

Timestamp	Name	Are there additional topics or concerns that you would like to see addressed in this EIS?	Do you have other comments or suggestions related to the scope of the EIS?
10/2/2017 10:55:39	Judith Adams	Discuss these ideas of development and then stop. For the love of god just stop developing every single square inch of this once great city. Anyone living here now will tell you we are sick to death of the construction, the lack of parking provided by these developments, the stress it puts on the infrastructure. The roads cannot take any more traffic. Garbage collectors and emergency vehicles can't get thru our neighborhood now because of the congestion. Stop. Take a breather. Wait for mass transit to catch up. Stop thinking that if you don't provide parking then the occupants will use transit or their legs. They don't! They just park wherever they can find, usually in front of someone's house down the street from where they live. Stop the madness! I think these studies only include the area directly in front of the development. The horror stretches for miles around and onto the roads everywhere. Just STOP!	
10/2/2017 12:19:12	Richard Fuhr	Currently, in neighborhoods zoned as single-family, such as my own, the number of cars is already such that parking is at a premium, and there is already a chronic problem of driveways being blocked. Increasing the housing density would exacerbate an already serious problem. I am opposed to this proposal.	In addition to exacerbating parking problems, the side streets in much of Seattle, including my own, are so narrow, especially with cars parked wall-to-wall on both sides of the streets, that gridlock often develops, with cars unable to pass by each other. Increasing the housing density would exacerbate an already serious problem. Our public transit infrastructure is such that many people do not take buses, and insist on driving their own cars.
10/2/2017 13:39:12	Curtis LaPierre	No.	Make the EIS as concise and efficient as possible. Many of us are waiting to submit plans based on the code revisions.
10/2/2017 13:44:35	carol sterling	No, let's get on with it. This is costing people homes--affordable homes at that.	As above. This is taking a ridiculous amount of time for a few simple enhancements to the rules for creating more housing that benefits owners and potential tenants.
10/2/2017 14:24:51	Matt Gangemi	The environmental impact on forests, farms, and fields in Washington state of not allowing more ADUs. Please include infrastructure required to serve this sprawl, along with traffic impacts, roadway construction costs, economic costs to Seattle businesses from reduced availability of labor, and additional greenhouse gas emissions.	Just that it's unfortunate that our system only works in one direction. If someone can sue to slow down allowing ADUs, why can't I sue to speed them up?

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10/2/2017 15:08:04	Being a long-time resident of a very pleasant neighborhood , I can scarcely imagine a more disturbing and inappropriate use of a persons property. I am oprn-minded enough to be interested in seeing the plans that Councilman O'Brien or other members may have for ADUs or DADUs being built on their property.		
10/2/2017 16:20:38	Gus Catalano	Sideyard requirements be more relaxed, specially if neighboring properties are not obeying them. 1-2ft setback instead of 5ft. Rear-yard requirement be more relaxed so that I can have a garage for offstreet parking and the DADU unit on top.	
10/2/2017 16:27:11	Amanda		Consider reducing the square footage in Alternative 2 to 3,000 sqft. Many SFH lots in urban villages are small; but could accommodate small ADUs if allowed--either within the home or elsewhere on the property. For example, we share a parking lot and garage with our neighbors. The both sides of the garage are unusable for modern cars so it serves as storage and bike parking. Both of our lots are slightly smaller than 3,200 sqft so we're unable to make it a more usable space. If regulations allowed, we might be able to build a nice ADU between our two properties.

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10/2/2017 16:42:01	Mike Caughey	MHA should be applicable to non-owner occupied developments. The proposed changes would allow for investor owned triplex developments in the current SFR zoned areas. Developers who leverage the changes to build rental complexes should be treated on a level basis with those who use the MHA zoning increases. If not treated on the same level the changes will encourage construction of SFR triplexes in avoidance of MHA qualified projects. Similarly the removal of parking requirements in SFR zones outside of the urban villages may create incentives for development of investor owned triplexes in neighborhoods where nearby multifamily properties are still subject to parking requirements. The SFR zoned areas should not be subject to more relaxed standards than adjacent multifamily areas as this may discourage more efficient development of larger projects within the existing multifamily zoned areas.	Rules regarding removal of parking and occupancy requirements should be considered on individualized basis for different parts of the City. The impacts of the proposed changes on areas within urban village boundaries may be materially different than the impacts on other areas outside of, or farther from the edges of, the urban villages. It is grossly inaccurate and deceptive to lump all SFR areas together and not consider transportation, utility and other impacts on specific SFR zones across the City taken in their specific context.
10/2/2017 17:00:11	Ann Mueller	Impact on Solar Access to abutting properties. Noise impacts from allowing a DADU to locate in a yard setback. Impact of increasing impervious surfaces and the removal of vegetation and the potential for creating micro heat island where there were none before. I also believe that if you are going to look at allowing taller ADUs located in setbacks than what is currently allowed and allow exceptions you need to consider the visual impacts to other residents in single family zones as well as the impact on existing territorial views that would not be blocked setbacks are maintained.	Consider a one-story height limit to reduce the impact of an ADU to adjacent properties. (impacts being less solar access as well as reduces the impact on views and light to surrounding existing homes in Single Family Zones). There should be a limitation on the size of an ADU based on lot size and the size of the existing residential structures and an overall limit on total impervious surfaces on a lot that is considering an ADU. More impervious surfaces and the removal of existing vegetation creates heat pockets and micro climates and well as run off and storm drainage impacts to surrounding residents. Please retain the requirement that a homeowner has to live in the primary residence or the ADU so these don't become investment properties. If a two story ADU is to be allowed the onsite vehicle parking should not be waived. An ADU should not be a right but something an existing homeowner can do if they meet setbacks, don't block solar access or views and can provide off street parking for an ADU that is more than 1/2 from a light rail stop.
10/2/2017 17:26:11	Sloan Ritchie	Housing affordability: ADUs and DADUs are a key source of affordable housing that is easily interated into the existing fabric of seattle's neighborhoods.	I am in favor of Alternative 2 (the new and improved ADU rules). Thanks.
10/2/2017 17:39:23	Jordan Monez	No	I think Alternative 2 (taking action) is a step in the right direction toward making Seattle more affordable and ADUs and DADUs are a great way to densify without much impact to the character of neighborhoods. We need to see more solutions to creating affordable housing before low- and middle-income people (like teachers, artists, social workers, etc.) leave Seattle due to the lack of affordable housing.

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10/2/2017 18:51:34	Fred Ringenburg		I support increased flexibility in permitting ADUs to encouraging additional ADU creation. Likewise, I support eliminating parking requirements. However, I strongly believe the main residence needs to be owner occupied. Otherwise, this will be an excuse for absentee landlords to essentially create triplexes in single family neighborhoods without the commitment to maintenance and community involvement.
10/2/2017 19:16:47	Emily Krisher	Impact of carbon emissions from sprawl as people are forced to move further from the city center to find affordable places to live.	I am in favor of all options in Alternative 2. We are in a housing crisis, and it is time to creatively think about how we can increase housing options in all neighborhoods. A disproportionate amount of land in Seattle is zoned for large, single-family homes. Relaxing the DADU and ADU rules will allow these neighborhoods to contribute to Seattle's needed affordable housing.
10/2/2017 21:54:41	Theresa	1) I think that the single-family neighborhoods would still want to appear as single-family. The entrance to an AADU should be on the side or back of the primary home. 2) Will rules about owner-occupancy be retroactive to previous AADUs?	
10/3/2017 8:07:15	Teresa Dietze	Permitting has become expensive enough to discourage many who might otherwise choose to build DADUs.	I would like to see the DADU limit increased to 1000 sf. That size is workable for the expense of building, while 800 sf is not currently worth the cost since building and material prices have increased so much and permitting is so high.
10/3/2017 9:07:57	Anne Noonan	The basics-sewer capacity, runoff, parking near people's own home, tree removal to attain density, air quality (yes, they are bringing their cars). Let individual neighborhoods decide if they want this, not the city council or developers, after we have the infrastructure.	Once again the city is trying to do social engineering without the infrastructure-denser housing without mass transit. Road diets without thoughts of good traffic flow. Bus bump outs that obstruct traffic. Let's put on the brakes here. (Oh we are doing that already.) The city is already overcrowded without the services needed. Consider this ADU situation in the years after you've got some infrastructure. Sewer treatment at Discovery Park is dicey, Loehman Beach pump station stinks already (I walked there last Sun. 10/1) all the apartments and new apts. create long walks for residents in many neighborhoods to find parking. Overcrowding does not make for a healthy living environment.

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10/3/2017 9:16:21	R Keith Unterschute	<p>I am all for easing the restrictions on building DADUs and AADUs but the one fear I have is that developers will find a loop hole in these rules and merrily go about destroying neighborhoods with DADU equivalent structures that we have seen proliferate throughout the city like McMansions and skinny houses that replaced perfectly good single family dwellings.</p> <p>Any change to the current restrictions should have strict oversight to detect trends in how developers or homeowners are using these new restrictions to make sure that we don't get run away development of structures that damage our precious neighborhoods. Perhaps every 6 months or a year these restrictions should be revisited and tweaked to ensure no loop holes exist for extended periods of time.</p> <p>I am thrilled that the city is rethinking the restrictions on these dwellings but i have two fears. The first is unscrupulous developers and landlords who make changes to neighborhoods that benefit them only and leave those living in the neighborhood with a neighborhood that is significantly less livable.</p>	<p>Parking: I am all for removing the parking requirement since I think it is much too restrictive now. However, parking and traffic are going to be a problems if the number of AADUs and DADUs are allowed to grow. There are some parts of the city that already are seeing massive parking and traffic issues due to greater condensed housing. I live near the University Village and I can attest to the traffic challenges. Now it can take 20 to 30 minutes to get to the freeway during rush hour. Seattle has allowed Apodments with no parking which requires the assumption that the folks living there will not have a car. We should be able to do that for those living in DADUs and AADUs. Since the addition of DADU and AADU's will generate tax dollars, perhaps some of those tax dollars can be put toward a system to limit the number of on street parking spaces a single residence can use. If a single house has two authorized on street parking permits but no off street parking then if they add a DADU or AADU they should still only have two on street parking permits. If the home has one car, then the person in the DADU or AADU can have a permit to park their car on the street.</p> <p>Owner-occupancy: I think owners living in their dwellings at least 6 months of the year could help keep homes with DADUs and AADUs from becoming small apartment complexes that destroy neighborhoods. I would not like to see this happen.</p> <p>Maximum height: I think that increasing the height will cause a sprouting of very high DADUs in neighborhoods where lots of houses are a single or double stories. There has to be some way to keep the height limits such that standard sized houses in the neighborhood aren't dwarfed by higher DADUs.</p> <p>Maximum square footage: We do allow McMansions to cover almost an entire lot and go up three stories so the current restriction on lot coverage doesn't make sense. The current lot size is keeping me from building a DADU in my back yard. However, this is one restriction that if changed will have to really think about the potential of developers from tearing out a home and putting in two homes on the same lot.</p>
10/3/2017 9:16:22	Michael Roberto	No	I think the housing & socioeconomic impacts are the most important facet of the study!
10/3/2017 9:18:02	Krystal Miller	No.	I hope this process is done quickly, embarrassed to see the residents of Queen Anne fight this hard against diversity in their neighborhood. Urbanizing an existing city to protect outlying areas, natural resources, and ecosystems is key to protecting our environment in a time of growth.

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10/3/2017 9:21:57	Gregory Vouros	Adequate Off-Street Parking; Lot Coverage and its effect an increase of impervious surfaces will have on the water table; Lot Coverage, and the effect increased impervious surfaces will have on the storm water and sanitary sewer systems in terms of capacity and the need for upgrades to the utility infrastructure; Impacts that proving no off-street parking will have on parking and street congestion; Impacts proposed setbacks will have on public safety, i.e. the ability to contain dwelling fires; Impacts proposed setbacks could have on the ability of adjacent property to utilize solar panels and the potential obstruction of sunlight on these panels; Impacts increased density and building heights could have on the quality of of life on adjacent property owners, i.e. reduced direct sunlight, increased rain run-off, etc.	<p>The City's assumption that if you eliminate vehicle parking through the City people will no longer purchase and drive vehicles is probably the biggest fallacy in your analysis. Many of our streets do not have the capacity to accommodate increased parking AND the resulting reduced traffic lanes caused by on street parking. This analysis must be part of the overall assessment.</p> <p>The description of the proposed changes shows a profound bias on the part of the City Council and planners with respect to allowing AADUs and DADUs. The proposal says: "change regulations in the Land Use Code to remove barriers to the creation of accessory dwelling units (ADUs) in single-family zones." The uses of the term "barriers" demonstrates an implicit bias. Current going requirements are NOT "barriers." They are regulations adopted to protect residents, to ensure a level of public safety, and to minimize the impacts of over development on the environment. The City's proposal decreases these past protections and negates the effectiveness of past regulations. You are being intentionally dishonest AND misleading. It would be more honest to describe the proposals as: "eliminate current regulations in the Land Use Code to increase population density, to increase lot coverage, and to discourage the ownership of privately owned vehicles within the City limits."</p>
10/3/2017 10:14:39	Angie Gerrald	Please consider a neighborhood's sewer infrastructure before allowing increased density. For example, in Sunset Hill, an old sewer pipe broke under Shilshole Bay and SPU is currently trucking out sewage for months, with temporary infrastructure and pump trucks operating right along the Burke-Gilman Trail and affecting area businesses/residents (e.g., The Canal event space has sewage trucks coming/going multiple times every day in their parking lot, and yes it stinks). Even when all is operating "okay" with our out-of-date neighborhood infrastructure, sewage flows into the Sound during heavy rain flow. In addition to sewage, please take into account maintaining permeable yard space and tree canopy, healthy setbacks and sun/light exposure for neighboring properties. Density AND livability/environmentalism, please.	
10/3/2017 10:27:42	Chris	Transient renter population that ADUs will bring to single family neighborhoods full of children. What regulations will be put in place to keep our single family neighborhoods and children safe?	How will the city prevent the ADUs from becoming a bunch of AirBNB short term rental properties that can negatively impact the quality of life in single family neighborhoods?
10/3/2017 10:28:53	Sasha Muir	I am completely apposed to this change. We are working towards making every neighbourhood gridlocked with traffic and people. Please stop the madness.	I am completely apposed to this change. We are working towards making every neighbourhood gridlocked with traffic and people. Please stop the madness.

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10/3/2017 11:48:38	Michelle Eggert	RV Living - the proposal should include the option of creating legal long term RV living on SF lots. By requiring a sewer connection, water supply, and power. RVs must be street legal, etc. People of all income levels live in RVs. My family owns a 55+ mobile home park in King County that includes RV living. The RVs are in top condition worth \$20,000-\$100,000. The RV residents are people with a 2nd home working in Seattle (construction workers, etc) or people who choose to live in an RV. Excellent neighbors.	
10/3/2017 11:53:14	Michelle E.	Allow flexibility to designate which building is the primary building for the lot, and which will be the DADU. Example: we have a rental house in an SF5000 zone within the South Park Urban Village. The house is 820 sqft. The lot has an alley in the back. We would prefer to designate the current building as the DADU, and then to build a new building with two units - a larger unit to be designated as the primary residence for the lot, and a smaller AADU.	
10/3/2017 12:05:06	Michelle Eggert	Allow Tiny House to be called an DADU. A tiny house is like an RV - moveable and street legal. Includes kitchen, bathroom, and living space. Very attractive neighbors. https://seattletinyhomes.com/models/	
10/3/2017 12:07:27	Leah Missik	I would like the city to study city-wide rezones to LR4. I would also like the city to consider an "Alternative 3" that makes ADU and DADU development even easier. ADUs and DADUs are sorely needed for density and affordability. Anything that makes their development easier, the better.	I do not think aesthetics are appropriate for the EIS. This is a subjective topic, and is biased in favor of existing SF homeowners who have far more resources and power than the average Seattleite to begin with. Further, single-family zoning is too highly prioritized in this large city that has a worsening affordability problem. Density is one of the best ways to reduce carbon emissions and would help make the city more affordable.
10/3/2017 12:21:11	Melissa Kiser	Please look at building to 4 stories in the EIS and keeping DADU sizes as small as 800 SF. Design is making great strides and smaller DADUs allow more outdoor living space on some lots.	Alternative 2 - This should apply throughout the city asap and should not be rolled out neighborhood by neighborhood.
10/3/2017 13:51:41	Renate Pinch	View/light blocking height and tree destruction	Access for fire safety and parking must not be ignored

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10/3/2017 14:53:14	Jon Lisbin	I'd like to see an option to reduce the cost of hookup to the sewer system; like done in Portland.	<p>A little unclear about the alternatives above. Is alternative 1 the current regulations of the proposed regulation that prompted the EIS? I think that should be made clearer on this site so the public can provide proper input. If "no action" is actually the initial proposed changes to current regulations then this questionnaire may be misleading. Please clarify. Perhaps there should be three alternatives to cover "do nothing" and the other two alternatives above.</p> <p>I also think there is a huge difference between the impacts of DADU's and ADU's and they should not be conflated in one proposal. DADU's are much more expensive to construct and have a greater environmental and neighborhood impact. ADU's, or mother in law apartments, are much less expensive to construct and will immediately address the family housing crisis in Seattle. Therefore there should be separate scoping/regulations for each type. Thanks for your consideration. Jon</p>
10/3/2017 15:20:06	Eric Thomas		I would like to see the positive environmental and affordability impacts of increased density included in the scope of the study.
10/3/2017 15:21:07	Allison Kelsey	No	<p>Yes - speed things up! Look at how few ADU's/DADU's there are in Seattle while we struggle to accommodate all our residents. Don't allow the concerns of a few to override a viable solution to this pressing problem.</p> <ol style="list-style-type: none"> 1. Eliminate the parking space requirement except in RPZ's 2. The roof height is too conservative and it seems idiosyncratic to base it on lot width. At a minimum clarify the regs. Is it based on lot width at widest point? At point where the ADU will be located? 3. The proposal seems to be written in such a way as to allow 100% of the surface of a lot to be covered by home+ADU. Set a cap of 80% 4. If the city wants to reduce barriers to ADU's then there should be a one stop shop you can contact to support your going through the permitting process.
10/3/2017 15:37:03	Nancy Hevly	<p>The topic of absentee landlords building and renting these unit should be extensively explored.</p> <p>Anyone who has lived in a neighborhood with added units added to houses in a single family neighborhood, knows that these landlords routinely neglect their property, overcrowd their housing units and have the power to destroy family neighborhoods. Exhibit A: Drake Sisley. It is clear the city no longer wants families to live in the city but, at the least, you should resist turning our beautiful neighborhoods into slums.</p>	No use. The city already has decided what it will do.

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10/3/2017 15:55:35	Darcy LaBelle	Yes	I have been a real estate agent working in the city since 2001. I have owned and resided in my home at 2005 Boyer Ave E since April of 1999. The zoning and planning of this city is narrow minded and singularly focused with no long term view of livability. I see what an owner occupied condo building looks like compared to a condo building with no rental cap. Property values decline as does the quality and condition of the building, landscape and surround area. I am experiencing first hand your 'new' plan and have been forced to now look at a Renton sized outcropping with a permitted ADU being built behind it. There is no room on the streets for the increased number of cars. Why don't you focus on creating an infrastructure first that can handle this increased density? You backwards approach, while might make sense to you in your meetings, doesn't work. It is time for this city to stand up for something that we long lost when you were elected.
10/3/2017 16:19:15	Jamie Vrsek	Please please please consider that most homeowners would prefer to utilize their existing garage structure, if possible. This option would be more accessible to many homeowners. THE DADU sqft limit should NOT include the garage area.	Please change the code to allow me to add a unit above my garage, so that I can move there and allow my aging parents to live in my house. Please!!
10/3/2017 16:22:40	Michele Conner	Yes. Design development guidelines so that the infill detached units are of a similar character to the main dwelling and the neighborhood. I'd rather see single family lots with DADUs of matching existing character than a bunch of boxy townhouses built to five feet of the property line. DADUs have the potential to increase density providing a great housing option while maintaining the character of the neighborhood AND give homeowners an income stream.	The proposed plan seems to be 180 degrees from the existing legislation. I'm guessing the new legislation will be somewhere in the middle. I'm in favor of all of the changes. As I wrote above, it makes better sense to me to infill on existing SF lots than to tear houses down, building town houses and drastically changing the character of our beloved neighborhoods. Is there not a middle ground if the new proposal cannot be adopted in its entirety? I support the ability to have both a DADU and AADU on the same property, removing the parking restriction and necessity for it to be owner occupied, increasing the square footage and heights of the DADUs as well as the changes to lot coverage. Like I said, this is a much better alternative to increase density while maintaining the character of our neighborhoods without having tear downs and boxy town houses. Thank you!
10/3/2017 16:34:59	Nick Etheredge		Please study Alternative 3 to allow much denser "missing middle" housing in all SFZ's - this includes rowhouses, townhomes, duplexes, triplexes, backyard cottages, etc. The environmental impact is that we minimize sprawl extending into the Cascades and open up Seattle to more families!
10/3/2017 18:08:28	David neiman	I would like to see the EIS expand the study to look at the what would happen if single family zones were opened up to a variety of traditional residential uses such as duplex, triplex, cottage housing and the like, as recommended by the HALA committee.	

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10/3/2017 18:58:41	Michael Jones	Parking and traffic are not being addressed for the City of Seattle as more people move to the City. Eliminating the requirement for off street parking shows to me that the City is simply hiding its head in the sand when it comes to dealing with parking and traffic. Seems like the City hopes this parking/traffic issue will solve itself, but in my opinion, the City could not be farther from the truth.	Seattle needs to have a workable, REALISTIC plan for parking and traffic. It currently does not: it hopes that people will take mass transit (insufficient) and bike or walk. This is not realistic. Before the City adds affordable housing and ADUs, the traffic/parking issue needs to be deal with realistically. Currently the City's plan for housing along with traffic/parking is a travesty.
10/3/2017 19:30:14	Bryan Kopel	Encourage the use of non-toxic construction materials.	Make certain that car parking is not required or prioritized.
10/3/2017 19:35:59	Carol Burton	Limits to the number of ADUs - detached or attached, on a block that are built to be rented as air bnb units.	no
10/3/2017 20:15:32	heather hargesheimer	consider limiting ability for very short term rental (ie airbnb) to one of the three possible units	yes! would really like to see alternative two accepted it is a much better solution for seattle. the single family zones CAN handle more density and need to.
10/3/2017 20:29:24	Single family zones should not be made into absentee rental zones with no parking available.		
10/3/2017 20:32:03	Garrett Nakamoto	Please consider lots smaller than 4000 sf for this EIS as well.	Thank you for doing this study!

