will displace them with this policy though you are defending your goal of reducing displacement.

6270

Comment Number 54

Admiral/Morgan (1)

*Apply zoning changes outside UVs also – more fair. Not fair to rezone S.F. only in Urban Villages [Someone else wrote ‘Yes, it’s “fair.” That’s what residents ASKED for: to focus growth in UVs.’]

*Worry about [decrease] in prop. Value

*Rechannelization on 35th has slowed commute

*Should require off-street pkg

*Need more condos – change the state law – Apts tend to be transitory

6271

Comment Number 54 cont.

(2) Admiral Morgan

*RSL allows housing forms we had in 1940s that work well

*Support family-sized req. in LR1 – Good idea

*Big Dev. – We want on-site affordable homes

*Seems fast given current infrastructure

- CONCERNED ABOUT QUALITY OF CONSTRUCTION. - NEEDS TO BE HIGH QUALITY & CHARACTER.
- CONSIDER SHADE & SUN BLOCKAGE.
- WE HAVE ENOUGH.

Walk shed walk in early Spring 2014 was disingenuous. We were told that it was a walk shed, ^{with transportation, only!} Now it has been expanded to be a enlarged urban village, the only one proposed in West Seattle. What is the definition of walkable other than 10 minutes to bus transportation. We stopped at Edmonds and Sammamish to take in the view of the 3 stair cases, straight up hill and I/we were told now way is that walkable by general public. The hill side south of Alaska is not appropriate to this expansion. Very disturbed by this draft and it must be addressed as a no option.

- Consider the people who have been in the community for years instead of focus of there you want to come. No More Micro Housing or building without sufficient parking.

- You are going against plans for the junction that have been supposedly going to be followed. You add nothing for parks, major open space, libraries, hospitals (we have NONE) just more buses for 20 years or more. I'm angry, and I VOTE.

- Just purchased a home in the Alaska Junction neighborhood w/ my husband. It's our first home and we picked this neighborhood based on it's charm and character. I understand new homes need to come in, but please be mindful of parking and quality of construction and how many new people a neighborhood could really handle w/ little public transportation.

- HALA did not (maybe on purpose) communicate the scale of proposed rezoning. Many of the elderly low & middle income residents are still unaware of your plans. We need more time to effectively review & comment and discuss your proposals.

0250.jpg

The Alaska junction has already absorbed more growth than the old growth plan proposed. And the development has been done with a lot of disruption. New developments have not been required to provide enough parking. They need at least 1 parking place per unit & preferably one per bedroom. The construction should NOT close streets or sidewalks. The monorail has not been built. And light rail is 15 years away. Arterial streets (e.g. California between Admiral & Morgan) have already been upzoned & that is continuing. The triangle between Avolon & Alaska could be upzoned to 20 stories & about Seattle could keep their single family home areas. No zoning should change unless a majority of residents on the block approve it. They brought based on the zoning in place. And Developer fees need to go up to pay for repairing and synchronizing stop lights and light rails, etc. This process did NOT get enough feedback & is moving too quickly. It feels like it is being rammed down our throats. That feeling is why we wanted neighbor hood council members. And who upzones mostly benefit developers without creating affordable housing. In fact, lots of affordable apts have been torn down to build more expensive ones.

WEST SEATTLE HAS ALREADY MET APARTMENT GOALS FOR URSAN VILLAGES. PLEASE PROVIDE PARKING - REBUILD THE 1-90 VIADUCT AND ADD AN URSAN VILLAGE IN MAGNOLIA! THOSE BUILDING APARTMENTS ARE TOO GREEDY - WHY GIVE THEM MORE.

First of all, we should be opposed to increasing affordable housing, but the City is continuing building height with affordable housing. The correct question deals with population density → population density should not be increased without major infrastructure improvements - including the West Seattle bridge. Examine population density in first and increase building in the least population density neighborhoods first. Exp. Paid for infrastructure first!
Lowellanota inla@verizon.net

(025) jpg

(ZERO)
 FAILED COMMUNITY
 OUTREACH -
 WE NEED MORE
 TIME TO
 CONSIDER THESE
 CHANGE SET TO
 DESTROY OUR
 NEIGHBORHOODS

Are you really going to take our comments into consideration?

It will take 40% for affordable housing - need to build for people not middle class - need to build for people before market assumption - is this real? - town admin? - financial assumptions, not what.

They were transparently include us in the dialogue - more transparency. Retain us in the town to integrity. You have to be serious. Keep the diversity in the garden/ orchard area. Old houses and historic. Break neighbor hoods, that the canopy to increase commitment to the town. Be cut down. How many trees will be cut down?

MORE TIME NEEDED IN PUBLIC SPACES
 not private businesses

Don't hear on carry on. This is a good idea. To be a good idea.

