

City of Seattle

COMPREHENSIVE PLAN AMENDMENT APPLICATION



The use of this application is appropriate when a change in the specific text in the adopted City of Seattle Comprehensive Plan is desired. Applications are due to the Department of Planning and Development (DPD) no later than 5:00 p.m. on January 20th for consideration in the same calendar year. If January 20th falls on a weekend, the deadline is the Friday closest to that date. Any proposals received after January 20th will fall into the review process for the following year.

(Please Print or Type)

FOR OFFICE USE
ONLY

Application Received (stamp)

Date: 2/12/2007

Applicant: Belltown Housing and Land Use Subcommittee

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If Applicable, Name of General Area/ Location/ Site which would be affected by this proposed change in text (attach additional sheets if necessary)

Belltown

If the application is approved for further consideration by the City Council, the applicant may be required to submit a State Environmental Policy Act (SEPA) checklist. Acceptance of this application does not guarantee final approval.

Applicant Signature:

Date:

2/25/08

1) Provide a detailed description and explanation of the proposed text amendment. Include the Element and the specific goal or policy to be amended.

The proposal is to strengthen the city's goals and policies regarding surface parking in the downtown. The intention is to prohibit new surface parking throughout the DMR zone, whether principal use or accessory, temporary or permanent, regardless of the number of stalls.

a) If the amendment is to an existing goal or policy, please show proposed edits in "line in/line out" format with text to be added indicated by underlining, or text to be deleted indicated with strikeouts.

Downtown Urban Design Policy UDP10, amend as follows:

As appropriate for each land use district and type of street environment desired, maintain a strong relationship between buildings and the sidewalk environment through specific street level development standards. The standards are intended to:

1. make streets enjoyable and pleasant places to be;
2. provide visual interest for pedestrians;
3. provide a comfortable sense of enclosure along the street;
4. integrate individual buildings within the streetscape;
5. bring the activity occurring within buildings into direct contact with the street environment;
6. provide strong edges to clearly define public open spaces; and
7. ensure adequate conditions to support higher density development occurring on abutting properties.

Address through street level development standards the major components of the streetscape. Consider regulating or requiring features including:

1. street walls,
2. facade transparency,
3. blank wall limitations,
4. overhead weather protection,
5. street landscaping, and
6. screening of parking.

As appropriate to the function and location of the zone, prohibit new surface parking at street level.

Coordinate street level development standards with the Pedestrian Street Classification System, established by Policy T 10: Street Classification System. Vary standards according to the classification of the street to reflect the predominant character of the area and the street's relative importance to pedestrian circulation.

b) If the amendment would also require a change to the Seattle Municipal Code, please indicate the section needing the change and suggested edits to the code language in "line in/line out" format.

SMC 23.49.146 Downtown Mixed Residential, principal and accessory parking.

A. Principal Use Parking.

1. Principal use parking garages for long-term and short-term parking shall be prohibited.

2. Principal use surface parking areas shall be prohibited, ~~except that temporary principal use surface parking areas in DMR/C areas may be permitted as conditional uses pursuant to Section 23.49.148.~~

B. Accessory Parking.

1. Accessory parking garages for both long-term and short-term parking are permitted outright, when located on the same lot as the use that they serve, up to the maximum parking limit established by Section 23.49.019, Parking quantity, access and screening/landscaping requirements. Parking garages providing accessory parking for residential uses, which include the residential portion of live-work units, located on another lot may be permitted as conditional uses pursuant to. Section 23.49.148. Parking garages providing accessory parking for nonresidential uses located on another lot are prohibited.

2. Accessory surface parking areas are prohibited.÷

~~a. Prohibited in DMR/R areas;~~

~~b. Permitted outright in DMR/C areas when containing twenty (20) or fewer parking spaces; or~~

~~c. Permitted as a conditional use in DMR/C areas when containing more than twenty (20) parking spaces, pursuant to Section 23.49.148~~

2) Describe how the issue is currently addressed in the Comprehensive Plan. If the issue is not adequately addressed, describe the need for it.

The Comprehensive Plan include goals and policies, too numerous t list here, intended to encourage pedestrian circulation and discourage automobile travel within and through downtown. This is a fundamental principle underlying the entire Comprehensive Plan. Additionally, many goals and policies recognize that a pleasant and safe pedestrian environment as necessary to encourage pedestrian travel.

Surface parking lots are discouraged downtown in an effort to decrease vehicle trips, specifically single occupant vehicle trips, and increase transit trips so that traffic

congestion is decreased in the downtown area. Surface parking lots are generally recognized as detrimental to a pleasant and safe pedestrian environment.

Nonetheless, surface parking lots are only treated in a general way in the Comprehensive Plan.

- LU G35 states: "*Regulate the location of off-street parking and the size and location of curbcuts to reduce parking and vehicle traffic impacts on pedestrians and residential and commercial streetscapes, and to prevent obstacles to commerce and traffic flow.*"
- LU 52 provides for prohibition of parking between buildings and the street.

The foregoing is the extent to which this issue is directly addressed in the Comprehensive Plan.

Currently, surface parking lots are prohibited in the DMR/R zone. In the DMR/C zone, however, temporary principal use surface parking is permitted as a conditional use, and permanent surface parking lots are permitted outright if less than 20 stalls or as a conditional use if more than 20 stalls.

Within the past two years, Belltown has seen:

- the creation of a new, permanent accessory parking lot at 2nd Avenue and Broad Street, despite significant community opposition and the filing of an unsuccessful appeal by the Belltown Housing and Land Use Subcommittee. This project was not subject to Design Review and the result as built violates the screening provisions of the decision. Also, because the design made partial use of an existing structure, it created in effect a blank façade but was exempt from the blank façade requirement because the remaining structure no longer constituted a building.
- the establishment of a "temporary" surface parking lot at 2013 2nd Avenue. Despite the six-month term of the permission, this lot is now in use as surface parking for nearly one year.
- the continuation of an enforcement action against the surface parking lot at 2008 3rd Avenue. This enforcement action is now four years old.

It is apparent to the applicant that provisions in the Land Use Code are insufficient to prevent "temporary" surface parking lots from becoming *de facto* permanent lots. The system of enforcement by complaint is so ineffective as to be non-existent. In addition, the applicant believes that as a matter of policy the establishment of permanent accessory parking lots is so detrimental to the public that they should be prohibited altogether.

3) Why is the proposed change the best means for meeting the identified public need? What other options are there for meeting the identified need?

This issue is a matter of policy and is therefore best addressed at the Comprehensive Plan level.

No other option is available.

4) What do you anticipate will be the impacts caused by the change in text, including the geographic area affected and the issues presented? Why will the proposed change result in a net benefit to the community?

The impact will be no future establishment of surface parking lots in the DMR/C zone, which is entirely within Belltown. Surface parking lots are detrimental to the community and therefore the prohibition of new lots is a net benefit.

5) How would the proposed change comply with the community vision statement, goals, objectives, and policies of the comprehensive plan? Include any data, research, or reasoning that supports the proposed amendment.

The Belltown community is dedicated to the establishment and reservation of a safe and pleasant pedestrian environment. This proposed change will further that goal.

6) Is there public support for this proposed amendment (i.e. have you conducted community meetings, etc)? All applications will be subject to full public participation, notice, and environmental review.

The Belltown Housing and Land Use Subcommittee (BHLUS), a community organization of residents and people who work in Belltown, vote on February 11, 2008 to submit this change