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10/3/2017 21:45:37	Cindy Burke	Financial incentive and/or text credits for homeowners who rent and stabilize rent at below market rate. Possibly even small grants to help kickstart the construction process if people agree to charge below market rent for five years. Strong incentives to include solar energy panels in construction plans - maybe a shorter wait for permitting or lower cost permitting. Or a four-year discount on property taxes if solar panels power >80% of the electrical needs.	<p>I'm in favor of many of the expansions being considered. I do think that the primary barrier for most homeowners is the building and permitting cost, which is typically about \$100,000. If the city could pair with an architecture firm and provide a few, preapproved, easy to permit, lower-cost options for DADUs, I think that could encourage accelerated progress on this housing option.</p> <p>I'm a single parent who is lucky enough to own a home with an unused garage. I would love to build a small home for another single parent there. The social benefits for both parents and the kids could be huge - support, childcare, another kid to play with, a yard. And I live right near a great elementary school and transit. I'd want to charge below market rent - just enough to pay off the loan within 15 years. I'm not trying to make money, I am trying to help solve the problem of low-cost housing for people who aren't rich. However, the finances just do not work to make this feasible with upfront building cost of \$100,000.</p> <p>Definitely get rid of the parking requirement, more and more young people do not even own cars now and the city should be moving away from cars as fast as possible.</p> <p>I am in favor of keeping the owner occupancy rules in place. Otherwise I think you have a danger of several buildings on a single property that get run down and are not maintained with an owner who lives out of state, or houses that are used for illegal activities and no one is living there who has skin in the game. That really brings a neighborhood down and ticks off all of the neighbors.</p>
10/4/2017 8:09:56	Victoria Nelson	The EIS should address the evaluation of impacts of reducing permeable surfaces on the property and surrounding areas.	
10/4/2017 10:33:27	tarrell kullaway	Please make it easier to have more square footage. 800 is not enough	
10/4/2017 10:37:01	Paul Brookshire	no	no
10/4/2017 10:38:39	Laura Hinkelman	I would like to see an analysis of how this change would affect affordability in Seattle. I am not convinced that adding accessory units would help. People who can afford to add a unit would probably not want to rent to people with low incomes, so the only way this would help is if middle class people started renting these small units, and I hardly see the appeal. Maybe they would work for students....	
10/4/2017 10:39:18	Kelli Refer	I would like to see the process expedited as much as possible. DADU's create a great housing option and also provide income for families that build them. Since our city is an affordable housing crisis it is imperative that we open up single family zones to more dense housing options as soon as possible.	

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10/4/2017 10:48:00	Paul Janos	Noise impacts - particularly from above-ground decks and balconies. Shadowing and privacy impacts to neighboring properties. Aesthetics - developers strive to max bulk, and the existing guidelines for ADU's are not to provide more housing, but to provide more LARGE housing. The small-house concept is definitely NOT reflected in the permitted dimensioning - though it should be.	If Seattle truly seeks AFFORDABLE housing with de minimus impacts and permitting process, it would approve these and only these models. https://www.thespruce.com/super-affordable-tiny-homes-that-will-inspire-3017220
10/4/2017 10:50:18	Fabio Governato		I am in favor of removing barriers to the creation of accessory dwelling units (ADU) in single-family zones, especially those rules regarding maximum size and the parking spaces restrictions.
10/4/2017 10:52:50	Linda Hanlon	Encourage solar, small wind and efficient water use.	Housing is desperately needed. Airbnb and other leasing arrangements need to be regulated. They are fine except when they drive up housing costs or reduce housing availability, which should then be subject to additional review and taxation.
10/4/2017 11:11:15	Susan Helf		I support Alternative 2. Make it as easy as possible for homeowners to build ADUs and backyard cottages.
10/4/2017 11:24:43	Scott Cooper	I would like to see the EIS address the topic of affordability through the lens of a homeowner looking to stay in their current house. Does building an ADU/DADU help them cover their mortgage/taxes and contribute to greater stability? Can ADU/DADUs be a tool to reduce displacement in increasingly expensive single family neighborhoods?	
10/4/2017 11:27:15	Ellen Barton	Water run off - add requirements for rain gardens, permeable pavement	Will tree removal be necessary? If so, will new trees be planted?
10/4/2017 11:59:33	Michael Kostis	Overall, I'm in strong favor of Alternative 2. I do have some hesitations about not requiring off-street parking, but not enough to consider Alternative 1.	The change I am most excited about is the Maximum square footage change for a DADU to 1,000 square feet, excluding garage and storage areas. If it were even 800 square feet, but excluded the garage, I would be on board.
10/4/2017 12:09:11	Michael connolly	If you removed the owner occupancy rule, I would build immediately. If you want more housing, let me do it.	
10/4/2017 12:10:46	Eric Johnson	I think attached ADUs should be addressed along with detached.	I think this proposal is necessary and timely due to the rental housing shortage that is driving up prices for renters in Seattle. This would give renters more choices, flexibility in locations, and availability.
10/4/2017 12:38:02	Rene Fresquez	Consider removing parking requirements when near bus lines	

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10/4/2017 12:38:31	Robert Murray	Parking. No new building whatsoever (most definitely including "low-income" housing units) should be allowed to be built in the inner city without substantial allowance for vehicle parking. Thoughtful exceptions should be considered for Dadu and Adu units in and behind existing homes. Outside the downtown core and designated neighborhood cores, lot coverages should not exceed 75%.	The nature of the Growth Management Act is to encourage thoughtful in-city increased density, necessitating additional dwelling units in single-family zones. Population will increase- now determine the most efficient and affordable solutions where we already have the best infrastructure for transportation and utilities and ultimately the best access to jobs, services and entertainment. Every effort should be made to encourage safe, safely accessed, complete living units of reasonable size in all inner-city residential zones. Apodments in every basement and attic would substantially appease the housing shortage and help current residents afford to retain their homes by means of rental income.
10/4/2017 14:28:11	Gordon Padelford	Potential per-approved designs or anything else that would help streamline the onerous process.	Please be bold in your potential options. The biggest potential impact is not doing enough to address our housing affordability crisis.
10/4/2017 14:46:28	Benj Wadsworth	<p>I strongly suggest that the EIS evaluate the NEGATIVE environmental impacts of NOT adopting Alternative 2, or to put it another way, the positive impacts of Alternative 2. Loosening restrictions on ADUs and DADUs, specifically removing the owner occupancy requirement and allowing both an ADU and a DADU on a lot, will create additional housing within the Seattle city limits and thereby help prevent urban sprawl, leading to a decrease in land conversion outside of the urban growth boundary and a decrease in traffic regionally. In addition, ADUs and DADUs create affordable housing options that enable lower and middle income people to live in Seattle's Single Family neighborhoods, a possibility that is becoming more and more difficult with rising housing prices.</p> <p>The current owner occupancy requirement is creating a situation that is entirely counter to all of Seattle's housing goals. Developers and homebuilders are tearing down small existing homes and building the proverbial McMansions because this is their most profitable option in the SFR zone. As a result, we are seeing the construction of 3500+ sq ft houses that replace lower cost houses and effectively eliminate the option of ever creating an ADU or DADU on the effected lots, as the houses take up all available space and generally contain finished basements. One such house down the street from me in Wedgwood (not a particularly high income neighborhood) just sold for \$1.6 million dollars and was purchased by a family of three! This is not the outcome that anyone in Seattle desires. Eliminating the owner occupancy requirement will give builders additional options and result in more less-expensive housing options in the SFR zone, a positive impact for all of the reasons mentioned above.</p> <p>Finally, I suggest considering a third alternative that allows duplexes and triplexes in the SFR zone. This is the direction that Seattle needs to move in order to meet its sustainability and equity goals.</p>	

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10/4/2017 14:47:18	Jennifer Hawkins	This is a terrible idea. I bought in single family zone to have nice setbacks from neighbors. The current ADU BIG boxes towers over adjacent houses, create lack of privacy. Limit ADU's to NO higher than adjacent houses. Parking becomes even MORE problematic. My neighbor has three cars, another has two plus two for the ADU; and we only have on-street parking. Limit pavement and demand better landscaping/ fencing.	If you want density, build in CURRENT zoned areas for density, multifamily housing. The idea people will take the bus does not work in my neighborhood. The buses are already over-stuffed, and bus schedules have been reduced. The alternative is one has to transfer for a 2 mile bus ride or walk 15 minutes to a frequent bus.
10/4/2017 15:33:10	Joan Davis	I live in the Ravenna Cottages, 6318 5th Ave NE, which is perfect for me (900 sq feet total on 2 floors-9 units with garages, and ample storage rooms.) I understand that Zoning doesn't allow for Cottage housing within Seattle City limits. I would recommend that Cottage housing be revisited.	
10/4/2017 16:27:15	Tegan Mulholland	Compare parking requirements without the assumption that only one or two adults live in single family houses today. I am a single family homeowner and my household includes four adults. If I converted part of my house to an AADU, the number of adults and number of cars would not be likely to increase.	Due to the topology of my neighborhood, we all have rear yards that aren't visible from the street. Some rear yards aren't even accessible from the street, and have to be accessed by alley. There's no reason to limit rear yard coverage in places where the yards are tucked away and not usable as outdoor spaces from current homes.
10/4/2017 19:14:19	Jon Jaffe		If the developments are permitted to have rooftop decks, I would like to know how the City is planning to mitigate cooking smoke and noise issues. I am concerned about how green space will be added to offset what has or will be been lost to development. We should be encouraging development in communities with high walkability score that can be car-less. Many other communities do not have sufficient off street parking or can accommodate more traffic from cars.
10/4/2017 19:23:36	Joel Flank	I don't want lower barriers for ADUs. I want exactly the same barriers for them as any other construction project. It's adding a house to the neighborhood - so it needs to account for permitting, zoning, parking, sewer and other infrastructure requirements, impact on school capacity and road capacity, additional police and emergency coverage, etc. ADUs shouldn't be able to avoid any of these things or more - a new unit is a new unit, and there are costs to the city to manage that growth.	
10/5/2017 9:16:33	Mark Schletty		Above "alternative 1" is reasonable. "Alternative 2" is a disaster designed to backdoor convert our single family zoned neighborhoods into 3 unit per lot multifamily rental zones. It needs to be rejected out-of-hand as the unconscionable intended deceit of the citizenry that it is.
10/5/2017 9:53:29	Marian	Design Standards and Historical applications of this very necessary land use, exists for ADU's. in Santa Monica, CA, online; see also DPZ, Town Planners, or, The Congress for New Urbanism	This will retain the character of Seattle's historic housing as it creates jobs and opportunities.. This will allow all of us to live/ work/ walk in Seattle's neighborhoods: rolling along in a stroller, walking to the bus go to work, or heading for local coffee into old age. We need all ages to be whole and healthy, to contribute to the community. THIS is economic development.
10/5/2017 12:04:11	ian	why EIS take so long.	Way to expedite the EIS process.

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10/5/2017 12:16:13	Jeff McHegg		<p>I am vehemently opposed to the adjustment or removal of the owner occupancy covenant from the requirements for establishing an accessory and/or detached accessory dwelling unit. This owner occupancy is fundamental in maintaining a local and responsible building owner as a member of the neighborhood in lieu of detached real-estate investors and Air B&B operators who devour the city's (barely) affordable housing stock and add nothing to the need for affordable housing. The owner, living on site either in the primary residence or in the accessory dwelling ensures that there is someone in the neighborhood who is accountable. Maintain the full requirements for the property owner to live on-site for 6 mos. out of the year except as exempt or due to hardship - allow no changes to this owner occupancy requirement.</p> <p>The other proposed changes as presented are acceptable in my opinion.</p>
10/5/2017 12:48:52	Jennifer Davison		<p>I hope that the EIS will address the environmental impact of *not providing ADUs* and other affordable housing, including impacts to people's health and wellbeing when they have to live on the street; and to the physical environment due to the effects of homeless populations and the effects of further development into undeveloped landscapes.</p>
10/5/2017 13:55:28	Kate Gregory	Not at this time.	<p>I'm mostly concerned with soil permeability, tree canopy and aesthetics that fit the neighborhood. I agree with all the Alternative 2 suggestions, EXCEPT for #3. I feel very strongly that the owner must live in one of the dwellings. If the owner is not a resident, there should be a substantial fine or a fee added to the property tax.</p>
10/5/2017 17:10:53	Claudia Bach		<p>I believe that the newly outlined proposals are a positive move for our neighborhoods and support the efforts to increase ADUs and DADUs in all neighborhoods. It is important to not count the square footage of an existing detached parking garage in the square footage of a new DADU -- it makes sense to retain that parking, while creating a reasonable size DADU that may, or may not, be attached to the existing garage. I hope this issue will be addressed.</p>

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10/5/2017 19:16:00	James Miller	Parking	<p>Regardless of what the City publically states and promotes, the majority of people in this City own a car and drive. The EIS should shift through the lies promoted by the City and truly use facts related to cars and parking. It makes no sense to use City parking and driving data that is intentionally skewed, purposefully omits critical data, and in some cases falsifies data for their own ends. An impartial EIS needs to see through this because allowing ADU destroys neighborhoods by not acknowledging the fact that we need places to park cars.</p> <p>One of many examples of how the City has worked to manipulate the data. The City likes to quote that just over half the people working in Downtown Seattle get to work via means other than single occupant vehicles. To which you need to say "so what". The City data is misleading and irrelevant to the amount of cars in the City of Seattle. 1) What is important is all the cars using the City, not just the employees - I do business in the City and drive there all the time but I am not counted in their metric - don't let the City define the problem - and don't be as dumb as they hope you are - these are real issues and problems. 2) What is important is that the 'facts' that the City uses is self-reporting of a sample of employees - these are not real traffic counts, this is reporting by people who respond using their idealized self... try asking people how many hours a week they exercise... then compare against actual data. 3) If parking was not a problem, then explain the rise of RPZ zones in the City of Seattle. 4) If no one drives, explain why the City parking garage is always full of City cars, leaving patrons nowhere to park when visiting DPD (or whatever they want to call themselves this decade). 5) In order to get their "data" about >50% don't arrive in single-occupant vehicles, why did the City need to expand the borders of Downtown to get that figure?</p> <p>My point is this: there are so many instances in which the City purposefully misleads its citizens and traffic, parking, and car use. In the case of an EIS, someone has to ask the hard questions and not take the City at face value.</p>
10/5/2017 21:55:45	Ian Crozier	The cost of regulatory delay for the environment, economic segregation and housing affordability.	Scope must account for temporal aspect of decision-making process. How much value is lost for each month of maintaining growth quarantines and single-family zone segregation?
10/5/2017 22:26:30	John Shafchuk	NO	I think the changes to the current ADD and DADU are good and should be adopted. I'm okay with off street parking still being required.

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10/7/2017 6:55:11	Joel Colvos		Please don't let a handful of Queen Anne NIMBYS determine what is possible and needed for the rest of the city.
10/7/2017 9:35:09	Joel Miller	Please address the SDCI permitting process for ADU construction. Many simple remodels require a relatively easy to obtain STFI permit. However, an equally simple ADU construction requires full plan review. This is a much more complex process for non-professionals to undertake, and the plan review backlog current runs over 4 months. This added hurdle adds significant time and cost to homeowners wishing to add an ADU, discouraging homeowners from undergoing the necessary permitting and regulatory processes.	
10/7/2017 10:12:36	Roman Pohorecki	Seattle calls itself a sanctuary city, but it's in name only. "You're all welcome here, just not in my neighborhood, ok?" This city MUST relax zoning laws for things like ADU or we will quickly become like San Francisco with median home prices well over \$1,000,000. Stop acquiescing to home owners who constantly want to dictate how others should build and live. Let density happen.	Alternative 2 is so much better.
10/8/2017 6:51:27	tony soffe	All for it. Is there anyway for my email address to be updated throughout the process.	Would there be size requirements? I.e; minimum or maximum square footage allowed? Or would it be based off the lot size?
10/8/2017 15:08:46	Ken Molsberry	1) In the Housing & Socioeconomics section, I believe "Potential impacts on neighborhood character of non-owner occupied multi-family development in single-family-zoned neighborhoods." should be added to the list. 2) In the Land Use item, "Potential impacts on vegetation, tree canopy, and environmentally critical areas (ECAs)", I believe "soil water retention" and "the value of private open space in an urban environment" should be added to the list.	
10/8/2017 17:16:36	Brendan Rahman		Bravo for offering an alternative with no parking requirements. We should be worrying much more about the ADU impact on housing affordability (important) than its impact on parking (not important).
10/8/2017 18:37:02	Nancy Kuta	Please be sure there is adequate infrastructure throughout the city, not only for DADU units, but for the thousands of apartments which have recently been built by developers. I'm amazed that people are concerned about parking when creating parking spaces in large apartment buildings and definitely in apodments, has been a non-issue. These large buildings which house hundreds of residents have not been built to provide residents adequate parking. Residents may take public transportation to work which typically is nearby but many still own cars which they use on the weekends or occasional day because of their schedule. I don't see parking being a problem in single family neighborhoods where there is adequate parking.	Please allow these units to be built as quickly as possible.

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10/9/2017 8:41:42	Tracy Domingues	i am concerned about the impact to changes in the parking ecosystem that this potential change will cause.	<p>Clearly, Seattle needs to do something about the supply of housing in the city. I favor increased density in residential neighborhoods, particularly properties located on arterials in residential neighborhoods. However, I think that ADUs should be available to all properties in the city.</p> <p>Personally, I am in favor of paid parking on all city streets. I do not support on-street parking permits, unless those are city-wide and paid parking is simultaneously instituted for those who do not have permits. When there are not permits contiguously on streets, the next available street without permits gets inundated. Many people who have on-property parking available to them, don't use it for their cars. If people who have garages and driveways choose to repurpose those spaces, then those people can pay for parking on the street. Also, I think it's unrealistic to think that small-sized ADUs won't have cars associated with them. Ideally, parking benefit districts would be more persuasive to the people who live on the streets to paid parking on all streets.</p>
10/9/2017 11:05:16	Jeff Ruehlmann	I would like to see the height limit raised for non-gabled or asymmetrical roofs on DADUs.	
10/9/2017 11:13:53	Sharon Heiber		I am writing to endorse the proposal that DADUs not be limited to property owners who live on-site. We would love to build a DADU (on our large city lot) if we could have the option of renting both our house and the DADU in the future. Thank you for your work on this process and taking my comment into consideration.
10/9/2017 12:46:18	Dennis Conner	No	This concept of allowing up to three ADUs to SF properties and non owner occupied ADUs makes huge sense. It's a great way to add concentration in the City without creating large multifamily units like HALA proposed in SF neighborhoods. And it allows for that concentration to be spread throughout the City and not just in a few designated areas like HALA proposed. I like this idea.
10/9/2017 14:19:04	Eric	Minimum lot size for a DADU is indicated to be 3,200 sf under Alternative 2. As many lots in the city are platted at 3,000 (not 3,200) has there been or could there be any consideration to allowing the minimum lot size to 3,000 sf under alternative 2. I own a single dwelling home in the Phinney Ridge/ Green Lake neighborhood. We would consider adding a DADU unit over our existing detached garage to accommodate our family (owner occupied) if it were allowed. As a sidenote- I believe we are allowed to add over the garage under current zoning code so long as it was attached as any addition /connected to the main house (part of second story). It seems limiting to allow an addition over the garage as part of a whole house remodel/addition but not allow a more simple addition of a DADU over the garage on the grounds that it has its own entrance. If DADU's were allowed on 3,000 sf lots this would not be an issue.	

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10/9/2017 17:59:32	George Lee	PASS ALTERNATIVE 2!!!! MORE EASIER ADU/DADUS!	PASS ALTERNATIVE 2!!!! MORE EASIER ADU/DADUS!
10/10/2017 19:39:01	Jean Anton	possibility of separating a single family lot with a DADU and selling it separately	I believe alternative #2 is the best option on all counts
10/10/2017 20:28:23	Marie Baraldi	No.	Interested in building a backyard cottage; I think more should be built in Seattle.
10/11/2017 14:56:01	Grace Carpenter	Nothing else - this looks pretty comprehensive	Alternative 2 looks very reasonable and addresses my concerns about DADU restrictions in Seattle. I would strongly support Alternative 2. I think more DADUs would help create more affordable housing.
10/11/2017 15:48:06	Leslie	Yes. Because of all the new rules AGAINST landlords, why not give them a tax INCENTIVE if they own and rent out an ADU?!	There are financial barriers to building and renting an ADU, so compensation from the city would make many more happen!
10/11/2017 18:11:05	Laurene K Lundberg		Eliminating on-street parking leads to narrowed streets as cars line both sides. It makes a difficult passage for emergency vehicles (fire trucks), garbage trucks and delivery trucks. When you take out driveways, you eliminate possible vehicle turn-out areas. The streets become limited to one lane, forcing vehicles headed in opposite directions to back up to the nearest intersection.
10/11/2017 21:48:53	Jennifer Fujimoto		Please definitely consider Alternative #2 for Topic 5 - Maximum square footage of 1,000 square feet, excluding garage and storage areas. In particular the exclusion of garage and storage areas opens up more possibilities for carriage house type DADUs and artist live/work spaces. The current 800 sqft inclusive max is prohibitive of this type of flexible solution.
10/11/2017 22:28:46	Rachel schilke	Nope! Looks great	I am very much in favor of option 2!
10/12/2017 10:17:57	Denny Conner	It would be great if ADUs and DADUs could have separate metering if the property owner wanted. My wife and I have an ADU in our home and it's always guesswork to figure out how much electricity and water get used by the renters.	
10/12/2017 14:49:37	Jeanne Merritt		I strongly prefer Alternative One. My first concern is in regard to parking requirements. As a senior who has lived in West Seattle most of my life and in my current home for 24 years, I am finding that some of my friends have mobility issues and must park near my home. If the street is clogged with cars, such friends cannot visit and our quality of life suffers. My second concern regards owner occupancy. I strongly prefer that one unit per lot must be owner occupied for at least six months per year.
10/12/2017 20:11:51	Choy Vong	Do you have a model showing how a lot with 2 mothers-in-law look like? 60% of the back yard coverage means the counting is from the foundation back to the back of the property?	