PARKING IN

MANDATORY SPACES EVEN IN URBAN VILLAGES!
 I'll be taken out of my affordable house. I'm worried every day. My house is my biggest asset. I'm retired. I'm worried about Grand Bargain. Can you have more for town? I'm not sure. I'll be for the town. I'm not sure. I'll be for the town. I'm not sure. I'll be for the town.

Midstephan
 Franke
 The
 Standpoint

Seattle
 Green
 Spaces
 Coalition

GREEN SPACE!

1520

Why is Alaska & Fauntleroy the "transport node" in the Junction? #2

I keep getting told that my property will increase in value from city officials with a rezone. Never is data provided to support the claim. I doubt it. AND never will be.

This is a terrible venue. There is no opportunity for a presentation, group talks or even a guide to what is being presented & how to provide feedback. This is a way to sneak through controversial rezoning and check a box for SEPA review. We want a real public meeting with an opportunity for meaningful info transfer & documentation

SOUTH PARK

Cannot afford to lose any more trees, yards, or homes.

No Rezoning - South Park to Low Rise.

Proposed Rezoning
not supported by
neighborhood plan

Terrible venue; lack of outreach;
notice mis-information about PALA
& goal to rezoning of neighborhood
* Public needs more time for
input.

6254

- New construction does not allow for green space
how are you allowing for that?

- Zoning should govern development.
how are you changing zoning?

- How are you maintaining the urban village?

- where is parking

Traffic and air quality considerations
down frontage. How is this being considered?

LIVABILITY IS A HUGE CONCERN FOR ME. IF A 4-STORY BUILDING
IS BUILT RIGHT IN FRONT OF MY CONDO, (WHICH IS ONLY 500 SQ FT) THE
VIEW WILL BE CUT OFF, PARKING WILL BE IMPOSSIBLE, SUNLIGHT WILL
BE GONE. DENSITY UP, HAPPINESS & LIVABILITY VANISH.

WILL THERE BE ^{SAFE} GREENWAY STREETS FOR BIKES TO PASS THROUGH?

NO SUNLIGHT = LESS DESIRABILITY FOR LONG TERM OCCUPANCY.

How can you have a space that people can't hear the conversation?

6255

Can the market's land values, non residential development
will not be affordable, provide incentives for creating MF for smart units to affordable housing.

* NO ~~OUTREACH~~! Not properly Done!

* MORE TIME For Public Input!

* Under The RADAR!

* Make CALIFORNIA & ALASKA center of West Sea
URBAN Village!

* West Seattle Schools ARE At capacity!

* ↑ Existing URBAN Village Height Limits And Give
Incentives to Develop low income into CORE!
Dont Build around CORE until transit stop
IS Installed!

* "Step" height limits so building heights are reasonably in sync
to their neighboring buildings. If California Ave is XX height, step down east &
west of California Ave, rather than have California Ave zoning levels to the alley
& then single family zones immediately abutting a possible 7-story building.
Density = good. Upzoning = good. But step down so that tall building step down
to single family zones. We are in the corner of S/Dakota between California Ave & 42nd.
We are the pointed corner of single family, and we're okay with the up zone. But our
block should be upzoned, too, if we are going to have really tall building next to us.

→ Please incorporate incentives for historic preservation/landmarking in all plans

62510

N. Sea Junction California Ave should be reduced
to one vehicle travel lane each direction - at least 5 blocks or
so. Increase width of sidewalks, add bike lanes.
If 75th SW is only 1 lane why two through the walkable

Junction village core

Bus lane should share the lane w/ Bike lane

* Need more green space for the people for the dogs for the kids
* Need shuttle transportation with West Seattle.
need bus to go places other than downtown to bus to Lake Union,
Bus to Ballard, Bus to Zoo.

* Need garbage cans. Metro won't put out garbage cans
unless there is a bus shelter. Yes this is true.
Check it out.

* Need street cleaners to clear gutters etc

* Need timed lights on arterials.

☺ Thank You

Restore Area:

* What about the current owners and families w/ kids? Some of these people may qualify for affordable housing.

* Current programers we live in neighborhood for 20+ years, invested in our homes & the community → restore will price us out of West Seattle

* What about the loss of our historic character, homes & sense of place

* Designated a trust for new housing

My neighborhood is being upzoned
2x $\frac{1}{2}$ across the street 4x jumps -
NOT FAIR

Why did we meet here?

6257

SDOT Q's

- Need Incentive to take bus to reduce bridge congestion -
 - 2nd rapid ride route?
 - ↑ frequency of rapid rides?
- What's happening w/school?
(Already too crowded)
- General traffic concerns - bridge is main way in/out
- Inner neighborhood traffic is already bad - what happens when we add even more people?
- West Sea - "identity" is not tons of row houses, condos, high rises.