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10/13/2017 14:30:36	Sylvia Schweinberg er	Special emphasis on looking at the Sewer Capacity within the city. We have had one large sewage spill due to a failed part and an overamount of drainage due to one large storm causing the only sewage treatment plant to fail. This allowed raw sewage to spew into Puget sound for months and cost millions of dollars to fix. Since then I have heard of one more sewage line break in the neighborhood just east of golden gardens at exit of the Locks. The sewage has to be trucked from one sewage pipe to another until this break can be fixed. No information on the cause but the amount of new buildings now must be straining sewer capacity. Also, supply water pressure is low in some neighborhoods already - look at Phinney Ridge. The city is required to supply a pressure of 36psi. There are lots of new buildings there and the amount of flow is being reduced. Will pump stations be required in areas at the top of hills that have minimum water pressure to accomodate all the new buildings. How will increases in sewage outflow affect the environment in puget sound in particular in relation to oxygen levels in the water and health of the ecosystem for animals like Orcas and salmon?	Reduced parking requirements especially in neighborhoods should be studied because I believe parking should be required for all buildings. Seattle is an old city and was not designed for the amount of cars people have now. I own two rental properties and have never rented to a person that didn't own a car. My properties do have off street parking but the neighborhood they are in has many homes that don't have garages. The neighborhood was built to accomodate parking on the street and the street parking is close to getting used up. This is in a neighborhood with good bus transportation to downtown and northgate, on Phinney Ridge. Even though people have good transportation in a walkable neighborhood, they still own a car and the couples I rent to have one car per person - two car households. This is common - ask any apartment owner or apartment dweller. Do a study and not a biased study. Use DMV records and match them to the owners address. I'm sure you will find that the majority of apartment dwellers own cars. I read many articles about empty garages at apartments and how developers say they are too expensive to build. But apartment dwellers will try to save money if parking is a separate charge, by parking on the street. We need to be realistic and require that builders put in infrastructure for cars.
10/13/2017 14:49:39	Gerald Stewart	I would like the name Backyard Cottage to be required instead of redefining that name as Accessory Dwelling Unit.	
10/14/2017 7:53:19	Dominic Aspria,	Leave our single family properties alone!!! with the new proposals the parking will be very limited!! Our Property tax will be higher even if I don't one these units on my property!!! If you want more low cost housing build more apartment houses in the area where they are already authorized and make then low cost!!!	
10/14/2017 8:56:29	Tyler		Why doesn't the city consider allowing 2 detached 500 sq ft micro units if the owner chooses vs one 1,000 sq ft detached ADU? Overall I think this is a great step forward for the city though!
10/14/2017 15:49:58	Caleb Heeringa	I would like to see a third alternative studied that analyzes the environmental impact of adding duplexes, triplexes and denser forms of housing to single-family zones as suggested in the HALA plan. Many cities allow these sorts of denser housing options, and as long as city staff is investing resources in analyzing the impact of ADU/DADUs, it would be a missed opportunity not to use this EIS to take a more holistic look at the value of denser housing in a growing city like Seattle compared to the status quo, which is essentially suburban zoning patterns.	Please ensure that any analysis of: tree canopy, vegetation, impact to environmentally critical areas, car ownership, water, sewer and stormwater, affordability, etc. take into account the fact that housing demand does not end at Seattle city limits and that a lack of housing in the city affects demand for housing outside the city. Please include an analysis of the carbon emissions related to infill housing compared to housing outside the city, further away from reliable transit, biking and walking infrastructure.

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10/15/2017 9:28:29	Emmy Anderson		<p>1. Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production.</p> <p>2. Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF Allow 20% increase for lots over 5000 SF</p> <p>3. Housing Opportunity Overlay. Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired. Allow Residential Small Lot zoning without MHA in Overlay. Make parking requirements therein voluntary</p> <p>4. Legalize non-conforming housing types and uses, such as duplexes, established before 1995. Let's not penalize properties that already provide extra dwellings. Let their owners maintain, upgrade and expand them without needing to avoid scrutiny.</p> <p>5. Buffering detached houses from higher zones: If adjacent zoning is not SF 5000 zoning, allow flexible increase in height, or setbacks to help with transition to other zones (LR, NC)</p> <p>6. Land use changes to make accessory dwelling units easier to built: Allow exceptions for handrails and parapets over height limit. Decks over 18" and covered areas should not count toward accessory use square footage, but should have stand alone total. Allow separate metering of utilities. When expanding a garage/existing non-conforming use, allow vertical expansion in line with existing structure, rather than to setbacks. Extra height for flat roofs when used as a green roof.</p> <p>7. Create incentive program for owners to rent to low income neighbors via property tax discount.</p> <p>8. Study impact of split ownership of house and cottage structures. Seattle has no starter houses.</p> <p>9. Allow split ownership of lots with existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established.</p> <p>10. Allow homeowners to qualify for small loans from Office of Housing from pool of MHA payments when creating additional dwellings. One of the key criticisms of MHA is whether affordable housing created will be well distributed, and by making the available loans applicable at residential</p>

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			<p>scale, on a parcel by parcel basis, affordable housing would be sprinkled everywhere.</p>

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10/15/2017 11:23:53	Gail Bloom	<p>As a senior, I would like to build an ADU or actually DADU for myself so the I can live independently from my children - we could care for each other but have space for privacy. The new legislation makes that easier but it is still very limiting because of setbacks front and rear and 35% lot coverage. I need a single story unit with generous paths of travel - this is not possible with my property. I see other nearby home on much smaller lots with much more lot coverage so I do not understand how this is the case for them and not for my situation. My friends say that the neighbors have something called non compliant structures - can I have one? Is there a process for that?</p>	<p>Parking is a requirement that is difficult to achieve. I have explored additional parking solutions on my property. I understand that drainage is a big concern, but planners at the counter have been unhelpful in the extreme in suggesting how to provide new spaces. Apparently there is nothing available besides parking on sod that is legal. In fact, the planner suggested if I wanted to do something different, I should do it after my occupancy permits were issued. Surely there is some material that could be used that meets the objectives of drainage and common driveway standards that can be approved. I don't want to be gamey or violate the law.</p> <p>The existing owner occupancy standards seem onerous and impossible to administer. My property is held in a living trust. Must my death be reported to the City and then would my children lose their housing security if I was hospitalized or worse passed. These deed covenants remind me of racial covenants so prevalent of the past which are nearly impossible to remove... even though they are illegal.</p> <p>Thanks for your consideration.</p>

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10/15/2017 19:41:58	Jayne Williamson		<p>I totally disagree with the proposal to removing barriers for adding ADU or DADU for two reasons. My biggest objection is the no parking requirement. I think the city is blind to the fact that people live in the Seattle area because they like the outdoors and like to hike and ski and boat. Uber does not take you to the ski slopes or hiking trails or tow your boat. These same people may not drive to work but they do own cars and need a place to put them. The best place to put them is on their own property and not on public property. Not only is it impossible to drive two cars in opposite directions down a street including the Broadview neighborhood now... but also having more cars on the street just invites more car break in crimes. Cars are more accessible to the criminals. Also saying that the owners only have to live in the property 6 months out of the year is crazy. Who is going to monitor that. We have a neighbor who is already planning on renting his house out as a duplex even though it is not zoned for such.... maybe disguising as a ADU or Airbnb? Is it the neighbors responsibility to turn them in? And then live next to them? Please please reconsider these changes..... I do think they will have a greater environmental impact than is predicted and those who are proposing the changes do not live in the neighborhoods that will be affected most. I live in Broadview where the lots are large and can accommodate a DADU and ADU on the same property.... We have no curbs or sidewalks and already overflow from the apartments and townhomes is pushing parking into the residential streets where it is unsafe to turn the corner due to poor visibility and unsafe for pedestrians. Our crime rate has skyrocketed in the past few years too. Do not give criminals more access to cars!</p>
10/15/2017 19:53:14	Zelma Zieman	<p>With the changes proposed in Alternative 2, would like to see the EIS address neighborhood impacts to parking, traffic, and road wear and tear; impacts to city infrastructure especially stormwater runoff; other impacts to utilities such as water supply and rates, power supply and rates; impacts to the city's migration flyway plan and tree canopy programs; and finally, potential decrease in housing stock due to owner not required to occupy property for 6 months (i.e. will more properties become Air BnBs and therefore not available as local housing). In addition, are impacts to these items being mitigated with impact fees or passed on to the general public?</p>	<p>Concerned that once properties with ADUs and DADUs are allowed, this changes the zoning such that the structures on site can be replaced with duplexes, triplexes and row houses. In other words, back door route for multi-family zoning.</p>
10/15/2017 21:06:04	Jason Weill		<p>Backyard cottages are a great way to create infill development to offer lower-cost housing for Seattle's struggling working- and middle-class citizens. I encourage the council to proceed with legislation to encourage ADU creation. Removing owner-occupancy restrictions and parking requirements will help encourage more housing units to be created.</p>

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10/15/2017 22:21:00	Jim Lamb	I wish we could consider allowing actual duplexes and triplexes in single-family neighborhoods. I'm concerned Alternative 2 doesn't go far enough.	One concern I've heard voiced by ADU/DADU opponents is that this will cause the price of single-family homes to go up because developers will be bidding on them. I would be interested to see the scope include an analysis of how this change would affect the price of real estate.
10/16/2017 7:58:56	Matt Schonwald		I am in support of this additional dwelling
10/16/2017 9:47:31	Kate Krueger	Please investigate the impact of removing the new side sewer connection requirement for DADUs (match DADU and ADU sewer requirements).	
10/16/2017 10:42:53	Gabe Levin	Yes, sewer capacity, CSO runoff impacts, tree canopy impacts, quality of tree canopy, increased traffic congestion, parking impacts, the desire of existing residents to endure these changes, the rate of adoption due to investor incentives in the proposal (ending the six month/year occupancy requirement invites investors to find nominee purchasers and flout a rule that expires after one year)	Yes
10/16/2017 11:11:17	Gabe Levin	Yes, the city should maintain the current code but provide staff to help expedite resident homeowners' efforts to build their own ADU or DADU under today's code. That would encourage resident ownership which is the revision's stated intent.	
10/16/2017 12:00:18	Jo Ann Brockway	1) Impact on the tree canopy in Seattle and, by extension, impact on the natural removal of air pollution, as well as aesthetics. I would like to see regulations that discourage cutting down trees in order to put in an ADU or DADU. 2) I believe eliminating the requirement for own occupation while adding the number of individuals housed on a lot is a recipe for conflict, noise and disorder. When the owner does not live in the neighborhood, he/she has less incentive to mitigate problems with the property, and renters have less incentive to be good neighbors. 3) Parking is already a problem in my neighborhood. There should either be a requirement for some proportion of off-street parking per some number of units or persons living on a property or a proportional increase in public transportation to neighborhoods based on increases in ADUs or DADUs.	

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10/16/2017 15:33:30	Richard Ta		<p>I think it's great that the city is considering changing existing rules to make it easier to build a DADU. Regarding the 13 issues being studied:</p> <p>Issue 1: I think a house should be allowed to have both an ADU and a DADU if these units conform to city requirements.</p> <p>Issue 2: I believe the off-street parking requirement should be kept. Several Seattle neighborhoods - Capitol Hill, Eastlake and Ballard immediately come to mind - are becoming increasingly difficult for homeowners to find parking for their cars. I moved out of Eastlake mainly because the parking situation had gotten so awful. With land at a premium, many parking lots are being turned into residential or commercial buildings.</p> <p>3: No change. Without the owner occupant requirement, there is the potential for "3-plex" investment properties all over the city, which will negatively transform the neighborhoods.</p> <p>4: Reduce requirement to 3200 square feet. The DADU will still need to conform to other lot coverage requirements.</p> <p>5: Alternative 2. The square footage of the DADUs should be increased to match the 1000 feet allowed for an ADU. The city should also give owners incentive to build a DADU AND provide off-street parking for the DADU by exempting parking and storage structures.</p> <p>6: Alternative 2. I think height should be allowed to go up even further than the proposed 1-3 feet. For smaller lots with less usable lot coverage, the ability to build a usable 2 story DADU, if desired, would provide a quality living experience, vs. just a backyard studio for AirBnB-like purposes. Given the great amount of equity that most Seattle homeowners have gained in a short period of time, many owners can benefit from being able to build larger properties.</p> <p>8 & 9: Alternative 2.</p> <p>Thank you for considering my input.</p> <p>Regards, Richard</p>

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10/16/2017 19:01:21	Daria Sawochka	I am opposed to dropping the owner occupancy requirement! What is wrong with having simple neighborhoods with space between homes?	Too many people in other neighborhood no longer see the sun if a tall tube building is to their south. Plus, with population getting older, at some point, no one will live in homes with stairs up to the kitchen, then more stairs to bedrooms. It is not a family friendly design either. Stop the madness.
10/16/2017 19:32:21	Anne Morrison	strongly opposed 30 yr Seattle resident. A single working mother, I saved for years to be able to buy my starter house, still here. 3 rentals on SF city lots with no owner accountable living there? You're putting triplex equival. w/no parking requirement, in my neighborhood (Haller Lake) there are no sidewalks to walk to non-existing transit, cars will be swamping us. People who move to outer SF Seattle will have cars. Quiet streets here, know our neighbors, you're wrecking one of the few good things left about living in Seattle.	Three NEW plexes on a SF lot in Seattle will NOT be cheap rentals. Anything new now cost more than what it replaces, and here, times three. Please leave us as we are! There are plenty of multiple-zoned areas around not filled to capacity, I see them all the time. I know the developers can't wait to swarm SF neighborhoods; for once, please come down on the taxpayers side and demand a little more from developers, who have really been getting a pretty good deal the last few years.
10/17/2017 10:54:35	Sandra Whiting	impacts of added impervious surface on generation and management of stormwater	agree that loss of tree canopy is important to consider in EIS

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10/17/2017 12:53:54	Andrew Fessel	<p>Re: ADU EIS – Comments from Queen Anne Home/Property Owner – newly retired – planning to remodel a home just purchased and also add a DADU in order to create living accommodations for our daughter and son-in-law’s family – and for my wife and I to provide nearby childcare.</p> <p>Summary: in Support of Alternative #2 – with additional request that 35% lot coverage limit should be raised to 45%. Most important – current allotment of 800 sf does NOT allow for a DADU that contains living/occupancy basic and minimum needs of kitchen – living area – dining area – and two (small) bedrooms. 1000 sf would allow the minimal house components which 800 SF does not. This is an essential DADU regulation change.</p> <p>Dear Aly: As a property owner of 2815 11th Ave. West in Seattle – I would like to offer my comments in support of the proposal to modify the rules that regulate when and where a property owner can create an ADU. I am a new Seattle homeowner and just commencing the renovation of an existing property and the addition of a DADU in West Queen Anne. Based upon my planning and preparations for this project over the past year – I would like to share my experience and recommendations with rationale for why the changes defined in Alternative #2 are essential for Seattle to adopt. Please see my detailed comments below:</p>	<ol style="list-style-type: none"> 1. A single family lot should be able to have an AADU and a DADU. We have a 1000 sf unfinished basement (including garage) that could be modified into an AADU, in addition to the DADU that we plan to place on the lot. We would use this 3rd living unit for another family group – either my older daughter and her husband, or our grandchildren to live when they are grown. 2. No off-street parking should be required. The streets (11th Ave. W. in front of our property – and 12th Ave. W. on back of our property) both have open unused parking space to allow for street parking of our multiple vehicles. We should be allowed to park on the street as many of our neighbors do – who either don’t have garages or do not use those they have. I would prefer to allocate my property to gardens and play areas for our grandchildren, instead of parking spaces that will not be used. 3. No owner occupancy should be required for the house, AADU or DADU. As the property owner – if I decide to move (as my age and physical condition might require) to another location in or outside of Seattle – there is no reason why other members of my family should not be able to remain on my property. Or the then available AADU or DADU could be rented to provide some return for my investment in the property in order to pay for my necessary alternative living requirements. My property should be mine to occupy or not – as I see fit. 4. 3,200 square feet should be the minimum for DADU construction. I had to search the Seattle market for 15 months in order to find a property of the size (5300 sf) where a DADU could be easily added (house placed forward – access to street on back side of property). My large property size required a substantial portion of my project budget, leaving me fewer funds to create the style of living quarters that I desire and that will match the neighborhood. Being able to purchase and install a DADU on a smaller property would allow me to use my funds for renovation and construction instead of the expense purchasing large plots of land – very expensive in Seattle. 5. MOST IMPORTANT – the current limit of 800 sf is NOT BIG ENOUGH to allow for appropriate and necessary living space. The current limit of 800 SF means that either you cannot have a dining area, or a living area, or a kitchen sized for actual use – or that you only have one sleeping room. Sit down with an architect and sketch it out yourself. I have

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			<p>looked at dozens of DADU plans. None of them allow the 800 sf house to contain the essential spaces. If I could just have 200 more square feet up to the 1000 proposed – I could design and construct a house of the size to allow me the comfort and quality of life I deserve – and live on an equal basis with all other city landowners.</p> <p>6. Height limits on DADUs should be higher than existing limits. The limitation on square footage already restricts the size of the additional unit (be it 800 or increase to 1000 sf). The feeling of being cramped in a small house can be greatly enhanced by building the rooms with higher ceilings. City regulations already limit my footprint – please allow the maximum height limit upwards!</p> <p>7. 35 percent of lot area coverage for lots over 5000 square feet is unfair in comparison to the lot coverage of many existing properties in our surrounding Queen Anne West neighborhood. Modern living design is now focused on small spaces – small gardens and patios, with doors opening onto decks and gardens to allow indoor-outdoor living. I should not be required to limit by building coverage to just one-third of my lot. I paid over \$100 per square foot for just for my property value. I should be able to build on up to nearly one-half of that! Lot coverage should be allowed up to the level of 45% - maintaining a majority of the property as not covered by building structures instead of the current two-thirds requirement.</p> <p>8. Up to 60 percent of the rear yard should be allowed covered by a DADU (and other structures) if the DADU is only one story. I will occupy my DADU as an older adult, at an age where stairs impose a substantial and growing challenge. Requiring my DADU to be two-story in order to adhere to lot coverage limitations imposes a physical and quality of life challenge upon me – such that I will not be able to access or utilize a substantial portion of my DADU structure located up a stairway. DADU regulations should be structured for DADUs with an understanding of the age and lifestyle of their very likely type of residents – older adults who cannot use stairs.</p> <p>9. DADU entrance should be allowed on any façade. Fitting a DADU into an existing property while protecting the privacy and usage functions of all other adjacent domiciles is very challenging. Allowing for design flexibility as to where the front door is will also allow a great improvement in the location of interior rooms, best use of space, and design for</p>

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			<p>quality of life within the DADU unit while also protecting the usage of surrounding structures.</p> <p>10. DADU height limit exceptions should be allowed to allow for maximum interior space. The only relief from a small DADU footprint (limitations in the total of two dimensions) is to allow for the maximum possible in the remaining third dimension. Seattle should do everything possible to aid the quality of life for the DADU residents it is requiring to living in the small box footprint by allowing higher ceiling heights and the impact of light that upper windows can deliver.</p> <p>11. Occupancy for a property with DADU and AADU should be allowed up to 12 persons. A DADU and an AADU should be able to hold 3 persons comfortably (two small bedrooms in each). The existing house (with 4 bedrooms) could hold another 5 or 6 persons. Twelve is an appropriate occupancy limit for this housing.</p> <p>12. & 13. MHA and RRIO requirements as proposed seem appropriate.</p> <p>Please let me know if I can offer any other information or perspectives to help you in your decision making.</p> <p>Best regards,</p> <p>Andrew Fessel Property Owner – 2815 11th Ave. W, Seattle WA. 98119</p>
10/17/2017 15:30:57	Max Hensley	In addition to the items listed as part of Alternatives 1 & 2, consider the permitting and sewer access fees required for development of DADUs. Those fees can easily reach into the 5 figures and are a substantial additional barrier to development of new affordable housing units.	The EIS should consider as a comparison the common practice of purchasing a smaller/older home, knocking it down, and building a substantially more expensive single family home. In this real estate market, that is a more likely alternative when development of ADUs/DADUs is discouraged or barred than no action at all.

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10/17/2017 15:43:29	Kelly Glenn	potential to provide the type of housing most lacking (e.g. studios, 3 BRs, whatever that is) and to make a dent in the housing shortage, rather than become full-time AirBNBs	
10/17/2017 15:58:32	Kristen Petersen-Motan		The minimum lot size should definitely be relaxed. I live on a 3,000 square foot lot, but I still have a pretty large yard. I would love to be able to have the option to provide affordable housing for my community!
10/17/2017 16:14:23	Tom Lang	Limits on how the ADU/DADU can be rented? If there is a possibility these additional ADUs/DADUs will be short-term rentals (like Airbnb), the proposed changes will not increase affordability in the city.	I fully support the Alternative 2 proposed changes. Please increase density in this city - for the sake of affordability, equity, and justice.
10/17/2017 17:42:03	Shalini Nilakantan	I am extremely concerned about turning quiet single family neighborhoods into congested spaces.	Let's not destroy the clean communities and neighborhoods we have built with single family homes. This brings together families and gives more spaces for children to play safely. Less congestion and less cars on the roads in our neighborhoods. The more families you cram into smaller spaces the more than it takes away from the quiet and peacefulness we have right now and don't want to lose.
10/17/2017 20:02:20	Sarah Shifley	The EIS should take into consideration broader parking reforms to incentivize use of transit instead of individual car ownership. Seattle must move away from fossil fuel transportation and more and more Seattle residents are realizing this and living without cars. City-wide parking reforms could off-set any concern regarding reduced availability of parking or additional car traffic in residential areas. For instance, the city could make all parking in the city either zoned or metered, increase the cost of parking permits and meters, and use the revenue from parking to maintain bus and bike infrastructure. The amount of permits in residential areas could also be limited. If neighborhoods are concerned about losing green space, the city could also put into place requirements for trees in the green strips along sidewalks.	The EIS should consider reducing the minimum lot size to allow ADUs and DADUs on smaller lots. The EIS should also consider increasing the amount of allowed rear yard coverage if doing so would facilitate construction of more ADUs and DADUs.
10/17/2017 21:38:02	Kathleen Brennan	Credits for remediation of additional CSO runoff due to building ADU/DADUs, e.g., rain gardens/cisterns.	I approve of Alternative 2 for all points except for #3 (Owner Occupancy). In order to prevent excessive involvement by predatory developers, retain the owner occupancy requirement for at least 6 months out of the first 2 years. Allow the maximum square footage to be up to 1000 excluding garage and storage areas.

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10/18/2017 5:52:50	Karen Schmidt	<p>Allow RV living as a DADU. Including RVs and Tiny Houses built to RV standards. Require water, sewer, and electrical hook-ups.</p> <p>Allow DADUs to be on the side of the existing property (driveway). Or in the back.</p> <p>Review and revise land use, parking, and DOT rules. (My understanding is that on an arterial it is currently not permitted to park a large RV in the driveway as moving it interferes with traffic. Suggest revising to restricting movement to non-peak hours such as 10am-3pm, and 6pm-6am.)</p>	<p>DOT traffic laws regarding large vehicles</p> <p>Off street parking requirements for large vehicles</p>
10/18/2017 9:27:03	Jon Krombein		<p>I would like to see the EIS specifically address how any changes to the current rules will affect existing single-family neighborhoods. I would like a clear commitment from the EIS that traditionally single-family neighborhoods are important to the character of the city and need to be maintained.</p>
10/18/2017 9:35:59	David Ogden	<p>Garbage and sewer: if more people will be dwelling on the same size lot then it needs to increase and pay for additional garbage and sewer.</p>	<p>Remove the ability to have both an ADU and DADU.</p>
10/18/2017 10:00:12	Brian Rulifson	<p>Impacts to Tree cover quantity and quality in 10 year expectations for the expected lifetime of the individual projects, Impacts of Rainwater soil infiltration both to the environment (aquifer recharge, etc) and nearby dwellings (basement wetting), Impacts to solar access especially for installed Photovoltaic and other solar capture technology investments, DADU-related Fence building and the impacts thereof, Long-term impacts of ADU/DADU building near Urban Villages on the ability to expand Urban Village boundaries with meaningful associated densification.</p>	<p>I'd like to know the economic impacts of the proposed changes to each councilmember. It would be great to know this would affect their individual property holdings.</p>

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10/18/2017 11:35:21	Kay Kirkpatrick		<p>As a resident of a lower income, diverse neighborhood with smaller size homes on SF lots, I am concerned that this "starter" level type home will now become the target of "developer" type purchasers with the goal of really just creating small multi-family rental properties. This is certainly going to be the result of you remove the owner occupancy requirement. In fact it is already happening "under the table" on my street.</p> <p>As the owner/creator of a DADU I wonder if this occupancy requirement will now also apply to me? Or am I still bound by the legal document I signed?</p> <p>This subtle change will significantly increase neighborhood density and demand on drainage infrastructure, as well as traffic loads, disguised as a "cottage" type project. We are really asking if we can triple density citywide. This should be made very clear to the public, who don't really understand this. So the EIS needs to ask what is the impact to our infrastructure, urban canopy, and traffic if we triple our housing density.</p> <p>A developer on my block who recently removed a small rental house of 500 sf and replaced with 5 huge homes - had to do quite a bit of runoff mitigation (water holding areas etc) as a result. By adding the ADU and DADU to the existing property, wouldn't we need to add similar requirements to those creating these?</p>
10/18/2017 12:32:18	Leslie McClure	<p>If Amazon becomes unhappy with Seattle and makes their 2nd headquarters their main location, like Boeing did, we will have packed 3 homes per lot onto each property for no reason and many will become derelict with no owner on the property.</p> <p>Don't be short-sighted. Are you being reactionary instead of considering all possible future circumstances? Two homes per lot is reasonable. Crowding in three homes per lot will lose us a lot of trees and put up ugly housing in a hurry to house what may not be sustainable numbers of people living here in the future!</p>	<p>Light rail is years away for many Seattle neighborhoods, so those who can't walk to the stores and carry purchases back must use cars and must have parking spaces. To continue building without parking and changing current parking into buildings (like the low income housing at 132nd & Greenwood, which will take away 80 parking places and won't even put one per unit in the building.) is the opposite of what you're doing with mother-in-laws. Not considering parking is thinking of the future without considering the present. Both present and future must be considered!</p>
10/18/2017 13:23:07	Patricia C. Hedtke	limits to what areas this change would apply to	<p>3 living arrangements on a single family property is too much 2 perhaps if there is no subsidence in the area. Most areas between Greenwood, 85th, 1ave and 100th are an old wetland a Bog that suffers from crowned streets, broken sewers and subsidence. Putting denser housing in that area is shortsighted and dangerous.</p>

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10/18/2017 13:34:36	Marvin Jared Lemmon	No additional topics.	<p>The removal of the existing off-street parking and owner-occupancy requirements should not be wholly vacated. From my observations, Seattle is far behind in public transit to consider a complete vacation of the off-street parking requirement in areas of high density and narrow streets; especially in mixed uses areas with retail. The EIS should continue to include and consider this requirement in determinations of whether a new ADU would improve or diminish the health of an area by pushing vehicles into the street for parking. What that means I do not know, yet I left a neighborhood because there was density increase from up-zone so cars were pushed to streets when units were occupied. This had a visible effect of occupants parking on the street, limiting available parking. If the EIS looks at what impact this outcome has for current traffic flow, pedestrian safety, and retail impact then it should not be removed. Unfortunately, I can only speculate on the owner-occupant vacation. And that this removal could generate absentee landlords for properties and from what is shared about absentee landlords taking over such plots to accomplish more density has not been all positive according to Seattle Growth Podcast. Indicating such situations diminish community and should be reserved for apartment complexes and not ADU properties. So would prefer to have the requirement not vacated.</p>

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10/18/2017 13:44:28	Jacob Lee	Given the scarcity of housing and astonishing escalation of rents and home prices, the very minimum is to allow more accessory dwelling units into Single Family zoning.	<ol style="list-style-type: none"> 1. Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people. 2. Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production. 3. Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF. Allow 20% increase for lots over 5000 SF. 4. Housing Opportunity Overlay. Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired. Allow Residential Small Lot zoning without MHA in Overlay. Make parking requirements for additional units voluntary 5. Upgrading non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300 grandfathered duplexes and triplexes within SF zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. They should have the same flexibility under the code that applies to their neighbors in SF zones. 6. Buffering detached houses from higher zones: If adjacent zoning is not SF 5000 zoning, allow flexible increase in height, or setbacks to help with transition to other zones (LR, NC) 7. Make accessory dwelling units easier to build. Allow exceptions for handrails and parapets over height limit. Decks over 18" and covered areas should not count toward accessory use square footage, but should have stand alone total. Allow separate metering of utilities. When expanding a garage/existing non-conforming use, allow vertical expansion in line with existing structure, rather than to setbacks. Allow extra height for flat roofs when used as a green roof. 8. Study using Floor Area Ratio to restrict size of development and incentivize additional housing units. Currently we are seeing many new single dwellings that dwarf the house that was torn down. On a 5000 SF lot, with lot coverage at 35%, and a height limit of 30', we currently allow a house to be 5250 SF. Using a .5 FAR for single dwelling unit properties, allowing .7 for two dwelling units and .8 for three dwellings per lot, the same property would allow 2500 SF, 3500 SF or 4000 SF. Restricting maximum FAR will make teardowns/McMansions less viable, put a break on gentrification, and insure that many more housing units and

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			<p>options are built. FAR limitations will create many lots with dwellings with mix of sizes and prices.</p> <p>9. Double Ownership. Allow split ownership of lots with existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established. Create template for condominium-like agreements to share lot ownership between existing house and new cottage. Seattle has no starter homes and this would create new opportunity for ownership. If we agree ownership is an aspiration, creating more affordable options such as this would be desirable.</p> <p>10. Allow homeowners to qualify for small loans from Office of Housing from pool of MHA payments when creating additional dwellings. One of the key criticisms of MHA is whether affordable housing created will be well distributed, and by making the available loans applicable at residential scale, on a parcel by parcel basis, there will be new affordable housing integrated into every neighborhood. The other difficulty most people face when creating a DADU is securing financing, and having an additional source would help many owners create their own.</p>

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10/18/2017 14:21:42	Scott L Miller		I'm highly in favor of allowing ADUs and DADUs per the scope previously approved by the Seattle City Council and subsequently appealed by the QA Community Council. A cost effective, easily implemented way to increase density within existing single family zones with sensible controls helping to reduce overall energy and carbon use, increasing the number of living units closer to workspaces and transit. Win, win, win. NIMBYs may have the louder voices but this is just common sense legislating at it's best. Strongly supportive and bringing this up with every other Seattle voter in our large circle of local friends.
10/18/2017 14:29:27	Kevin Van Meter	Are ADUs that are potentially mobile (e.g. a tiny home on a trailer bed) accommodated in this proposal?	Thank you for working to increase Seattle's support of ADUs in Seattle.
10/18/2017 14:30:49	Kevin Van Meter	Are potentially mobile ADUs accommodated in this Alternative (e.g. tiny homes on trailers).	Thank you for working to increase the opportunity for people to introduce ADUs to Seattle.
10/18/2017 14:34:28	Eric Cobb		
10/18/2017 14:41:42	nicholas crosser	owner occupancy requirement - please remove	I currently live and work in the City of Seattle and was born and raised in Seattle. I have built a DADU and frankly it is the only thing that has allowed me to continue to be able to afford to live in this city as it has helped tremendously pay for the increase expenses of living in this city. I am extremely worried the current law of limiting homeowners to having to live on the property is too restrictive and out-right illegal. If my current employer had me transferred to another location there is no way I could afford to keep my house here in Seattle due to the owner occupancy requirement. I understand there is an ideology of an onsite homeowner making a better landlord however there are no facts to back this up. The focus should instead be on having better regulations for landlords and tenants in general without illegally limiting the property rights of the landlord. We are the ones helping fight urban sprawl by creating increased affordable housing in this city but by keeping the owner occupancy requirement along with the other restrictions of building an DADU the risk for the homeowner is just to great. There must be a better common sense approach otherwise the DADU's will just not get built and instead you will have larger McMansion's being built in our neighborhoods for the rich as these will be the only folks that will end up being able to afford to live in Seattle.
10/18/2017 14:42:46	Jake Antles	No	I support the draft scope of the EIS and additionally would like to comment that I am VERY supportive of raising the Household Size Limits.

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10/18/2017 14:53:03	Chris	<p>Yes. I very much understand why there is a huge push to create more housing in Seattle; it's simple economics...supply & demand. By creating more housing, supply increases and costs should reduce once supply hits critical quantity. I agree that this is the best idea to solve that simple model.</p> <p>I also feel, however, that this initiative affects the demand side of the equation in a bad way, and possible effects of making ADU's more accessible will have a negative effect on our communities and long-term desirability of our housing. By allowing ADU's, micro-housing, low-quality/high-capacity housing, and other means designed to curb costs into single-family residential areas, the quality of life for existing residents diminishes, urbanization and increased density occurs in undesirable locations, and the city becomes increasingly inefficient.</p> <p>In my opinion, current and recent elected officials have made decisions as leaders, and not representatives. As such, I do not feel that the current scope adequately studies the impacts to current residents.</p>	<p>Yes. Our city and surrounding neighborhoods are filled with cranes. It is clear that the city is experiencing growth beyond expectations formulated years ago.</p> <p>One trick that developers and consultants like to employ is to evaluate the impacts of new development in contrast with existing current conditions or conditions at the time of a study of interest (e.g., per Consultant Study (2006)). These conditions are not applicable.</p> <p>Rather than evaluate vs. current or historical data, please consider reasonable trends. West Seattle - the neighborhood I live in - has changed in character. From what I know, it has grown nicer with time, especially as the City of Seattle grows south and urban centers populate & appreciate in value. Meanwhile, our architectural reviews, traffic studies, and other means of evaluating building permits (and this case the EIS) hold new construction to archaic standards (e.g., low-quality building finishes, low-quality architecture, no traffic, lots of available street parking) that no longer apply. Please project using reasonable logic.</p>

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10/18/2017 14:54:50	Ryan Donahue	Given the scarcity of housing and astonishing escalation of rents and home prices, the very minimum is to allow more accessory dwelling units into Single Family zoning. This is a perfect opportunity to look beyond the backyard cottage at what more we could do to solve our housing shortage.	<p>Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people.</p> <p>Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production.</p> <p>Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF. Allow 20% increase for lots over 5000 SF.</p> <p>Housing Opportunity Overlay. Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired. Allow Residential Small Lot zoning without MHA in Overlay. Make parking requirements for additional units voluntary.</p> <p>Upgrading non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300 grandfathered duplexes and triplexes within SF zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. They should have the same flexibility under the code that applies to their neighbors in SF zones.</p> <p>Buffering detached houses from higher zones: If adjacent zoning is not SF 5000 zoning, allow flexible increase in height, or setbacks to help with transition to other zones (LR, NC)</p> <p>Make accessory dwelling units easier to built. Allow exceptions for handrails and parapets over height limit. Decks over 18" and covered areas should not count toward accessory use square footage, but should have stand alone total. Allow separate metering of utilities. When expanding a garage/existing non-conforming use, allow vertical expansion in line with existing structure, rather than to setbacks. Allow extra height for flat roofs when used as a green roof.</p> <p>Study using Floor Area Ratio to restrict size of development and incentivize additional housing units. Currently we are seeing many new single dwellings that dwarf the house that was torn down. On a 5000 SF lot, with lot coverage at 35%, and a height limit of 30', we currently allow a house to be</p>

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			<p>5250 SF. Using a .5 FAR for single dwelling unit properties, allowing .7 for two dwelling units and .8 for three dwellings per lot, the same property would allow 2500 SF, 3500 SF or 4000 SF. Restricting maximum FAR will make teardowns/McMansions less viable, put a break on gentrification, and insure that many more housing units and options are built. FAR limitations will create many lots with dwellings with mix of sizes and prices.</p> <p>Double Ownership. Allow split ownership of lots with existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established. Create template for condominium-like agreements to share lot ownership between existing house and new cottage. Seattle has no starter homes and this would create new opportunity for ownership. If we agree ownership is an aspiration, creating more affordable options such as this would be desirable.</p> <p>Allow homeowners to qualify for small loans from Office of Housing from pool of MHA payments when creating additional dwellings. One of the key criticisms of MHA is whether affordable housing created will be well distributed, and by making the available loans applicable at residential scale, on a parcel by parcel basis, there will be new affordable housing integrated into every neighborhood. The other difficulty most people face when creating a DADU is securing financing, and having an additional source would help many owners create their own.</p>
10/18/2017 14:57:07	Wendy Heipt	PARKING. PUBLIC TRANSPORTATION. EFFECT ON UTILITIES.	Can we keep single family neighborhoods (such as Madrona) single family? At least until you figure out infrastructure? Otherwise you're just piling people into neighborhoods that have no bandwidth to accept them.
10/18/2017 14:58:01	Sean Cassidy	Building height restrictions being removed	

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10/18/2017 15:19:44	Paul Nathan	Projected population in Seattle in 2035. We must build sufficient housing to ensure that all members of society can live in Seattle by that point. This is a key part of the scope: forcing the majority of the population to live outside of Seattle and commute in is a poor use of Seattle's resources and causes critical pressure on transit systems, interpersonal systems, and increases inequality within Seattle and the region.	Alternative 2 is a good start: please remove or significantly increase the limit to the number of unrelated people who can live on the lot. Please also allow 1-4 more stories on the new development.
10/18/2017 15:19:51	Kara	Impacts to adjacent properties related to set back variances allowed because of existing structures	I am VERY supportive of ADUs, and plan to eventually build one ourselves in our SF zone in west seattle. Several of our neighbors have one, including our adjacent neighbor, who is building one right now. Because they have retained two existing walls of an old garage, they are not required to follow set back requirements. This concerns us, as we have had long-standing drainage issues that stem from that structure and we are worried they will re-appear and worsen with the new ADU structure. At no point have our neighbors alerted us that they were constructing the ADU (i believe the city should have required this, as it has a direct impact on our property in many ways beyond drainage, and I have heard of others complaining of similar situations). Please ensure that regulations address impacts to adjacent properties associated with "grandfathered in" structures. I would hate to see ADUs get a black eye because of their impact to neighboring properties. I very much support adding density to SF zones in ways that are as unobtrusive as possible and believe many others do as well, as long as it does not impact their property in negative ways.
10/18/2017 15:22:07	Garth Vander Houwen	Reduce the power of NIMBY homeowners to match their population, not financial clout.	
10/18/2017 15:32:43	Mark Nelson	Only Alternative 2 options that should be considered are: 5 and 9. Otherwise all of Alternative 1 (current laws) should be kept.	
10/18/2017 15:40:05	Scott Clawson	I am a property owner who is in favor of the changes and wanted to voice that here. please let me know if I should send this somewhere else	
10/18/2017 15:44:59	A.J. Skurdal		The EIS should most certainly address the social and other neighborhood impacts of removing the owner-occupancy requirement for ADUs.
10/18/2017 16:05:52	Gabriel Avila-Mooney	none	I support Alternative 2. This may allow many people living in Seattle the ability to remain in there home as property taxes and expenses sky rocket due to gentrification and increased costs of living. Having an additional dwelling unit to rent for supplemental income will allow struggling families the ability to lessen the financial stress of living in a steadily less affordable region, which in turn will keep workers in the area. I don't see any down-sides to this.
10/18/2017 16:26:18	Cynthia Etter	Would it be possible to establish some sort of rent cap so these ADUs don't just become a cash cow for the owners?	

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10/18/2017 16:35:04	Ellen Sollod	How do these changes effect the urban character of the neighborhood?	How can the City develop standards that encourage retention of the historic urban fabric while increasing density.
10/18/2017 17:03:18	Val Sporleder	<p>Property Taxes; There was no mention of taxes in the presentation and I wonder how those will be affected. Are home owners rates suddenly increased when a DADU is added to the property because they have 'improved' their land? Does the assessed value go up for the land AND the structures on it? How does this work and will people contemplating a DADU know what there taxes will be ahead of time or at least how they will be assessed so they can estimate and plan accordingly.</p> <p>Zoning; If you are adding ADU and DADU to a property it really is no longer 'Single Family'. The SF zoning doesn't just refer to the physical structure but also implies certain amenities. More open space (yard, parking strip), parking (on and off street), less transient neighbors (owners rather than renters) which tend to be more thoughtful in construction and maintenance. I believe this needs to be looked out. This goes back to Owner Occupancy requirement. I believe this is a MUST to keep the expectations people have for a SF Zone. And to keep things "neighborly".</p> <p>Not Market Rate Housing: Keep in mind how these potential 'Rentals' will be different than others. Because of the close quarters, owners are more likely to rent to family and friends and therefore charge differently. Or not rent out at all. Will they be able to do this or will law require them to rent as a landlord and follow those requirements? If they are renting out as an Airbnb that's a lot higher rate than grandma (one would hope). And does any of this matter? Building more DADU's does not guarantee added lower income housing.</p>	<p>Many of the barriers to DADU construction are cost related and the uncertainty of how they will be regulated. I also, don't think inviting developers into a SF zone is a good idea at all. They are NOT stakeholders in the neighborhood and no amount of regulation can force them into this role. Owner occupancy should remain! I like ADU and DADU and think more should be built. Everyone in my neighborhood has done a great job! However there are definite concerns. Like adding them with no parking requirement when we have no reliable public transient system is a difficult one for me as well. I've lived in neighborhoods where parking was a competitive sport and even without ADU and DADU's it is becoming a problem.</p>

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10/18/2017 17:14:52	David Moehring	<p>(A) Impact to Schools when the number in a household increase from 4 up to 12 persons. (B) The calculated capacity of sanitary and power existing verses what would be required to increase from 4 up to 12 persons across over 60% of the Seattle Land mass within the next 20 to 30 years. What infrastructure projects and anticipated escalated costs should the city be prepared for, and how the burden for these costs might be relieved. (C) Specific 20 year time period in with the 75 / 80 subdivision rule must not be changed; and / or making a 20-year time period in which residential lots may not be subdivided (for the purposes of making one parent lot into two development lots). (D) tree canopy impact must be included in the EIS - as 60% of Seattle's tree canopy is on SF zoned properties. A tree needs an approximate area of 30 feet by 30 feet to mature. (E) The proposed 3 dwellings per minimum 3,200 square foot lot equates to a density as high as 1 dwelling per every 1,066 square feet of lot area. This would put residential lots more dense the lowrise zoned lots that have an allowable density of 1 dwelling per 2,200 square feet of lot area. Accordingly, the EIS should separately examine other minimum lot sizes for 1 ADU; and the EIS should examine the minimum lot size for the proposed 1 ADU with 1 DADU. Particularly, proportionate to LR1 zones, the minimum lot size for a SF lot with just 1 ADU could be as low as 4,400 SF to match LR1. Similarly, the minimum lot size for a SF zoned lot with 1 ADU and 1 DADU should be no less than 6,600 square feet lot area.** (F) The EIS should evaluate the affect of "Urban Heat Islands" when the amount of green space is significantly reduced on over 50% of the City's existing land area. The proposed maximum area of 1,000 square feet of ADU or DADU is the same as what is being provided in three-story rowhouses in lowrise zones. The spaces between dwellings of this density are paved and not capable of absorbing heat generated in dense areas. (G) The affect of urban heat island effect on wildlife should be quantified in a similar manner to how Seattle protects the Waterfront and Salmon populations.</p>	
10/18/2017 19:05:33	Pat		<p>Keep at least one parking spot requirement on the books, esp. for those properties being allowed two ADUs. Minimum of a 30 front frontage, and at least a 3000 sq. ft. full depth lot. Minimum 30 foot setback between laneway ADU and main house, and of course a sliding scale of ADU square footage based on lot size.</p>

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10/18/2017 19:31:36	Ben Mitchell	I think ADUs seem like a great tool to help address the shortage of housing in the city. The policy seems relatively undistruptive to the look and feel of neighborhoods, and I would advocate to look even beyond ADUs and look at more aggressive zoning changes to single family neighborhoods. I.e. allowing for duplexes, triplexes, and stacked flats. Zoning changes to allow for these kinds of homes, particularly in neighborhoods at low risk of displacement, I think are really important.	<p>1) Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production.</p> <p>2) Housing Opportunity Overlay. Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired. Allow Residential Small Lot zoning without MHA in Overlay. Make parking requirements for additional units voluntary</p> <p>3) Upgrading non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300 grandfathered duplexes and triplexes within SF zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. They should have the same flexibility under the code that applies to their neighbors in SF zones.</p> <p>4) Buffering detached houses from higher zones: If adjacent zoning is not SF 5000 zoning, allow flexible increase in height, or setbacks to help with transition to other zones (LR, NC) Make accessory dwelling units easier to built. Allow exceptions for handrails and parapets over height limit. Decks over 18" and covered areas should not count toward accessory use square footage, but should have stand alone total. Allow separate metering of utilities. When expanding a garage/existing non-conforming use, allow vertical expansion in line with existing structure, rather than to setbacks. Allow extra height for flat roofs when used as a green roof.</p> <p>5) Study using Floor Area Ratio to restrict size of development and incentivize additional housing units. Currently we are seeing many new single dwellings that dwarf the house that was torn down. On a 5000 SF lot, with lot coverage at 35%, and a height limit of 30', we currently allow a house to be 5250 SF. Using a .5 FAR for single dwelling unit properties, allowing .7 for two dwelling units and .8 for three dwellings per lot, the same property would allow 2500 SF, 3500 SF or 4000 SF. Restricting maximum FAR will make teardowns/McMansions less viable, put a break on gentrification, and insure that many more housing units and options are built. FAR limitations will create many lots with dwellings with mix of sizes and prices.</p> <p>6) Double Ownership. Allow split ownership of lots with</p>

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			<p>existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established. Create template for condominium-like agreements to share lot ownership between existing house and new cottage. Seattle has no starter homes and this would create new opportunity for ownership. If we agree ownership is an aspiration, creating more affordable options such as this would be desirable.</p> <p>7) Allow homeowners to qualify for small loans from Office of Housing from pool of MHA payments when creating additional dwellings. One of the key criticisms of MHA is whether affordable housing created will be well distributed, and by making the available loans applicable at residential scale, on a parcel by parcel basis, there will be new affordable housing integrated into every neighborhood. The other difficulty most people face when creating a DADU is securing financing, and having an additional source would help many owners create their own.</p>
10/18/2017 20:02:53	Joe Terrenzio	No, not for the EIS though I do have other concerns about ADU implementation.	Yes, particularly the application, inspection, and permitting process for ADUs. There are a significant number of properties and owners who would currently like to implement an ADU/DADU but do not because of the long waits for construction permits, unclear guidelines on what is required (separate heating for example), and potentially high costs for improvements or renovations to existing structures.