SDOT Comment

- o As density increases, you may need to consider
 - Increasing frequency of Transit (e.g., Rapid Ride C Line) on California Ave SW
 - Adding RapidRide-like capacity on Fawcetter/Dau SW (e.g., because current Metro routes 116, 118, 119 - I think - are at capacity, or at least were when I stopped taking them 4 years ago after almost 20 years of commuting by bus)

How will the approach for the upzone = allow sprawl or low density dev
is here in the GMA piece with all of this
up zoning - there is traffic & infrastructure
improvements playing in to this. Why are
we not collecting developer impact fees?

Why isn't the "C" line running
from Admiral Junction S through
AK Junction to support up zoning
in Admiral?

How much carbon will be emitted with new commercial
development? What is the total cost of the increase over 50 years?

MY RECENTLY COMPLETED DAOU WILL HAVE NO VALUE
TO A DEVELOPER. DEVELOPER WILL TEAR IT DOWN. I WILL LOSE \$\$\$
WILL THE CITY COVER LOST \$\$\$\$. THIS IS A POOR PLAN.

6259

What about the impact to our schools with all of this development?

Why ARE WE EXPANDING the U/V Boundary Before the CORES is Developed?

Why ARE WE Not waiting until ST3 Picts Station location B-4 EXPANDING?

- This is being rushed through slow down and get real community input and dialogue.
- Also larger public spaces no PRIVATE BUSINESSES.
- WHO ARE THE 5 PEOPLE WHO REPRESENTED West Seattle - not one person represented from the City can tell us who they are!!! Its a secret.

First, thank you for doing this. These are not easy conversations.
Second, the choice of venue is bizarre (a small restaurant)
Third, this effort is a small drop in the bucket of need.
60% of the median wage is too high - the people who
make our quality of life possible still (or will not) be
able to live here. * (I'm one of them.) 6,000 units
is too few.*

Also, while expanded transit and more housing
is a good thing, please don't let improved
infrastructure and more access to amenities
price out the very people they're meant
to serve.

- More time to respond!
- Coordinate w/ ST3
- Better notification!
- Another choice
- leave SFR Alone!

Lack of informative name tags - beyond 1st name -
further disconnects the conversation. ~~Miner~~

I would like to request a larger transition zone from California Ave to the East. I understand that there may be taller buildings along California Avenue but I ~~would~~ request shorter structures along the east and west side of 42nd Ave to preserve the light for dwellings and preserve the views & character along the sidewalk. ~~I request~~

This is a terrible venue. ~~For~~
Can we have another town hall ~~in~~ in a larger space where we can hear questions and answers?

6262

Community Outreach has been abysmal. ~~It~~ Is this outreach intended to tell citizens "how it is"? or to gather meaningful input? ~~PAUSE THIS PROCESS & GIVE TIME FOR COMP PLAN TO LEAD)~~

The Urban Village plan needs to be implemented, ~~first~~ first & foremost - Before expanding the boundary. Incentivize Junction landowners to develop density previously planned.

The urban boundary extension is arbitrary.

The heart of the Junction of Metro Transit center is Core of AX. Extend junction to west -

What is WITH THE URBAN VILLAGE BOUNDARY EXTENSION Grabbing green space from the athletic field.

Seattle - do your job of quit giving away our *

neighborhoods to developers. Require parking. Require NEW PUBLIC SPACES. Require improvements of infrastructure. Require \$ support for NEW SCHOOLS, roads etc.

Which commercial real estate
developers have contribute to Mayor
Murray's campaign? Thanks!

Please

MORE

TIME

Please!

o
o

6204

Commercial real estate developers should be required to include parking fees in rent so tenants have a space in their garage and do not try to avoid the optional monthly fee by taking parking of other WS residents who own homes

There should be a requirement for a certain % of parking in proportion to the # of units built. The developer behind my house is building 41 units and only 5 parking spots & only because of setback requirements.

WSPHBU has no requirement for parking in new buildings however the workers need cars/trucks because they are contractors, landscapers, painters. You will displace them with this policy ~~as~~ though you are defeating your goal of reducing displacement

6265

① ADMIRAL/MORGAN

* APPLY ZONING CHANGES OUTSIDE
UUs ALSO - MORE FAIR.

* WORRY ABOUT ↓ IN PROP. VALUE

NOT FAIR TO REZONE S.F. ONLY
IN URBAN VILLAGES.

← Yes, it's fair. That's what residents ASKED for:
to focus growth in UUs.

* ~~TRANSIT~~ RECHANNELIZATION ON 35TH
HAS SLOWED COMMUTE

* SHOULD REQUIRE OFF-STREET PKG

* NEED MORE CONDOS - CHANGE THE
STATE LAW.

↳ APTS. TEND TO BE TRANSITORY

② ADMIRAL / MORGAN

* RSL ALLOWS HOUSING FORMS WE HAD IN 1940S THAT WORK WELL.

* SUPPORT FAMILY-SIZED REQ. IN LP1 - GOOD IDEA

* BIG DEV. # - WE WANT ON-SITE AFFORDABLE HOMES

* SEEMS FAST GIVEN CURRENT INFRASTRUCTURE

0271