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10/18/2017 22:51:05	Francine Friend Alexander	our land is covered by a covenant that forbids us from having 2 buildings on any lot within our plat; thus, you HAVE to specifically exclude properties covered by Covenants forbidding secondary dwellings from your new land use codes or you will invite lawsuits and I don't want to pay for lawsuits	you are going to create a parking and street access nightmare with this proposal...
10/18/2017 23:27:02	Rich	I'd like to understand the impact of removing the owner-occupancy requirement on (1) local ownership; (2) displacement; (3) housing costs; (4) crime rates; (5) everything else. I expect that this change will invite a ton of out-of-town investment in our housing stock, which will be converted into 3xUnit rentals. The owner-occupancy requirement limits this effect. I'm not clear on the degree to which owner-occupied ADU sites drives changes in the cost and quality of housing and the surrounding areas, as compared to an influx of non-owner occupied ADU. I would like to learn that from the EIS.	
10/19/2017 8:59:05	Bonnie Miller	Environmental concerns about more impervious surfaces, storm water runoff and loss of canopy.	Whether the unit(s) will have safe sidewalks to buses, whether the infrastructure can support additional services such as water and sewer,
10/19/2017 9:34:22	Glenn Herlihy	No	We built an ADU in 2015. The off street parking requirements dramatically and negatively influenced our design. We live near the light rail station where rental housing is needed very badly and cars are not needed. Please remove off street parking requirements. Also please abolish owner occupancy requirements. While these may be comfort for rich people in rich neighborhoods they negatively impact under-served communities who desperately need more rental properties.
10/19/2017 10:28:27	Gayle Garman	Increased storm-water run-off will be generated by the increased hard-surface areas of roofs and patios associated with increased coverage of lot areas. City storm-water infrastructure is already undersized for the increased intensity of rainfall resulting from a changing climate. At full build-out of the alternatives, what will the the impact on the magnitude of storm-water run-off and what infrastructure improvements will be needed?	Decreased tree canopy in our neighborhoods and the consequent increases in storm-water run-off, ambient temperatures, air pollution, and decreases in wildlife, esp. birds.
10/19/2017 11:45:24	Harold McNelly	We are completely opposed to the proposed zoning changes in single family neighborhoods.	One in-law unit would be acceptable, additional cottage unit is unacceptable, including the provision to waive off street parking.
10/19/2017 12:14:41	Scott Brown	Expanding maximum size of ADU up to 1500 ft2, not including a garage for parking, to provide dignity and quality of living such as ability to have visitors or family members in more than one bedroom. This will also make the very large capital investment required to build an ADU a more reasonable investment.	
10/19/2017 12:24:04	Paul Villa	Remove the ordinance that requires a DADU have it's own sewer line from the unit to the street. It's cost prohibitive and unnecessary when one can easily tap into the existing sewer line. It'll allow more people to afford to build a DADU.	I prefer alternative #2.
10/19/2017 12:24:41	Curtis Bigelow	required separate sewer connection	can setback requirements be reviewed? Smaller seems better.

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10/19/2017 13:18:50	Daphne Schneider	I believe you have covered my concerns and interests.	I very much support Alternative 2, and urge you to continue to consider this as one way to provide options for affordable housing. Taken in that light/seen through that lens, the more options the better. Thank you.
10/19/2017 13:49:44	Laura Villarreal		I support changing regulations to lower barriers to build ADUs. As Seattle grows, it's important to increase density in every neighborhood through a variety of measures - not just through MHA. ADUs reduce the entry barrier for middle income singles, couples, or families who want to live in a certain neighborhood, increase density without changing the culture of a neighborhood, and are a sustainable way for residents of a neighborhood to "age in place." I currently live in the Wallingford neighborhood.
10/19/2017 15:24:42	Mark Spitzer		There is a reasonable 'third way' that incorporates features from both Alternative 1 (No Action) and Alternative 2. I think that something along these lines should be included.
10/19/2017 17:47:52	Donna DeShazo		I object to every one of the proposed changes. Our single-family residential neighborhoods are already too crowded with inadequate parking facilities for today's multiple vehicles per household; new housing is already exceeding average heights of the neighborhoods to the detriment of "open spaces," and removing owner-resident requirements simply turns single-family residential neighborhoods into multiple-resident/apartment house density...to no one's lifestyle improvement!

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Timestamp	Name	Are there additional topics or concerns that you would like to see addressed in this EIS?	Do you have other comments or suggestions related to the scope of the EIS?
10/19/2017 23:10:11	Josh Hirschland	While this seems like a good first step, I would like to have greater consideration given to upzoning single-family zoned areas, particularly including those located near bus lines, bike lanes, and current and future light rail stops.	<p>Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production.</p> <p>Allow larger DADUs, particularly on larger lots (e.g. those over 4000 SF)</p> <p>Make parking requirements for additional units voluntary</p> <p>Lighten restrictions on renting DADUs, both for short- and long-term leases</p> <p>Make accessory dwelling units easier to built. Allow exceptions for handrails and parapets over height limit. Decks over 18" and covered areas should not count toward accessory use square footage, but should have stand alone total. Allow separate metering of utilities. When expanding a garage/existing non-conforming use, allow vertical expansion in line with existing structure, rather than to setbacks. Allow extra height for flat roofs when used as a green roof.</p> <p>Double Ownership. Allow split ownership of lots with existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established. Create template for condominium-like agreements to share lot ownership between existing house and new cottage.</p> <p>Allow homeowners to qualify for small loans from Office of Housing from pool of MHA payments when creating additional dwellings.</p>
10/20/2017 1:37:20	Jennifer Beetem	I think the public would benefit if there is a financial incentive for owners when Accessory Dwelling Units are rented on 9 month+ leases. For example: a small reduction of property tax for the creation of a lease-able unit of housing; a bonus property tax reduction for creation of a unit of affordable housing. Without an incentive, it may be substantially more lucrative for owners to vacation rental (AirBnB) their ADUs to visitors than to rent these units to Seattle residents. There is a serious shortage of apartments available for lease in Seattle that working people can afford and more ADUs can have a more positive impact on this population if the City evens the playing field with vacation rentals. The City should support a healthy mix of leased residential and short-term/vacation rental use of ADUs.	I am glad loss of vegetation is on the radar. Is the city able to offset tree loss from construction of ADUs under the expanded rules by planting trees on public land elsewhere?
10/20/2017 7:45:25	Zach Lunden	I would like the city to review required setbacks (especially in low-rise zones. Land is in scarce supply and we need to utilize this resource more efficiently by reducing or eliminating setbacks in our urban areas and increasing density.	Remove parking requirements and allow multiple ADUs and DADUs and remove the owner occupancy requirement.

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10/20/2017 9:01:27	Denise Dennis		Please remove the off-street parking requirement, especially in neighborhoods with Light Rail stations. The off-street parking requirement makes it difficult to build a DADU when the house does not have alley access. Also, please remove the requirement for the homeowner residency. This requirement reduces the value of the DADU.
10/20/2017 11:55:52	Zach Emmingham	no.	I support the proposed removal of barriers to the construction of ADU's. In particular, I support the proposal to allow slightly larger backyard cottages, which will make them more viable as living spaces.
10/20/2017 14:05:51	Maxx Follis-Goodkind	It would be great to somehow prioritize approval for ADU that was set aside as affordable housing for a designated period. My biggest concern is that units will get converted to Air BNB and have little impact on the need for additional housing.	The parking requirement seems silly considering how many people in Seattle, me included, that choose not to drive or have only one car for a family. If there is a major bus route within 1/4 mile of a residence then parking requirements seem unnecessary.
10/20/2017 16:53:11	Sofia Soto	Given the scarcity of housing and astonishing escalation of rents and home prices, the very minimum is to allow more accessory dwelling units into Single Family zoning. This is a perfect opportunity to look beyond the backyard cottage at what more we could do to solve our housing shortage.	Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people. Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production. Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF. Allow 20% increase for lots over 5000 SF. Housing Opportunity Overlay. Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired. Allow Residential Small Lot zoning without MHA in Overlay. Make parking requirements for additional units voluntary Upgrading non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300 grandfathered duplexes and triplexes within SF zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. They should have the same flexibility under the code that applies to their neighbors in SF zones.

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10/20/2017 17:04:25	Emily Johnston	Given the scarcity of housing and astonishing escalation of rents and home prices, the very minimum is to allow more accessory dwelling units into Single Family zoning. This is a perfect opportunity to look beyond the backyard cottage at what more we could do to solve our housing shortage.	<p>1. Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people.</p> <p>2. Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production.</p> <p>Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF. 3. Allow 20% increase for lots over 5000 SF. Housing Opportunity Overlay. Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired. Allow Residential Small Lot zoning without MHA in Overlay. Make parking requirements for additional units voluntary</p> <p>Upgrading non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300 grandfathered duplexes and triplexes within SF zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. They should have the same flexibility under the code that applies to their neighbors in SF zones.</p> <p>Buffering detached houses from higher zones: If adjacent zoning is not SF 5000 zoning, allow flexible increase in height, or setbacks to help with transition to other zones (LR, NC)</p> <p>4. Make accessory dwelling units easier to built. Allow exceptions for handrails and parapets over height limit. Decks over 18" and covered areas should not count toward accessory use square footage, but should have stand alone total. Allow separate metering of utilities. When expanding a garage/existing non-conforming use, allow vertical expansion in line with existing structure, rather than to setbacks. Allow extra height for flat roofs when used as a green roof.</p> <p>5. Study using Floor Area Ratio to restrict size of development and incentivize additional housing units. Currently we are seeing many new single dwellings that dwarf the house that was torn down. On a 5000 SF lot, with lot coverage at 35%, and a height limit of 30', we currently allow a house to be 5250 SF. Using a .5 FAR for single dwelling unit properties, allowing .7 for two dwelling units and .8 for three dwellings per lot, the same property would allow 2500 SF, 3500 SF or 4000 SF. Restricting maximum FAR will make teardowns/McMansions less viable, put a break on gentrification, and insure that many more housing units and options are built. FAR limitations will create many lots with</p>

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			<p> dwellings with mix of sizes and prices.</p> <p>6. Double Ownership. Allow split ownership of lots with existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established. Create template for condominium-like agreements to share lot ownership between existing house and new cottage. Seattle has no starter homes and this would create new opportunity for ownership. If we agree ownership is an aspiration, creating more affordable options such as this would be desirable.</p> <p>7, Allow homeowners to qualify for small loans from Office of Housing from pool of MHA payments when creating additional dwellings. One of the key criticisms of MHA is whether affordable housing created will be well distributed, and by making the available loans applicable at residential scale, on a parcel by parcel basis, there will be new affordable housing integrated into every neighborhood. The other difficulty most people face when creating a DADU is securing financing, and having an additional source would help many owners create their own.</p>

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10/20/2017 22:12:03	marjorie rhodes	If Seattle does not protect its single family neighborhoods (neighborhoods with only one dwelling per lot) then Seattle will never again be a livable city. There is a hideous house squeezed in between 2 other houses located about two blocks north of Roosevelt High School, west side of street. It should never have been allowed. It is an example of just how ugly Seattle is becoming. I am from here and Seattle used to be a beautiful city. Any rezones or redevelopment should only be allowed in the downtown area. Don't damage the rest of the city.	
10/21/2017 8:14:00	Beda Herbison	No	I'm in favor of this proposal

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10/21/2017 11:30:01	Susan Francis	<p>Holding us to the lot coverage standards of 35% appears to be a stricter standard than what has been allowed in the neighboring homes. Our home is a smaller, older home in Upper Queen Anne. Many of the homes around us are very substantial, have significantly more lot coverage than 35%, and their footprint does not seem to be an impediment to major remodeling projects. The lot coverage standard of 35% pushes the secondary unit into a two story building. This is at variance with our needs for a single floor plate home to age in place. My daughter and her husband can not currently afford to buy a home in Seattle, but they would like to stay in the city. They both work professional jobs, but the expense of housing is forcing many younger people to the suburbs. They then have to commute into Seattle for their jobs which increases traffic congestion in Seattle and takes time away from their family.</p>	<p>We support amendments to the planning code/zoning ordinance which encourages the production of secondary units in single family districts. As we envision our project, the existing unremodeled primary residence would be brought up to contemporary standards for our daughter and her family to live, and my husband and I would live in a DADU constructed on the rear portion of our parcel.</p> <ol style="list-style-type: none"> 1. Parking: Off street parking solutions are difficult to understand. Planning counter staff have said that because of concerns regarding drainage, no non-permeable surfaces are allowed. However, they said there were no treatments allowed. We are supportive of installing permeable surface such as concrete pavers which allow water to sink into the ground. This is not a standard that adjacent homes are held to; we have seen neighbors install concrete which is not permeable when they do a remodel. Also, there is plenty of on street parking in our area. 2. Owner Occupancy: The current legislation seems unworkable in the extreme relative to a covenant for lifetime owner occupancy. My home is in a living trust and I don't want my children to have to sell the property and lose their housing security because I am gone. I have seen other jurisdictions which require owner occupancy for one year which seems reasonable. 3. Maximum square footage: The current maximum square footage does not net out enough space for easy paths of travel, mechanical and garage space, and our love of cooking, entertaining with family, privacy, and hobbies. The current legislation does not seem responsive to the needs of a senior citizen. 4. Lot coverage limit: 35% is not a reasonable standard. We should be able to build a single or two story unit in the back yard - this would not impact the surrounding neighbors in a negative way as most of the homes in the surrounding area are large and occupied by only 2 people. 5. Transportation: My husband prefers to take public transit. In our neighborhood, the buses are mostly empty so there is plenty of capacity. <p>In conclusion, please allow the lessening of restrictions for DADUs and AADUs. This would provide more diversity in Seattle residential neighborhoods and allow both young and old to live together on the same property.</p>

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10/21/2017 15:15:30	Joseph Herrin	quality of design, quality of construction, sustainability, financing, maintaining the primarily owner-occupied character of seattle's residential neighborhoods	<p>I have several comments to make regarding ADU/DADU zoning:</p> <ol style="list-style-type: none"> 1. Do NOT allow DADU and ADU on the same property (2 vs. 3 residential units per lot). This reduces impacts to immediate neighbors 2. Owner MUST live on the property. If the property is sold, new owner must live on the property. In my view, what makes SF neighborhoods unique is that the folks that own the property also live there. A sense of ownership is a critical ingredient in promoting a strong sense of community. Adding density within SF zones, while maintaining a primarily owner/resident status, would seem the best approach. 3. I'm OK with no additional parking requirement, but in neighborhoods with serious parking issues there might need to be an accommodation of some kind 4. Do not allow DADUs to be built for use as short term rentals (ie AIR BnB) – only for long term rentals. Increasing density only to serve short term rentals does nothing to help the housing crisis. 5. Incentives should be built into the code that encourage sustainable construction and high quality design. Land Use has reached out to the AIA about developing a program where pre-designed, pre-permitted drawing sets can be made available for public use. While that scares me a bit, if it helps get better buildings built I might be able to get behind it. Other ideas include reduced permit fees and expedited review in exchange for meeting certain sustainability metrics and some type of incentive to participate in a voluntary design review process. 6. The City should consider financing incentives for homeowners to help make the cost of constructing a DADU 'pencil' financially. Current construction costs are such that the payback period is decades in length. For example, I was recently told of a financing package AirBnB offers where they lend money to create a rental opportunity then take a cut of the rental proceeds until paid back. Perhaps the city could use HALA development fees to finance this type of arrangement, leveraging those dollars to go further over time.

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10/21/2017 16:12:49	Nicholas Efthimiadis	Given the scarcity of housing and astonishing escalation of rents and home prices, the very minimum is to allow more accessory dwelling units into Single Family zoning. This is a perfect opportunity to look beyond the backyard cottage at what more we could do to solve our housing shortage.	<p>Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people.</p> <p>Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production.</p> <p>Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF. Allow 20% increase for lots over 5000 SF.</p> <p>Housing Opportunity Overlay. Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired. Allow Residential Small Lot zoning without MHA in Overlay.</p> <p>Upgrading non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300 grandfathered duplexes and triplexes within SF zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. They should have the same flexibility under the code that applies to their neighbors in SF zones.</p> <p>Buffering detached houses from higher zones: If adjacent zoning is not SF 5000 zoning, allow flexible increase in height, or setbacks to help with transition to other zones (LR, NC)</p> <p>Make accessory dwelling units easier to build. Allow exceptions for handrails and parapets over height limit. Decks over 18" and covered areas should not count toward accessory use square footage, but should have stand alone total. Allow separate metering of utilities. When expanding a garage/existing non-conforming use, allow vertical expansion in line with existing structure, rather than to setbacks. Allow extra height for flat roofs when used as a green roof.</p> <p>Study using Floor Area Ratio to restrict size of development and incentivize additional housing units. Currently we are seeing many new single dwellings that dwarf the house that was torn down. On a 5000 SF lot, with lot coverage at 35%, and a height limit of 30', we currently allow a house to be 5250 SF. Using a .5 FAR for single dwelling unit properties,</p>

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			<p>allowing .7 for two dwelling units and .8 for three dwellings per lot, the same property would allow 2500 SF, 3500 SF or 4000 SF. Restricting maximum FAR will make teardowns/McMansions less viable, put a break on gentrification, and insure that many more housing units and options are built. FAR limitations will create many lots with dwellings with mix of sizes and prices.</p> <p>Double Ownership. Allow split ownership of lots with existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established. Create template for condominium-like agreements to share lot ownership between existing house and new cottage. Seattle has no starter homes and this would create new opportunity for ownership. If we agree ownership is an aspiration, creating more affordable options such as this would be desirable.</p> <p>Allow homeowners to qualify for small loans from Office of Housing from pool of MHA payments when creating additional dwellings. One of the key criticisms of MHA is whether affordable housing created will be well distributed, and by making the available loans applicable at residential scale, on a parcel by parcel basis, there will be new affordable housing integrated into every neighborhood. The other difficulty most people face when creating a DADU is securing financing, and having an additional source would help many owners create their own.</p>
10/21/2017 18:17:46	Bill Baumann	This is a real way to increase low-cost housing problems in Seattle. So far city politics has blamed landlords but done nothing create real options. I strongly support alternative 2.	If restrictions are to be place on alternative 2, I feel it would be very reasonable to have two tiers; small landlords (5-10 homes) and large landlords. Small landlords must hold themselves to a higher standard due to higher risk. City laws have increased this risk greatly. As such small landlords should be given greater freedoms to remain viable.

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10/22/2017 7:51:12	Cheryl	I support the proposed ADU changes. However, I would like to see the # of Adults living in the primary residence and ADU limited to 4 total and 3 parking spaces min, so we don't run into boarding house situations like San Francisco faces which impacts street parking	
10/22/2017 8:31:31	Chane Clark	I have not seen any reason the Seattle City Council has to change the existing zoning regulations in Seattle. Where is the EIS for our existing regulations?	The scope of the EIS should include zoning as it exists today.
10/22/2017 19:58:14	Ellen Archibald		I would not like parking to ever be attached to development. We are moving toward a society with less reliance on cars. Lets think for the future, not the past.
10/22/2017 20:04:56	Danielle Gaarder		I would like to see this city continuing to move toward a public transport oriented future. As density increases, we should be DISCOURAGING personal vehicle use, not orienting our development plans around it. Tying development to parking is a bad decision that will negatively effect all residents of this city, even the ones wealthy enough to afford to live here AND own a vehicle.
10/22/2017 20:05:51	Daniel Worthington	I don't think there should be a parking space requirement for new development. Parking is not as important is affordable housing. Many Seattle residents are choosing not to have cars anyway. This is a climate justice issue in addition to a housing affordability issue. People who are priced out of living in the city are likely to move somewhere less dense where they will drive more.	
10/22/2017 20:10:45	Caitlin Morrison	ADUs are an important way forward for Seattle's development. Requiring ADUs to have assigned parking spots is NOT the way forward. Requiring parkings limits the amount of space for development and will promote the use of cars/increase traffic. Please please please consider the detrimental effects of requiring parking for new units for ADUs. It would actually be amazing if we could somehow reward and incentivize people to NOT need a parking spot.	The EIS needs to really look at the environmental impacts of requiring parking for the whole city, not just for the immediate environment.
10/22/2017 20:19:10	Claire Irelan	No	I think it is very important that we not require off street parking spots for ADU's. Seattle residents are moving away from relying on cars and requiring parking spots will only restrict the new housing development that we desperately need. I also think its important to do away with the restrictions in single family zones. Several years ago I was evicted from this type of cottage because my landlord was not straightforward with the zoning rules. because of my eviction I was forced to leave Seattle to find affordable housing. I have since moved back, but not without a lot of tears and unneeded stress. I had to leave a job that I enjoyed and could have advanced in to go back to a former job I hated that paid more. I am a productive member of this community with a lot to offer and I deserve to be here just as much as the wealthy amazon employees. Seattle is so strapped for affordable housing that we should be doing everything within our power to create more affordable housing for all of our community members!

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10/22/2017 21:00:34	Emily Mitchell	Yes. 1) One of the residences should really be owner occupied. The U-District can be studied as what happens when only renters, and not owners live on site. The neighborhood is perpetually trashed, because residents aren't invested. 2) Preserving the character of a neighborhood should be considered. As written, these changes are basically an upzone, changing the character, rather than increasing density within that neighborhood's character.	Yes. There is a problem with the rear yard coverage limit. As suggested, it could result in 99% coverage (60% plus less than 40%).
10/22/2017 23:06:08	Bob D.	Consider allowing two ADUs where both are AADUs. This will allow non-conforming triplexes in single family zones to have legal units that will have a permanent zoning status (if a non-conforming triplex burns down, the owner has only one year to construct another non-conforming triplex. This can be a very difficult timeline to meet).	
10/22/2017 23:13:24	James Brandalise	Yes. I would like to see the topic of yard location addressed. I have a very long narrow lot, with the house situated at the rear. According to current regulations, I do not believe I can build a DADU, because they are prohibited in front yards. So I have an 18,000 square foot lot--most of which is front yard--that is considered unsuitable for a DADU.	Yes. I am in favor of allowing both an AADU and a DADU on the same property. I am opposed to having no off-street parking required. I am in favor of having no requirement for an owner to occupy the house, AADU, or DADU.
10/23/2017 9:24:34	Deepali Baumann	Parking MUST be addressed. Benefits/incentives to landlords/tenants with electric cars/hybrid/ORCA cards/no cars/off-street parking.	I support ADUs and DADUs because this will bring rent down and allow low and middle income people more housing choices.
10/23/2017 10:17:11	Dottie Martin		I support the option to build ADUs.
10/23/2017 10:32:57	Susan Shorett		
10/23/2017 10:45:37	Susan Shorett	By changing the rule from a owner-occupied residential to a non-owner occupied dwelling, it increases the investment opportunities of many people who want to buy a property with more than one living arrangement but do not want to live there. I am a Realtor and had a listing in 2017 that had a legal ADU attached to a single family residence.. so the potential to rent out both units. I could not sell the property because everyone who could afford it, wanted it for an investment property. It is now a rental and AirBNB. The seller was upset that the zoning restrictions of the owner occupied ADU limited the buyer pool interested in her property. I think we need to make sure that zoning is changed to allow for non-owner occupied.	By removing the parking zone rule that requires a legal ADU to provide off-street parking, the pressure on already limited parking will not be good for Seattle streets. If we want to allow for higher density, we have to include a plan for increased cars and parking. We cannot only plan that residents will take the bus or ride a bike. Many people actually need a car and providing a place to park off-street is important. I believe all developers should be required to provide parking.
10/23/2017 10:58:43	Jared Banks	I would like to see the permit process streamlined and improved. We need to be able to fast track DADUs and ADUs.	I 100% support alternative 2. We need more DADUs and ADUs in Seattle. We need more homes. I live in Maple Leaf. Adding more DADUs and ADUs would improve the quality of life for residents and make our neighborhood more affordable. Please ignore the NIMBYs who resist change. Alternative 2 is the future. As an architect focusing on residential, I see the huge demand for ADUs and DADUs.
10/23/2017 12:48:04	Bonnie Ellsworth		I agree with allowing non owner occupied ADU'S (one only) with no off street parking. I don't agree to 2 ADU's on one property.

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10/23/2017 13:47:19	Ellis		
10/23/2017 14:31:46	Alex Mabery		Alternative 2 is the way to go. We need to move this along as fast as possible. Alternative 1 (do nothing) is NOT an option.
10/23/2017 14:54:12	John Tullius	I've heard some "stories" that the cost of building a DADU is often prohibitive due to the additional charge King County assesses for waste hookup. Is this true? And is there anything the city can do to offset this?	I prefer alternative 2 on most of the EIS suggestions. The exception is number 3. I think it is a good idea to have the owner have to occupy a portion of the property, at least in single family areas to avoid say worst case 3 separate parties on one small property without a responsible owner.
10/23/2017 15:53:11	Carol Curtis		I don't agree with the change in #3 owner occupancy. Affordability is the big issue in Seattle. Allowing non-owners to have 3 rentals on one single family zoned property will make it more difficult for those who want to own and live in single family neighborhood to buy homes that are for sale. They will be outbid by moneyed interests who are in the rental business. Let's allow the property owners to utilize the value of their property. And owners will have a personal investment in keeping up their homes and supporting the neighborhood.
10/23/2017 16:30:40	Patricia Pronesti	New rules is my preference	I like the new rules
10/23/2017 16:47:30	Johannes Rich		Hi, I really think that the parking requirement for DADUs and ADUs should remain. It is already too hard to find parking as is, I can only imagine how much harder it will be if even 2% of the homes in my neighborhood (which has over 5000 residences) adds an ADU or DADU whose resident has possibly 1 or 2 vehicles. To give incentive for homeowners to build DADUs with parking, the size restrictions should be changed. Max size limit for DADUs should go up to 1000 feet, like ADUs, and this size should NOT include garage/parking/storage space. Allowable lot coverage should be increased, as should total building height to allow homeowners to have a second level that's tall enough for someone over 6 feet to stand comfortably in! Thank you, Johannes
10/23/2017 19:17:41	Chetan Sharma	No	This project should not be derailed by small groups of angry people. Please pass these rule changes with haste.

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10/23/2017 19:57:54	Faith Lumsden	<p>I'd like to see you consider an alternative that allows a fully separate lot with a small lot size, say 3000-3500sf. And on that lot you could build the DADU. Have severely restricted development standards, although bigger slightly than the proposed size for DADUs. This alternative keeps the "triplex" issue away, and provides an incentive for people who want to own their cottage rather than just rent it. It might even get built with parking, because owners might want to park their car on their own lot. Or not. Who knows?</p> <p>I think you'd see a lot of small cottages if they could be sold and owner occupied. I haven't thought about the condo idea, but that might be another approach to allowing owner occupancy of these small DADU units.</p>	
10/23/2017 20:45:27	Jason Nivens	No	No
10/24/2017 9:20:26	Penelope Scordas	No	I think this is a horrible idea and will just add to the already increasing density this city is undergoing. To not have owners on the property and to not have parking is outrageous. I strongly and loudly say NO! to this proposal.
10/24/2017 9:35:32	Melissa Fessel	The lot coverage limit of 35% should be increased.	<p>I support the proposed changes to the ADU legislation. My husband and I are currently renting in Upper Queen Anne. We have extensive ties to the community in that I worked as an ICU nurse at Harborview and obtained a doctorate in nursing practice from the University of Washington.</p> <ol style="list-style-type: none"> 1. My parents want to build a DADU so that my family can live in the remodeled primary residence. This would enable us to afford to stay in the neighborhood we have lived in as renters, but also provide privacy between our 2 families. 2. 800 square feet, including a garage and mechanicals, is too small for a primary residence for my parents. They are retired, like to cook, and both have hobbies. 3. The owner occupancy limitation for life should not be required in case my parents have to move to a different residence. 4. The lot coverage limit and rear yard coverage limits are too restrictive. My parents would like to build a single story DADU so they can age in place. Also, the homes in the Queen Anne area are mostly large and cover more of the lot than is being required for those wanting to build a DADU. <p>Thank you for your consideration.</p>

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10/24/2017 10:21:52	David Rodgers	This proposal would be, if approved, the end of Seattle's neighborhoods. I have lived in Seattle for over 50 years. My Grandfather moved to Seattle almost 120 years ago. My father was born in Seattle. My wife, children, and Grandchildren were born in Seattle. My family has roots here. My neighborhood, Phinney Ridge has been a wonderful neighborhood to be a part of. Neighbors know neighbors. Neighbors support neighbors. Our neighborhood is a "village". Recent changes to the greater neighborhood (urban village) have been painful. Driving around is no fun - too much traffic in too big a hurry. Trying to park your car in your neighborhood is more difficult by the day. The "quality of life" has been on a downward spiral for a long time. This proposal would be the final assault on single family homeownership in Seattle. It would kill the neighborhoods. Shame on Councilman O'Brien for proposing this.	Comments above
10/24/2017 11:40:27	Mark Donahue	What is the practical implication of this? Under the proposed change could any home on a lot > 3200 sf essentially be torn down and converted into a triplex (or a duplex and a freestanding apartment)? Parking capacity and sanitation are two immediate and obvious concerns.	
10/24/2017 12:59:25	matthew barrett	Need to emphasize the dangers of offering only off street parking. We currently have a multiple unit building across our street and this building does not provide off street parking. All the units have multiple cars and they are forced to park on the street. This creates traffic jams, accidents, near accidents and forces children to run across traffic every day. Very dangerous for all involved. If the unit had off street parking, the issues in terms of traffic and accidents would be prevented. Units with no off street parking are very dangerous to Seattle' residents.	Need to emphasize the dangers of offering only off street parking. We currently have a multiple unit building across our street and this building does not provide off street parking. All the units have multiple cars and they are forced to park on the street. This creates traffic jams, accidents, near accidents and forces children to run across traffic every day. Very dangerous for all involved. If the unit had off street parking, the issues in terms of traffic and accidents would be prevented. Units with no off street parking are very dangerous to Seattle' residents.
10/24/2017 16:21:15	Lee London	Our city has a housing crisis, and we need more affordable housing in single family zones. I would like to focus on the positive housing impact of allowing ADU's and DADU's with the same lens as MHA.	I support alternative 2 as an easy way to provide more housing in our city.
10/24/2017 16:55:04	Jennifer Kattula	Yes: Will the houses with ADUs be required to have additional off-street parking? What impact to parking will additional ADUs have on existing residents (homeowners and not)? What impact will additional ADUs have on green space / trees that may be replaced by ADUs? What recourse will homeowners or neighbors have for increased noise, waste and pollution? Why are homeowners not required to live in the unit?	Yes. Currently, most houses don't even have one ADU. Why is the city wasting time on a proposal when existing ADU opportunities have not yet been maxed out? We have not yet seen the possible scope of impact from parking, noise and waste with additional housing units, let alone the impact from a community and aesthetic perspective. In addition, if these units are to increase housing, there should be a requirement that the homeowner live in the house for units with 1+ ADUs. Otherwise, this is no better a solution than replacing single family homes with condos - that are not adequately planned for noise, waste or parking - as has been happening all over Seattle.
10/24/2017 17:45:50	Matthew Cohen	No	I support the proposal to analyze the impacts of waiving the requirement that the owner reside on the property occupied by a DADU. I believe that this rule change would improve the prospects for DADU development in Seattle, without adversely impacting neighborhoods.

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10/24/2017 19:31:56	Ann E Prezyna	Tree canopy impact. the creation of urban heat islands because of the reduction in urban green space, and the effect on urban wildlife of diminished tree canopy and increased heat islands	
10/24/2017 22:46:41	Michelle Blanchette		This is truly a terrible idea. All this will do is create more Airbnb rentals, not permanent housing. More land will become impermeable to rainwater. More exhaust problems, more parking issues, more overcrowding of a city that long ago reached capacity. Stop this madness!
10/25/2017 9:10:46	Guy Hollingbury	I would like the requirement for off-street parking to be kept in any proposal.	The lack of residential parking has become a major issue in Seattle. On-street parking is inadequate and is therefore not an acceptable solution. With any proposal to increase density housing it is unrealistic and irresponsible not to include provisions for parking for ADUs in the EIS.
10/25/2017 9:12:20	Jill Davies		I don't agree with the change in #3 owner occupancy. Affordability is the big issue in Seattle. Allowing non-owners to have 3 rentals on one single family zoned property will make it more difficult for those who want to own and live in single family neighborhood to buy homes that are for sale. They will be outbid by moneyed interests who are in the rental business. Let's allow the property owners to utilize the value of their property. And owners will have a personal investment in keeping up their homes and supporting the neighborhood.
10/25/2017 11:11:49	Andrew Kidde	I think the EIS should focus on this question	To meet the City's goals regarding climate change, we must dramatically reduce our greenhouse gas (GHG) emissions. We are failing to do that in our transportation system largely because of our reliance on cars. Eliminating off street parking requirements for ADUs will help to promote a new form of mobility that SDOT has described in its New Mobility Playbook (2017) and will help reduce our greenhouse gas emissions. Also increasing density with ADUs will help our neighborhoods attain densities that are transit supportive. The EIS should focus on these dynamics. GHG reduction is the most important task we have -- our children's welfare depends on it.
10/25/2017 12:28:03	matt barrett	Need to emphasize the dangers of offering only on street parking. We currently have a multiple unit building across our street and this building does not provide off street parking. All the units have multiple cars and they are forced to park on the street. This creates traffic jams, accidents, near accidents and forces children to run across traffic every day. Very dangerous for all involved. If the unit had off street parking, the issues in terms of traffic and accidents would be prevented. Units with no off street parking are very dangerous to Seattle' residents.	Need to emphasize the dangers of offering only on street parking. We currently have a multiple unit building across our street and this building does not provide off street parking. All the units have multiple cars and they are forced to park on the street. This creates traffic jams, accidents, near accidents and forces children to run across traffic every day. Very dangerous for all involved. If the unit had off street parking, the issues in terms of traffic and accidents would be prevented. Units with no off street parking are very dangerous to Seattle' residents.

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10/25/2017 13:22:43	Hans Muir	I would like to know how much additional capacity our infrastructure can handle, or if allowing these zoning changes will result in over utilization of existing infrastructure (such as sewer, etc..). Will upgrades be required, and if so where will the biggest impact be felt? How will the city make accommodations for the traffic and increased noise and air pollution?	If people are not able to attend the meetings in person, what is the best way to have an impact on the process?
10/25/2017 13:43:17	Darcie Wells	It would help me and others tremendously if owner-occupancy criteria were removed to allow more DADUs	Please consider doing everything possible to allow more DADUs to increase density!!!
10/25/2017 17:26:28	Richard Glasman	That DADU's would NOT trigger "full" alley/ street improvements if alley or street is currently unimproved. And that a provision for on-site stormwater detention be allowed.	1. I have never understood the idea that an ADU entrance needs to be further away from a property line than a building setback. Maybe it should be no closer than 10' to a neighbor's HOUSE, not the property line. 2. Will this change come with an accompanying property tax increased based on increasing property value because of new density potential? (just curious) (... I'm in favor of everything you are proposing)
10/26/2017 9:40:18	Lisa Marcus	I think it's very important to allow development of ADU housing without linking them to off street parking. I think financial encouragement should instead be given to people who choose to use other greener methods of transportation like bikes, buses, and walking. And that our infrastructure for those should be improved dramatically on a very short timeline. Encouraging as much housing as possible in the city on currently single family lots keeps people from having to drive long distances to work, which reduces green house gas emissions. This is a climate issue and we need solutions like ADUs which provide housing working people can afford in the city where public transit, walking, and biking are accessible modes of transportation to work. Please make it as easy and flexible as possible for people to choose to create these units! Thank you for taking these issues into account.	
10/26/2017 11:20:53	Casey O'Connor	Yes, I would like to see whether tiny homes on wheels would be considered as DADU	Alternative 2 gets the city of Seattle closer to providing more choices for affordable housing - I strongly urge its adoption. Too many of our citizens are being priced out of the city.
10/26/2017 11:24:27	Scott Bonjukian	Social, racial, and economic equity issues created by not increasing production of ADUs Impacts to climate change of not increasing production of ADUs	On-street parking should not be studied, and if it is the loss of on-street parking availability should not be considered a negative impact to the ENVIRONMENT.
10/26/2017 12:01:08	Lisa Richmond	Yes! I think the city should consider the carbon emissions impacts of the alternatives. "No action" would contribute to sprawl and increased emissions, while the new DADU proposal could contribute towards the city's greenhouse gas emissions targets. The city should also consider the social and economic impacts of allowing households to create more on-site housing for extended family or rentals, which they cannot do in the current alternative. Finally, the transportation considerations currently seem to be primarily focused on individual car ownership and use. The city should evaluate how increased density would create additional demands on transit, and how the city can meet those new transit needs.	

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10/26/2017 13:41:34	William Gagne-Maynard		We are in desperate need of more housing in this city. I would urge the OPCD to strongly weigh the need for housing within city limits versus the relatively small impacts on parking. As more and more people move to Seattle, we must shift from a car-centric lifestyle to one that fully utilizes the wealth of other transportation offerings within the city.
10/26/2017 13:54:37	Tonya Hennen	No	I was appreciative that the concern of housing affordability is being considered in this scope. Adding DADUs and making ADUs easier to build in our SFR neighborhoods is a great way to increase density while maintaining a residential neighborhood feel. In addition, the allowance for increased cottage size/lot coverage is likely to up our housing stock that is single story and more accomodating than the townhome model has been (plus more discreet and attractive). I also favor removal of the owner occupancy requirement. A high percentage of the SFR neighborhoods is already rental stock, more than many residents realize. Hopefully there is room for flexibility in the proposed alternatives; I appreciate concerns over owner-occupancy and parking availability, but for any of the alternatives there are ways to meet needs part way. Having owners occupy the first year or two could discourage simple investment, for example.
10/26/2017 15:31:09	Joseph A Sueno	<p>The city needs more housing to drive prices down and to prevent dislocation of it's current residents. Any way people like myself can my my property more hospitable to accommodate this shortfall is helpful. I really like the current proposal to increase ADU and DADUs to 2. But I would also suggest:</p> <p>Up-zoning. I own a property in which most of my block is Low Rise 1 and they were grandfathered into it. My property is Single Family 5000. I would like to be able to make the process of rezoning to a more dense use easier.</p>	I highly support any effort to increase density for homeowners of small properties. It will provide a financial incentive for homeowners and provide much needed housing to the city. All the benefits don't just go to big time developers.
10/26/2017 15:38:12	Michelle Rupp	Anything at ALL you can do to lighten the regulations	I love that you are addressing this in our current housing market. I have a single family home, but am currently living with my mother in another neighborhood. We are super green and it seemed the best use of resource. My home is empty! I can't do an ADU on the first floor of my home because I don't live there. I will be doing it but have to move back into one floor - just ridiculous! It would be an amazing two family unit. I have plenty of parking on my property. It seems ridiculous that I can only rent out one floor when people are begging for affordable rental units. Lightening our ADU requirements is such a necessary and easy step. This city is changing and all of us in single family neighborhoods need to share in the burden of housing our population!

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10/26/2017 15:55:40	Robert Kettle	Follow-on inflationary impacts on the city.	The housing building boom underway has the sector at full speed and is quite inflationary for the city. Changing the zoning as proposed will only increase the inflationary pressures and make the city that much more unaffordable for the poor, the elderly and others on a fixed income. It is important for the city to step through the follow-on economic effects of the proposed changes before jumping in on this with both feet. Thank you.
10/26/2017 22:32:28	Casey Wescott		I wholeheartedly support Alternative 2 and believe it would be a necessary solution to accomodate density whilst remaining the sense of community that single family neighborhoods enjoy.
10/26/2017 22:42:30	Lily Slater		I support alternative 2, I think it would be good for the city to move forward and offer alternative housing options for people to live here. All demographics should be welcome in our city.
10/27/2017 8:25:40	Cooper		Personal anecdote: My father is a carpenter and my sister has a good sized backyard in S Seattle. He has offered to help with building a DADU. Buying a home is a huge financial hurdle and plus we want to live close to family, rather than having to move even further away from family in the city where we could *maybe afford to buy. For a couple planning to have children, and wanting to stay in that home for a very long time, 800 square ft limit felt like it might be a deal breaker. Those 200 extra square would make all the difference for us. Thank you.
10/27/2017 11:18:51	Christopher A. Grimm	no	no

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10/27/2017 13:23:01	Susan Francis	The lot coverage limit should be expanded beyond 35%.	<p>I support amendments to the planning code/zoning ordinance to encourage the production of secondary units in single family districts.</p> <p>I own a modest house in Upper Queen Anne on a 5,300 square foot lot. My objective is to build a DADU for my husband and I to age in place and at the same time remodel the primary residence to bring it up to contemporary standards for a young family; my daughter and her husband.</p> <ol style="list-style-type: none"> 1. Off Street parking solutions are difficult to understand and implement. We believe in the use of permeable surfaces, but zoning could not recommend any allowable treatments. There is plenty of on street parking in the area of our house and the surrounding residences do not seem to be held to the same standard. 2. There should not be a restriction on our deed that there be owner occupancy forever. My home is in a living trust and I don't want my children to have to sell the property and lose their housing security because my husband and I are gone. 3. The current limitation of 800 square feet (inclusive of mechanical, etc.) does not net out enough space for easy paths of travel, rooms that support our love of cooking, , entertaining with family, privacy, and hobbies. Obviously the proposed change is more responsive to my square footage concern, although it still encourages a multi-story unit which won't be suitable for me as a senior citizen. 4. The existing lot coverage standards appear to be more restrictive than what exists with neighboring homes. Many of these homes are very substantial or have significantly more lot coverage than 35%. We have noticed many of these homes being remodeled and their existing (non conforming) footprint does not seem to be an impediment to their remodeling projects. The lot coverage standard pushes the secondary unit into a two story building. This is at variance with our needs for a single floor plate home to age in. These concerns also extend to coverage of the rear yard. <p>In conclusion, I think that DADUs should be allowable in a more flexible manner. Seattle is becoming a very expensive place to live. By having DADUs or ADUs that are affordable to build more middle income people, including seniors, will be able to live here. My daughter obtained a doctorate in nurse practice at UW and her husband is also a professional. They would like to remain in Seattle, not just as renters. The support we could give each other in the housing situation we are proposing would give them the opportunity to remain in Seattle.</p>

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10/27/2017 14:15:03	Laura Loe (Bernstein)	<p>Please study an Alternative 3 to look BEYOND backyard cottages to rezone Seattle for a walkable, resilient, climate-friendly city!</p> <p>Please study the full impacts of the SF 2 recommendations in HALA.</p>	<p>I signed, along with over 300 people in less than one week, the petition:https://www.change.org/p/sign-this-petition-beyond-cottages-2-address-seattle-s-housing-crisis</p> <p>Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people.</p> <p>Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production.</p> <p>Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF. Allow 20% increase for lots over 5000 SF.</p> <p>Housing Opportunity Overlay. Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired.</p> <p>Allow Residential Small Lot zoning without MHA in Overlay.</p> <p>Make parking requirements for additional units voluntary</p> <p>Upgrading non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300 grandfathered duplexes and triplexes within SF zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. They should have the same flexibility under the code that applies to their neighbors in SF zones.</p> <p>Buffering detached houses from higher zones: If adjacent zoning is not SF 5000 zoning, allow flexible increase in height, or setbacks to help with transition to other zones (LR, NC)</p> <p>Make accessory dwelling units easier to built. Allow exceptions for handrails and parapets over height limit. Decks over 18" and covered areas should not count toward accessory use square footage, but should have stand alone total. Allow separate metering of utilities. When expanding a garage/existing non-conforming use, allow vertical expansion in line with existing structure, rather than to setbacks. Allow extra height for flat roofs when used as a green roof.</p> <p>Study using Floor Area Ratio to restrict size of development and incentivize additional housing units. Currently we are seeing many new single dwellings that dwarf the house that was torn down. On a 5000 SF lot, with lot coverage at 35%, and a height limit of 30', we currently allow a house to be 5250 SF. Using a .5 FAR for single dwelling unit properties, allowing .7 for two dwelling units and .8 for three dwellings per lot, the same property would allow 2500 SF, 3500 SF or</p>

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			<p>4000 SF. Restricting maximum FAR will make teardowns/McMansions less viable, put a break on gentrification, and insure that many more housing units and options are built. FAR limitations will create many lots with dwellings with mix of sizes and prices.</p> <p>Double Ownership. Allow split ownership of lots with existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established. Create template for condominium-like agreements to share lot ownership between existing house and new cottage. Seattle has no starter homes and this would create new opportunity for ownership. If we agree ownership is an aspiration, creating more affordable options such as this would be desirable.</p> <p>Allow homeowners to qualify for small loans from Office of Housing from pool of MHA payments when creating additional dwellings. One of the key criticisms of MHA is whether affordable housing created will be well distributed, and by making the available loans applicable at residential scale, on a parcel by parcel basis, there will be new affordable housing integrated into every neighborhood. The other difficulty most people face when creating a DADU is securing financing, and having an additional source would help many owners create their own.</p> <p>PLEASE DO THIS AS SOON AS POSSIBLE WE ARE IN DUAL HOUSING AND CLIMATE CRISES!</p>
10/27/2017 15:46:15	Jesse A Willard	Please explore the possibility of adding more units, perhaps in the form of stacked flats.	I find it particularly upsetting that so many parks are surrounded by single family zoning. Parks help make density more livable, especially for families, and I would love to see all city parks surrounded by multifamily housing, especially parks that are well served by mass-transit. I would also like to see more neighborhood commercial zoning, or better yet mixed use zoning with commercial space at street level and apartments above. Four floors and corner stores!

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10/27/2017 16:44:19	James Woodley	<p>Given the scarcity of housing and astonishing escalation of rents and home prices, the very minimum is to allow more accessory dwelling units into Single Family zoning. This is a perfect opportunity to look beyond the backyard cottage at what more we could do to solve our housing shortage.</p>	<p>Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people.</p> <p>Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production.</p> <p>Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF. Allow 20% increase for lots over 5000 SF.</p> <p>Housing Opportunity Overlay. Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired.</p> <p>Allow Residential Small Lot zoning without MHA in Overlay.</p> <p>Make parking requirements for additional units voluntary</p> <p>Upgrading non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300 grandfathered duplexes and triplexes within SF zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. They should have the same flexibility under the code that applies to their neighbors in SF zones.</p> <p>Buffering detached houses from higher zones: If adjacent zoning is not SF 5000 zoning, allow flexible increase in height, or setbacks to help with transition to other zones (LR, NC)</p> <p>Make accessory dwelling units easier to built. Allow exceptions for handrails and parapets over height limit. Decks over 18" and covered areas should not count toward accessory use square footage, but should have stand alone total. Allow separate metering of utilities. When expanding a garage/existing non-conforming use, allow vertical expansion in line with existing structure, rather than to setbacks. Allow extra height for flat roofs when used as a green roof.</p> <p>Study using Floor Area Ratio to restrict size of development and incentivize additional housing units. Currently we are seeing many new single dwellings that dwarf the house that was torn down. On a 5000 SF lot, with lot coverage at 35%, and a height limit of 30', we currently allow a house to be 5250 SF. Using a .5 FAR for single dwelling unit properties, allowing .7 for two dwelling units and .8 for three dwellings per lot, the same property would allow 2500 SF, 3500 SF or 4000 SF. Restricting maximum FAR will make teardowns/McMansions less viable, put a break on gentrification, and insure that many more housing units and options are built. FAR limitations will create many lots with</p>

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			<p> dwellings with mix of sizes and prices. Double Ownership. Allow split ownership of lots with existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established. Create template for condominium-like agreements to share lot ownership between existing house and new cottage. Seattle has no starter homes and this would create new opportunity for ownership. If we agree ownership is an aspiration, creating more affordable options such as this would be desirable. Allow homeowners to qualify for small loans from Office of Housing from pool of MHA payments when creating additional dwellings. One of the key criticisms of MHA is whether affordable housing created will be well distributed, and by making the available loans applicable at residential scale, on a parcel by parcel basis, there will be new affordable housing integrated into every neighborhood. The other difficulty most people face when creating a DADU is securing financing, and having an additional source would help many owners create their own. </p>

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10/27/2017 22:40:58	Jack J. Pollard	I do not have any additional topics/concerns that I'd like to include in the EIS.	<p>I have two specific concerns with the EIS process:</p> <ol style="list-style-type: none"> 1. I view the need for more affordable housing as a high policy priority for Seattle. Many of my friends are being forced out of the Seattle housing market because of the rapidly rising prices. I don't know how the EIS process will weigh the relative benefits and costs associated with the ADU changes. But my hope is that the EIS weights the basic benefits of increased ADU housing as more important than the possible negative impacts. The consequences of not accepting and coping with the impacts of greater housing density is that Seattle will become a town affordable by only the top 25% of the population. 2. My second concern is more specific, and is about the parking alternatives currently presented. I believe there are other possible alternatives that could be explored: <ol style="list-style-type: none"> a. First, the need for off-street parking could be eliminated if only one AADU or DADU exists. If both an AADU and DADU are present on a single-family lot, then one off street parking space could be required. b. Second, Seattle neighborhoods vary significantly in off-street parking congestion. Therefore, I would examine the feasibility of off-street parking requirements being adjusted to the existing residential density. For example, I have lived in the Green Lake neighborhood (on Stroud Ave. N) where parking is very tight, streets are narrow, and there are very limited off street parking possibilities. In contrast, where I live now in Rainier Beach (on S. Ryan St.), the neighborhood density is much lower, streets are wider, most houses have garages, and off-street parking is readily available. My proposal is to use an objectively measureable assessment of available off street parking to analyze parking availability. I believe the city already has something like this created. This assessment could then be used to create requirements for off street AADU/DADU parking that are tailored to the specific Seattle neighborhoods, or at an even finer scale, by specific street segments.

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Timestamp	Name	Are there additional topics or concerns that you would like to see addressed in this EIS?	Do you have other comments or suggestions related to the scope of the EIS?
10/28/2017 12:38:34	Kalman Brauner		<p>Specific comments:</p> <ul style="list-style-type: none"> • Do not do anything that would increase current height restrictions • Do not do anything that would reduce current setback requirements (setbacks from adjacent properties, streets and alleys. • Do not do anything that would reduce the amount of off-street parking. • Do not Ballard-ize any more of Seattle. Ballard is now an abomination. I used to enjoy Ballard. Poor Ballard. • One accessory dwelling unit (ADU) per single-family-zoned lot is sufficient - perhaps more than sufficient. <p>General comments:</p> <ul style="list-style-type: none"> • I value Seattle's neighbors as they currently are: lawns, gardens, trees, squirrels, homes with significant setbacks from adjacent properties, homes with modest heights with few (no?) homes greater than two stories above grade level. I want these features preserved in the neighborhoods where these characteristics are the norm. • If you must, increase density in communities that do not enjoy the characteristics I mention in the previous bullet. Among these communities are: Ballard (south of about NW 58th St - that area is already "gone"), Downtown, Belltown, Lower Queen Anne (Uptown), Northgate, Pioneer Square, Capitol Hill (alas Capitol Hill was lost long ago), the International District, and South Lake Union (poor South Lake Union). • I don't want Seattle to turn into Manhattan (NYC), San Francisco, or Daly City (a suburb of San Francisco). • I personally know (at least) seven people/couples who have moved away from Seattle primarily because of population pressures and its attendant congestion problems. Beginning about three years ago, my wife and I have begun thinking of joining these "expats." As we both love Seattle, we don't take lightly thoughts of leaving our city -- we have lived here for over 40 years. <p>Bottom-line:</p> <ul style="list-style-type: none"> • I understand that there is now great demand for housing and that this demand is causing housing to be unaffordable for many. I regret this, but I am not willing to sacrifice the city I love to mitigate this problem. Strive to find solutions other than those that would destroy the character of our lovely neighborhoods. <p>Kalman Brauner</p>

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10/28/2017 13:45:47	Tashana Kolanowski	<p>I think the allowing ADU's or DADU's to be operated with no owner on site is turning it into a multi-family and skirting the single family zoning. This should not be allowed. If it is allowed then the zoning should be changed. In the neighborhoods that I have experienced absentee landlords, these are the properties more often that fall into neglect, disrepair. Having the owner onsite offers huge benefits to the neighborhood they are living in and allows the surrounding owners someone contact if they have issues. Onsite owners also typically care more for the property they live in and have a better chance of intervening if a tenant starts being a nuisance (noise, property damage etc...) rather than an asset.</p> <p>The Rental Registration is just silly. Please remove this useless ruling. Most property owners that I speak with that rent out their basement or other areas of the house know nothing about it and question why it is even a policy.</p>	<p>I support the ability to have two rentals in an owner occupied property. I see this more and more as a way for owners to be able to afford to age in place when they retire. Or downsize by renting out the larger spaces in their house while they live in the MIL or ADU or DADU. I also support this idea for the benefit of adding more housing availability to all price ranges of rentals. In a very expensive city, it is very difficult to find rentals close to the major employment centers that are not priced out of the range of hourly employees. The ability to have more than one ADU on your property also helps with density and allowing for more people to be able to live in the 'walkable' neighborhoods, reducing urban sprawl and taking some cars off the road.</p>
10/28/2017 15:55:54	Paul Chapman	<p>I prefer Alternative 2 as outlined in the EIS.</p> <p>I would like the EIS to also consider:</p> <ul style="list-style-type: none"> - Additional methods to increase the affordability of ADUs & DADUs by <ol style="list-style-type: none"> 1. Reducing the permitting requirements for ADUs. Under current regulations an ADU requires the full permitting process, which adds thousands of dollars and several months of delays to the construction process. ADUs should instead require only a Subject To Field Inspection permit plus a final habitability review. 2. Reduce or eliminate the permitting fees for ADUs & DADUs provided they are rented out full time for a period of at least 1 year (and not rented on AirBnB or similar) 3. Reduce or rebate the cost of sewer hookups. Perhaps the city could rebate a portion of the sewer fee every year in exchange for renting the unit at an affordable price point. 4. Reduce property taxes on the increased valuation of property with an ADU or DADU that is rented out full time at median rent or below. - Ways to expand the number of city lots on which a DADU can be built by not including in the lot coverage limits existing structures that do not hinder water permeability. For example, decks higher than 36 inches should not count towards the lot coverage limit. 	<p>I prefer Alternative 2 as outlined in the EIS.</p>
10/28/2017 23:05:27	Samantha Smith	<p>Being a single family homeowner, I welcome the expanded use of single family lots without creating large, intrusive apartment complexes. However, I think the elimination of off street parking requirements could cause potential safety issues in many neighborhoods. Lots of Seattle streets are already narrow and dangerous to pedestrians and cyclists alike; there are limited sightlines, few crosswalks, and side streets are often only wide enough for one car to pass at a time with parking on both sides of the street. Add in school zones and limited bike lanes, and it's a disaster. Adding more street parking pressures to an already overcrowded city could be hazardous. We need to make sure we are taking everyone's safety into account. We need to grow better, no just bigger.</p>	<p>As to parking and related street safety, perhaps adding more crosswalks, bike lanes, lower speed limits In single family house neighborhoods, one side only parking on narrow streets, enforcing/enacting of the no parking within 30 feet of stop signs rule, and more permit parking streets (with caveats for low-income folks of course.) Or requiring ADUs to have at least one off street parking spot per unit, to keep more cars off the streets.</p>

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10/28/2017 23:23:59	Samantha Smith	I would like to add to my previous comment the need for increased/improved public transportation to single family home neighborhoods. Enticing tenants without cars to out of the way neighborhoods with better public transit systems would really improve parking and safety, and eliminate some (but not all) need for off street parking.	Adding more bus lines, better run times for buses, and more bike lanes would be a great improvement and discourage car usage.
10/29/2017 11:57:42	Susan Cook	All the concerns listed above are relevant and important, but do not address affordability of housing, as it gives so much more advantage to developers to create more megahomes that are not affordable!!!!	Seattle's single family neighborhoods have high quality of life with garden areas, walkable shopping districts and safe streets for families. Increasing density so drastically as CM O'Brien suggests will destroy the environment and safety for thousands of tax paying citizens and open the door to rampant development that solves no housing problems. City must also be sure to advertise open public meetings in the neighborhoods affected and approach this EIS seriously.
10/29/2017 12:55:44	Samantha Smith		Perhaps a tax on non-occupant owners/developers could create revenue for the new infrastructure necessary, i.e. increased transportation, sewer/water, education, social services, etc. Also, I think the MHA should definitely apply to non-occupant owners; this will allow for increased housing affordability, discourage social-economic and racial segregation, and encourage in-community development. Let's grow better, not just bigger.
10/29/2017 13:37:00	Chuck Ross	<p>Please clarify that all of the elements of the 2016 proposed ordinance are included in the study.</p> <p>Please study the effects on Seattle's aging sewer infrastructure and treatment capacity.</p> <p>Please study the need for additional fire codes.</p> <p>Please study the need for additional park space to accommodate increased density and dog ownership.</p> <p>Please study the need for design review hearings for new DADU's.</p> <p>Please study impacts to specific areas for the broad changes proposed. Example: should narrow, one lane streets in older neighborhoods be treated the same as a wide two lane road in a newer area.</p> <p>Please study the effect of elimination of housing diversity options. No other major US city has abandoned single family home ownership.</p> <p>Please study the cumulative impacts that result from the incremental impact of the proposal when added to other past, present, and reasonably foreseeable future actions and population increases.</p>	

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10/29/2017 15:37:38	Brady Hall	no	Updating the ADU regulations for a growing and evolving Seattle is crucial. I strongly agree with Alternative 2 in the proposed changes. Allowing an additional ADU, removing the parking requirements and removing the owner occupancy rule will allow Seattle to help deal with the current affordable housing crisis that is negatively affecting so many people. Cars are becoming less important as public transit and ride sharing services become more comprehensive. Density is the key to keeping Seattle growing and thriving for everybody, not just the people in higher tax brackets. There are so many lots that could easily accommodate one or two ADUs and give housing to people who need it and give the homeowner some extra cash. If set up and regulated properly it can be a win/win for everybody. As long as predatory landlords and speculators are kept in check this can only help a Seattle that is desperately needing housing relief.
10/29/2017 16:21:32	Susan Conn	It's not clear, to me, what the ingress and egress regulations are for the proposed changes. If the existing home on the SF 5000 square lot has no driveway, garage, or alley access, would DADUs be allowed? I do have concern, as a renter, about the possible demolition of my home-which is a side by side duplex, and the possible construction of one or two ADU units on the property.	I do agree that we in Seattle need more affordable housing options. However, there are existing duplexes and triplexes in my neighborhood, a single family zoned area that must have had either other zoning, or "grandfathered in" existing multiple units. I could see the possibility of my landlord tearing down my duplex, displacing 2 people, and building 4 units that I honestly believe wouldn't be affordable, for myself, my neighbor, or any other working families with income that is below the Seattle median. It would however, be lucrative for the landlord.
10/29/2017 16:36:35	Eric Helgeson	I support alternative #1 but not # 2 in any form . I feel the owner should live there or we have the potential of absentee landlords with he problems too numerous to list but well know as that has been in the media (print/TV). I also do not support the facade facing any direction.	

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10/29/2017 16:52:14	CHA'RON STEWART-SILANO	YES. 2 MEETINGS IN SEATTLE IS NOT EQUITABLE TO THE CITY AT LARGE.	<p>I WOULD PROPOSE THAT THE PROJECT GO BACK TO COMMITTEE AND A SERIES OF MEETING HOSTED IN THE MOUNT BAKER, BEACON HILL, COLUMBIA CITY, HILMAN CITY, RAINIER BEACH AND RAINIER VIEW AREA BE CONDUCTED THROUGHOUT THE END OF THE YEAR.</p> <p>THE OUTREACH FOR THIS PROJECT IS HORRIBLE (AS USUAL) IN ORDER FOR THE CITY TO GET TRUE AND HONEST FEED BACK FROM THE CITIZENS AND CONSTITUENTS. THE RECOMMENDATION IS THAT THIS SUBJECT BE HIGH ON THE PRIORITY FOR FURTHER DISCUSSION AND ADDED TO AGENDA FOR ALL NEIGHBORHOOD COUNCILS MEETING THROUGH THE END OF THE YEAR; RESPONDERS TO THIS DEADLINE SHOULD BE GIVEN MORE TIME TO RESPOND. CITY COUNCIL MEMBERS AND/OR A REPRESENTATIVE FROM THEIR OFFICE MUST BE PRESENT WHEN THE RECOMMENDATION ARE GIVEN VERBALLY.</p>
10/29/2017 17:52:21	JB Eytinge		<p>I would like to see a thorough analysis and plan to relieve the existing traffic congestion and parking space conditions dealt with first. The amount of traffic congestion in many neighborhoods results in dangerous situations as it is. I see that cars are often parked much closer than 30 feet to intersections. I am frequently on Queen Anne Hill and entering on to Boston Street from a side street is often a white knuckle experience as I am unable to see traffic on Boston as there are cars within 5 feet of the intersection blocking my ability to see fast moving traffic on Boston. Boston Street is only one example of many.</p> <p>I would propose that any changes to a structure or additions of structures on a lot, which increase the number of living units, provide 1 off-street parking space for the each of increased number of units.</p> <p>Let's do some basic due diligence steps and research the experience that other cities, counties, etc. have had with such actions before moving ahead.</p>

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10/29/2017 18:10:35	Rachael Ludwick	<p>The EIS should evaluate the environmental impact of increased density. Nearly all scientific studies indicate increased density has lower impacts on the environment. All proposed changes should be evaluated on predicted increase in density because that's what will keep people from moving outside of the city, adding long car commutes.</p> <p>The EIS should also be evaluated in terms of racial parity and compensation for historical wrongs. Single family housing zones were formed explicitly to exclude non-white residents and continue to benefit the existing residents of neighborhoods, and those who can afford to buy into them. Non-white people around the world will be those harmed the most by the impacts of climate change so any environmental assessments we make should acknowledge that reality and that by failing to do as much as we can to decrease our impacts, we are harming people.</p>	<p>The proposals do not seem to include sufficient incentives to actually result in significant in-fill construction thus increasing density and lowering environmental impact. Even with these changes, it will only mildly relax the rules for building. There are no positive incentives such as decreased permitting fees. Some things we should do to change that include:</p> <ul style="list-style-type: none"> * waiving permit fees for ADU/DADUs * accelerating or putting projects at the "front of the line" at the permit office if the owners commit to renting at below market rates for some period of time * allow larger units or greater waivers for less environmentally damaging ("green") units * where residential units are in close border to denser zones, allow permitted features of those denser zones to "bleed" over into the single family zone when building ADU/DADUs such as allowing additional height if the adjacent zoning allows it * reduce the incentives to tear down one single family home and build a huge replacement single family home which doesn't increase density and privileges the wealthy * allow shared and split ownership of lots with multiple units * increase loan and funding sources for ADU/DADU buildings using the Office of Housing * study an explicit city funded program to subsidize building ADU/DADU units if the owner commits to rent it at below market rates for some number of years * similarly, study subsidizing building units to explicitly be used to provide transitional and long-term housing for single adults and smaller families experiencing intermittent homelessness (expand the Block Project)
10/29/2017 18:12:05	Neale Frothingham	I would like to see the EIS assume current levels of in-migration and examine how much land is consumed without this change and with this change? Does this change reduce sprawl, and what are the environmental benefits of having more growth closer to transit, urban infrastructure, and jobs, vs. being more dispersed?	
10/29/2017 18:37:01	Rachael Ludwick	I made a previous comment and neglected to include that my family built a DADU a couple years ago. The process was extremely frustrating, the unit ended up costing more than expected, partly because of the rules, and the new rules relax at least one issue we ran into. We built ours for a particular familial reason (a place for my retiring mother to live), but given our experience I don't see how any family without a strong incentive like ours would be willing to go thru the trouble.	
10/29/2017 18:44:51	Jean Jones		Allow owners of ADU units to live off site

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10/29/2017 20:16:48	Timothy Becker	I would like to see the owner occupied requirement removed from the regulation. The size requirements is not a concern. Thank you	
10/29/2017 21:27:04	Kelly Morgan	No more three story gargantuan houses! Require them to blend in with neighborhood more!	I think only one ADU should be allowed in addition to a space in the house. Give incentive for homeowners to provide off street parking.
10/29/2017 22:52:03	Andrew Katz	Given the scarcity of housing and astonishing escalation of rents and home prices, the very minimum is to allow more accessory dwelling units into Single Family zoning. This is a perfect opportunity to look beyond the backyard cottage at what more we could do to solve our housing shortage. Please expand EIS scope to include an Alternative 3 that encompasses other forms of gentle infill "missing middle" gentle-infill housing: duplexes, triplexes, townhouses, rowhouses, stacked flats, and apartments over corner stores.	<p>I'm a 10-year Seattle resident and Central District/Capitol Hill renter. As I've become involved over the past 18 months as a volunteer advocate and leader in several community organizations focused on Seattle's housing shortage and homelessness problem—including the Capitol Hill Renter Initiative, the Transit Riders' Union and its Housing For All coalition, Housing Now - Seattle, the WA Low-Income Housing Alliance, and Seattle Tech For Housing—I've met a broad cross-section of my neighbors, all of whom worry about economic or physical displacement, and who desperately want a greater number of affordable housing options of various sizes and price points, for both rental and purchase. They vary in age, family size, income, and profession; what they have in common is a desire to remain part of their community, to feel housing security, and to have a voice heard by policymakers that used to be reserved primarily for wealthy property owners in prohibitively expensive neighborhoods. I believe expanding the scope of the EIS to include the following ten points would be an important step toward ameliorating the concerns I mentioned above. Thank you!</p> <ol style="list-style-type: none"> 1. Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people. 2. Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production. 3. Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF. Allow 20% increase for lots over 5000 SF. 4. Housing Opportunity Overlay. Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired. Allow Residential Small Lot zoning without MHA in Overlay. Make parking requirements for additional units voluntary. 5. Upgrade non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300

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			<p>grandfathered duplexes and triplexes within SF zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. They should have the same flexibility under the code that applies to their neighbors in SF zones.</p> <p>6. Buffer detached houses from higher zones: If adjacent zoning is not SF 5000 zoning, allow flexible increase in height, or setbacks to help with transition to other zones (LR, NC)</p> <p>7. Make accessory dwelling units easier to build. Allow exceptions for handrails and parapets over height limit. Decks over 18" and covered areas should not count toward accessory use square footage, but should have stand-alone total. Allow separate metering of utilities. When expanding a garage/existing non-conforming use, allow vertical expansion in line with existing structure, rather than to setbacks. Allow extra height for flat roofs when used as a green roof.</p> <p>8. Study using Floor Area Ratio to restrict size of development and incentivize additional housing units. Currently we are seeing many new single dwellings that dwarf the house that was torn down. On a 5000 SF lot, with lot coverage at 35%, and a height limit of 30', we currently allow a house to be 5250 SF. Using a .5 FAR for single dwelling unit properties, allowing .7 for two dwelling units and .8 for three dwellings per lot, the same property would allow 2500 SF, 3500 SF or 4000 SF. Restricting maximum FAR will make teardowns/McMansions less viable, apply brakes to gentrification, and insure that many more housing units and options are built. FAR limitations will create many lots with dwellings with mix of sizes and prices.</p> <p>9. Double Ownership. Allow split ownership of lots with existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established. Create template for condominium-like agreements to share lot ownership between existing house and new cottage. Seattle has no starter homes and this would create new opportunity for ownership. If we agree ownership is an aspiration, creating more affordable options such as this would be desirable.</p> <p>10. Allow homeowners to qualify for small loans from Office of Housing from pool of MHA payments when creating additional dwellings. One of the key criticisms of MHA is whether affordable housing created will be well distributed, and by making the available loans applicable at residential scale, on a parcel by parcel basis, there will be new affordable housing integrated into every neighborhood. The other difficulty most people face when creating a DADU is securing financing, and having an additional source would</p>

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			help many owners create their own.

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10/30/2017 6:49:59	Jodie Ramey		No changes! I chose my neighborhood because it was a single family street yet still close to the city. Now, I have a DADU behind my house that looks directly down into my backyard, into my kitchen and living room. Total invasion of my privacy. Street parking is becoming a premium and not requiring a parking spot with an ADU will add to the problem. Keep the owner occupancy, that way I know the renters will be somewhat quiet. Unless in a rural setting, no more than one ADU per lot. Quit forcing density on those of us how bought our homes because of the neighborhood.
10/30/2017 7:22:59	Julie	Renick	I STRONGLY prefer alternative 1 (no change). While I object to many items in Alt 2, mt biggest objection is removing the requirement for owner occupied. You have just opened the door for real estate investment companies to buy up blocks of houses and effectively triplex them. This will INCREASE the cost more modest SF homes in city. This is sold as reducing the cost of housing and allowing modest income owners to remain in their houses. Over time, the owners who opt out of (or cannot) create ADU's will certainly be priced out as the land values and taxes escalate. Any units built in my neighborhood will certainly be higher income, increasing the value and cost of land. This is a land use change that is flying under the radar. If it is implemented, expect a huge backlash as the results become clear. The rich, of course are exempted from this as it will not be cost effecting in a 1.5 million dollar home. Just the middle class ones.
10/30/2017 7:51:36	Steven Grundmeier		I fully support these changes!
10/30/2017 8:26:45	Rochelle	DO NOT ALLOW ANY MORE ADU AND DO NOT RELAX THE REGS ON PARKING ETC. With more density comes more strain on resources and infrastructure. Our sewers are failing, our streets need repair and our fire and police are understaffed and seattle is doing nothing about this but you want to encourage more growth? Not to mention quality of life issues, less privacy, more noise, no parking and since these will be rentals, a revolving door of people who are not invested in the community. This is crazy. This is all about greed, this is not about building affordable housing.	Seattle needs to STOP this war on families. First micro apartments, then high end developments that only include 0-2 bedrooms and now this! ADU will never be large enough to support a family. What they will do is bring in more single people to a family environment. We need safe spaces for our children which is why we work hard and save to pucrchase homes near schools and around other families. Seattle poorly regulates construction as it is so I fully expect that these will eventually have our neighborhoods looking like shanty towns for no good reason. Require devlopers to create affordable housing (e.g NOT the HIGH END apartments currently being built.
10/30/2017 8:34:25	stephanie cross	parking - right now mass transit in Seattle isn't as robust as it needs to be and adding more people in these units in what was largely single family home locations will not only put a strain on infrastructure but especially on parking. This increases exponentially for dwellers who work from home and have clients coming and going (again in a largely single family residential area).	

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10/30/2017 9:19:36	Mary H		I do not agree with removing the owner occupancy requirements as the intention of creating a ADU is to help the current owner while living there. I do not want to live in a neighborhood where there are potential triplexes that are all occupied by renters.
10/30/2017 9:29:02	Betsy Ross	<p>Please consider the impact of short term rentals. Without restrictions, many ADUs will be used for short term rentals bringing additional traffic and congestion to neighborhoods without adding housing or creating affordability.</p> <p>Please study the aging road and bridge infrastructure. In my neighborhood of Magnolia, all three bridges are in need of repair/replacement. Additional cars/buses will add further deterioration of the roads and bridges.</p> <p>Please study emergency plans. In my neighborhood of Magnolia, there are few entry and exit points. In a major disaster, residents will be stranded.</p> <p>Please study the loss of current affordable housing options due to removal of older, affordable dwellings in order to maximize return on investment.</p> <p>Please study the effect of market forces on land and home values leading to inflation of home values creating less affordable options for all.</p>	

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10/30/2017 9:41:14	Christina Ellis	<p>I live in Wallingford and I am trying to build a backyard cottage for some friends who are being priced out of the city. These things listed below would help make the process easier for people like me!</p> <p>Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people.</p> <p>Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production.</p> <p>Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF. Allow 20% increase for lots over 5000 SF.</p> <p>Housing Opportunity Overlay. Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired. Allow Residential Small Lot zoning without MHA in Overlay. Make parking requirements for additional units voluntary</p> <p>Upgrading non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300 grandfathered duplexes and triplexes within SF zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. They should have the same flexibility under the code that applies to their neighbors in SF zones.</p> <p>Buffering detached houses from higher zones: If adjacent zoning is not SF 5000 zoning, allow flexible increase in height, or setbacks to help with transition to other zones (LR, NC)</p> <p>Make accessory dwelling units easier to built. Allow exceptions for handrails and parapets over height limit. Decks over 18" and covered areas should not count toward accessory use square footage, but should have stand alone total. Allow separate metering of utilities. When expanding a garage/existing non-conforming use, allow vertical expansion in line with existing structure, rather than to setbacks. Allow extra height for flat roofs when used as a green roof.</p> <p>Study using Floor Area Ratio to restrict size of development and incentivize additional housing units. Currently we are seeing many new single dwellings that dwarf the house that was torn down. On a 5000 SF lot, with lot coverage at 35%, and a height limit of 30', we currently allow a house to be 5250 SF. Using a .5 FAR for single dwelling unit properties, allowing .7 for two dwelling units and .8 for three dwellings per lot, the same property would allow 2500 SF, 3500 SF or 4000 SF. Restricting maximum FAR will make teardowns/McMansions less viable, put a break on gentrification, and insure that many more housing units and options are built. FAR limitations will create many lots with dwellings with mix of sizes and prices.</p> <p>Double Ownership. Allow split ownership of lots with existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established. Create template for condominium-like agreements to share lot ownership between existing house and new cottage. Seattle has no starter homes and this would create new opportunity for ownership. If we agree ownership is an aspiration, creating more affordable options such as this would</p>	

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		<p>be desirable.</p> <p>Allow homeowners to qualify for small loans from Office of Housing from pool of MHA payments when creating additional dwellings. One of the key criticisms of MHA is whether affordable housing created will be well distributed, and by making the available loans applicable at residential scale, on a parcel by parcel basis, there will be new affordable housing integrated into every neighborhood. The other difficulty most people face when creating a DADU is securing financing, and having an additional source would help many owners create their own.</p>	

ADU EIS Comments submitted via online form as of 10/30/17

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10/30/2017 10:36:29	Scott Alspach	<p>My name is Scott Alspach and I'm writing to support the construction of more AADUs and DADUs in Seattle. Just last week the sale of my apartment building was covered in the Seattle Weekly where investors were quoted as seeking rent increases of 15%. My building has many elderly long term residents who may not be able to afford this increase. The lack of housing options in Seattle's Single Family Zones is causing our rent to rise and depriving us of other housing options.</p> <p>Given the scarcity of housing and astonishing escalation of rents and home prices, the very minimum is to allow more accessory dwelling units into Single Family zoning. This is a perfect opportunity to look beyond the backyard cottage at what more we could do to solve our housing shortage.</p>	<p>Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people.</p> <p>Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production.</p> <p>Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF. Allow 20% increase for lots over 5000 SF.</p> <p>Housing Opportunity Overlay. Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired.</p> <p>Allow Residential Small Lot zoning without MHA in Overlay.</p> <p>Make parking requirements for additional units voluntary</p> <p>Upgrading non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300 grandfathered duplexes and triplexes within SF zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. They should have the same flexibility under the code that applies to their neighbors in SF zones.</p> <p>Buffering detached houses from higher zones: If adjacent zoning is not SF 5000 zoning, allow flexible increase in height, or setbacks to help with transition to other zones (LR, NC)</p> <p>Make accessory dwelling units easier to built. Allow exceptions for handrails and parapets over height limit. Decks over 18" and covered areas should not count toward accessory use square footage, but should have stand alone total. Allow separate metering of utilities. When expanding a garage/existing non-conforming use, allow vertical expansion in line with existing structure, rather than to setbacks. Allow extra height for flat roofs when used as a green roof.</p> <p>Study using Floor Area Ratio to restrict size of development and incentivize additional housing units. Currently we are seeing many new single dwellings that dwarf the house that was torn down. On a 5000 SF lot, with lot coverage at 35%, and a height limit of 30', we currently allow a house to be 5250 SF. Using a .5 FAR for single dwelling unit properties, allowing .7 for two dwelling units and .8 for three dwellings per lot, the same property would allow 2500 SF, 3500 SF or 4000 SF. Restricting maximum FAR will make teardowns/McMansions less viable, put a break on</p>

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			<p>gentrification, and insure that many more housing units and options are built. FAR limitations will create many lots with dwellings with mix of sizes and prices.</p> <p>Double Ownership. Allow split ownership of lots with existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established. Create template for condominium-like agreements to share lot ownership between existing house and new cottage. Seattle has no starter homes and this would create new opportunity for ownership. If we agree ownership is an aspiration, creating more affordable options such as this would be desirable.</p> <p>Allow homeowners to qualify for small loans from Office of Housing from pool of MHA payments when creating additional dwellings. One of the key criticisms of MHA is whether affordable housing created will be well distributed, and by making the available loans applicable at residential scale, on a parcel by parcel basis, there will be new affordable housing integrated into every neighborhood. The other difficulty most people face when creating a DADU is securing financing, and having an additional source would help many owners create their own.</p>

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10/30/2017 10:45:20	Donn Cave		Issues raised in the SEPA appeal, and in particular I refer to points 9, 10 and 11 of the Hearing Examiner's Decision, call for another Alternative in order to clearly assess impacts. One of the Alternatives should omit the two regulatory changes that the appellants successfully argued could "alter the economic environment for development": owner occupancy, and the number of accessory units per lot. This would facilitate separate examination of the impact of these two changes, changes that were found to have the potential for "conversion of single-family equity asset property into income property" and hence particularly critical to production and impact - while arguably doing little for the typical homeowner considering an accessory unit.
10/30/2017 11:03:40	Michael Richards	Yes! 1) The adverse impacts of spillover parking from Urban Villages into single family residential neighborhoods is significant. Many neighborhoods are already at capacity. Adding additional cars to on-street parking, when there really is none available, has a very adverse impact on the livability of neighborhoods! Homeowners are more likely to need cars: more likely to have families and transport kids to activities inaccessible by bus; everybody doesn't work downtown!; unavailable parking discriminates against older residents, disabled residents, fails to consider the many hills and steep grades in the city, frequent adverse weather conditions, etc.. New buildings should be required to provide parking consistent with the number of anticipated residents with cars! It is stressful to all not to have available parking. 2) ADUs and DADUs need to a) have owner occupancy, b) provide parking, c) be limited in size, d) have significant setbacks from adjoining property, and e) have DADUs only on very large lots. In other words, there should be no change from the current regulations on DADUs	Yes! The 2 promotional shows scheduled for the so called "Scoping Meetings" are totally inadequate! They were nothing more than a marketing effort to sell a combined program of HALA, MHA, Amendments to a Comprehensive Plan, and OBrian's ADU proposal. The "scope" of the meetings was far to broad and did nothing to encourage public comment other than hand out forms. Topics were too many and too broad. The process should first allow for education of the public regarding what the issues are - then followup later with opportunities for transparent comment and dialogue. I felt these meetings clearly had a pre-determined agenda and outcome! The one I attended had overwhelming opposition to both the Amendments and the new program for ADU/DADUs
10/30/2017 11:30:41	Tonya Ricks Sterr	I want to see more density and fewer barriers to building great ADUs/DADUs. Building restrictions on DADUs in particular are egregious and need to be lessened.	Alternative 2 is the only sustainable option. Please choose Alternative 2. My next-door neighbors have an ADU and my behind-my-house neighbors have a DADU and it's GREAT. Our not-very-dense neighborhood needs more folks living there.
10/30/2017 12:12:43	Freya Johnson	I would like to see the height limit relaxed. It is difficult to reach the allowed square footage on most lots with the current story and a half + dormer size limitations. These structures have an incredibly high cost/sf, which is eased with some economy of scale. It would be great to see additional easing on lot size and coverage for lots in general but especially in urban villages and near areas of zoning that allow greater density.	Don't back down. We are in desperate need of additional density and economic diversity in our neighborhoods. Arguments on the other side boil down to entitlement mentality, irrational fears of diversity/change and other prejudices. Everyone should have access to housing in wonderful neighborhoods, with great schools and transit options regardless of their income.

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10/30/2017 17:51:23	Patricia Simon	NO	I am not in favor of any changes to the current law, particularly I oppose eliminating the requirement for off-street parking and owner occupation. Parking is already a huge issue and is getting worse and worse. To eliminate the parking requirement would exacerbate the situation beyond remedy. Likewise, eliminating the owner occupancy requirement would provide an incentive for larger entities buying up single family homes and using them as de facto hotels and/or transient housing. I oppose any changes for these reasons.
10/30/2017 17:57:04	Paul Chapman	In addition to my previous scoping comments, please also include in this scope a study of replacing the zoning of all single family lots with RSL. This will allow more small-scale development across Seattle and provide landowners additional options for developing more affordable housing.	
10/30/2017 19:40:22	Brandon J. Kelly	Increasing the DADU base height limit to 20' (not 16')	
10/30/2017 19:59:08	Mark Stoner	I would like to see a study of allowing ADUs on even smaller lots, potentially 2800 or 3000 square feet. There are plenty of people who are happy living in small houses, two of which can certainly be fit onto lots smaller than the proposed minimum lot size of 3200 square feet.	The list of topics looks very thorough to me. I really just want more lots to be eligible for the creation of ADUs, especially since the most central, walkable lots are often very small.
10/30/2017 20:27:06	Michael Ruffo	No	No. Just want to express my support and that I do not feel that there are any potential significant adverse environmental impacts
10/30/2017 20:39:00	Robert Heller	The EIS must address whether removal of the owner-occupancy requirement, especially, could result in increased property values, which could have the effect of increasing housing costs. The City has heard feedback that the owner-occupancy requirement is an "impediment" for non-owner-occupants who wish to buy properties in order to create ADUs. There is clearly demand from such non-owner-occupants who wish to invest in Seattle properties for that purpose. The EIS must study what effects on property values and housing costs (both purchase cost and rental rates) may result from increasing the universe of potential buyers for single-family zoned residential property. The economics of the proposal, as affecting the motivation of real estate investors, must be thoroughly investigated. Special attention should be given potential impacts on property values and housing costs in areas of the City which are currently lower-income areas. Potential for demolition and redevelopment of properties that now contain smaller, lower cost homes must be examined.	Various studies on urban issues have addressed owner-occupancy as related to property maintenance, civic involvement, neighborhood cohesion, and other factors. Since the proposed action has potential to alter owner-occupancy rates, the EIS should survey the literature on this issue and also determine if the experiences of other cities may identify impacts related to changes in owner-occupancy.

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10/30/2017 21:36:55	Rosalie Volpone	no	Yes. I am not in favor of any changes to the current law, particularly I oppose eliminating the requirement for off-street parking and owner occupation. Parking is already a huge issue and is getting worse and worse. To eliminate the parking requirement would exacerbate the situation beyond remedy. Likewise, eliminating the owner occupancy requirement would provide an incentive for larger entities buying up single family homes and using them as de facto hotels and/or transient housing. I oppose any changes for these reasons.
10/30/2017 22:31:31	Barbara Bulzomi	No	I am not in favor of any changes to the current law, particularly I oppose eliminating the requirement for off-street parking and owner occupation. Parking is already a huge issue and is getting worse and worse. To eliminate the parking requirement would exacerbate the situation beyond remedy. Likewise, eliminating the owner occupancy requirement would provide an incentive for larger entities buying up single family homes and using them as de facto hotels and/or transient housing. I oppose any changes for these reasons.
10/30/2017 22:50:02	Patrick Taylor	The impact on affordability, green house gas emissions, sprawl, etc of not allowing additional housing	
10/30/2017 23:37:24	Antoine McNamara	Allowing duplexes and triplexes in single family zones	

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02-Oct-17	sarajane3h@comcast.net	Separate Mother-in-law legislation	<p>I will attend the High Point hearing.</p> <p>My #1 concern, as I testified before, is that the cost, complexity, impacts & affordability of a mother-in-law apartment are completely different from a backyard cottage. Therefore, they should be treated separately in legislation.</p> <p>Mother-in-law apartments do not have sewer, structural, lot coverage, garden shade or tree removal problems. Except for off-street parking, all the complexities surrounding these units are related to backyard cottages, but not to mother-in-law apartments.</p> <p>Mother-in-law apartments are naturally affordable as long as the home is homeowner-occupied, because the homeowner values a trustworthy tenant over maximizing rent. They can be greatly incentivised, as in Portland, by 1) forgiving the permitting fee, and 2) appointing one staff as navigator to simplify permitting, since each homeowner only does this once. That person should be accountable to a goal for producing more units and tracking their affordability.</p> <p>Mother-in-law apartments typically cost 10% to 40% of the cost of backyard cottages. They are most often homeowner-funded by an equity loan. The large difference is another major factor leading to naturally affordable mother-in-law units, but a need to charge market-rate rents to recover costs for new backyard cottages.</p> <p>Finally, please avoid using acronyms in community outreach regarding this legislation if you truly want to communicate with the public.</p> <p>Sarajane Siegfriedt 11811 33rd Ave. NE Seattle 98125</p> <p>Sent from XFINITY Connect Mobile App</p>
02-Oct-17	Andrew Dempsey	ADUs	<p>I would love to see you remove barriers to the building and construction of ADUs. Specifically I would love to see the following changes: Parking square footage not included in the overall square footage limits Dropping the additional parking requirements Dropping the lifetime owner occupancy requirements and replacing with a 5 year ownership requirement. Limiting the back of lot and side of lot setbacks to just 2 feet for 1 story DADUs These are just a couple of ideas that could help add some desperately needed affordable housing options. Andrew R. Dempsey Senior Loan Officer NMLS ID #698257 <</p>

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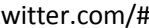



Email Date	Name	Subject	Message
			<p>andrew.dempsey@homestreet.com <mailto:andrew.dempsey@homestreet.com> W: https://www.homestreet.com/person/andrew-dempsey <https://www.homestreet.com/person/andrew-dempsey> ----- CONFIDENTIALITY NOTICE: The information in this message may be proprietary and/or confidential, and is intended only for the use of the individual(s) to whom this email is addressed. If you are not the intended recipient, you are hereby notified that any use, dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to this email and deleting this email from your computer. Nothing contained in this email or any attachment shall satisfy the requirements for contract formation or constitute an electronic signature.</p>
02-Oct-17	Robert Kirby	ADU's	<p>Dear Sir or Madam</p> <p>I am in favor of ADU's. As a 68 year old 30 year resident in my current house, I have been thinking about the future when my wife and/or I might need some help with activities of daily living and how we might stay in our current house.</p> <p>I can think of other situations that may favor such zoning changes as well.</p> <p>The parking issue is the only potential problem I would question. In areas where parking is tight, and off street parking is not available, there should probably be some mitigation or limitation so that current residents are not hurt by any increase in density.</p> <p>Best Robert Kirby 6235 NE Princeton Way Seattle, WA 98115</p>
02-Oct-17	Sandra Wires	Opinion on backyard cottages	<p>Hi - I really do not like the idea, its going to make the neighborhoods higgledy piggledy if not slum-like in quality. Green areas and trees will be removed, more pavement and generally people are going to try to get as much rent as possible for even the smallest space which isn't going to help the homeless at all. What I want first and foremost is Housing First to Scale, get the homeless inside decent apartments for free, without having to give up all their addictions first. Most of them are untreated mentally ill and need services but first they need a roof over their heads. I feel most people in Seattle would donate huge amounts for such a solution as it will allow us to hold our heads high in that we are really helping the helpless. and it will show by getting the tents and garbage off the streets everywhere we go. I am sick of being broken hearted every time I drive into Seattle and see the sadness and sickness over and over and it looks like we don't care when its year after year! When are we going to put Housing First to Scale into effect? Thank you! Sandy Wires</p>

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02-Oct-17	Mark Davidson	Re: ADU EIS Scoping period comment opportunity	<p>Please make this possible. We have a 3990 square foot lot with a two car garage. We would like to add a studio over the garage and are restricted by lot size and coverage issues.</p> <p>We want to help the housing shortage in Seattle. We also want to increase permeable land on our lot. With changes to the current restrictions we could do both.</p> <p>Thanks for your consideration, Mark</p> <p>On Oct 2, 2017, at 1:26 PM, O'Brien, Mike <Mike.O'Brien@seattle.gov <mailto:Mike.O'Brien@seattle.gov> > wrote: Hello,</p> <p>Thank you for your ongoing interest in our efforts to lower the barriers to creating accessory dwelling units (ADUs) as an important part of addressing affordability across the city. We're beginning the environmental review process to analyze potential effects of encouraging more ADUs in Seattle, and we want your input.</p> <p>Today the City of Seattle begins the environmental review process to study the effects of removing barriers to creating ADUs in single-family zones. The first phase of the Environmental Impact Statement (EIS) process is to determine the scope of the study, and we want your input on what to consider and analyze as we explore allowing more ADUs in Seattle's neighborhoods. All of the information about the EIS process can be found here <http://www.seattle.gov/council/adu-eis> .</p> <p>ADUs are small, secondary dwelling units inside, attached to, or in the rear yard of a single-family house. The City's proposal involves allowing both an in-law apartment and a backyard cottage on the same lot, removing the existing off-street parking and owner-occupancy requirements, and changing some development standards that regulate the size and location of backyard cottages. Based on a decision <https://web6.seattle.gov/Examiner/case/W-16-004> from the City's Hearing Examiner in December 2016, we're preparing an EIS to review the potential environmental impacts of this proposal.</p> <p>During the scoping phase, you can help determine the alternatives to study, potential environmental impacts to consider, and possible measures to avoid or reduce the effects of the proposal. Comments are due by 5:00 p.m. on November 1, 2017. You can share your input in several ways:</p> <ul style="list-style-type: none"> * online at seattle.gov/council/ADU-EIS <http://seattle.gov/council/ADU-EIS> * by email to ADUEIS@seattle.gov <mailto:ADUEIS@seattle.gov> * by mail to Aly Pennucci, City Council Central Staff, PO Box 34025 Seattle, WA 98124-4025

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			<p>* in person at our two public scoping meetings</p> <p>o October 17, 2017, 6:00-7:30 p.m. at High Point Community Center https://www.google.com/maps/place/High+Point+Community+Center/@47.540589,-122.3745519,15z/data=!4m2!3m1!1s0x0:0xb545f9e4196944b3?sa=X&ved=0ahUKEwjEklZy8XWAhXKy1QKHbVdBn0Q_BIIdTAK , 6920 34th Ave SW</p> <p>o October 26, 2017, 6:00-7:30 p.m. at Hale's Ales https://www.google.com/maps/place/Hale's+Ales+Brewery+%26+Pub/@47.6589519,-122.3655352,18.5z/data=!4m5!3m4!1s0x0:0x5a48d750629c33c3!8m2!3d47.659067!4d-122.3652526 (in the Palladium), 4301 Leary Way NW</p> <p>For more information, visit seattle.gov/council/ADU-EIS <http://www.seattle.gov/council/adu-eis> .</p> <p>Thank you for your involvement through the process, and we will continue to keep you in the loop as we move forward.</p> <p>Best,</p> <p>Mike O'Brien</p> <p>Councilmember Mike O'Brien</p> <p>Chair, Sustainability and Transportation Committee</p> <p>Seattle City Council <http://www.seattle.gov/council/></p> <p>Follow Mike on: < <http://obrien.seattle.gov/> < <http://www.facebook.com/pages/Seattle-City-Councilmember-Mike-O'Brien/371975827682?ref=ts> < <https://twitter.com/#!/CMMikeObrien> < <http://www.flickr.com/photos/councilmemberobrien> < <http://www.seattlechannel.org/news/watchVideos.asp?program=Council> < <http://www.seattle.gov/council/Obrien/></p>

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			Sign Up for Mike's E-Newsletter < http://eepurl.com/BRDwXz >
02-Oct-17	Thor Christensen		I'm writing to share my perspective about the proposed DADU legislation. My wife and I own a small (<1,000 sf) old house in Wedgwood that we currently rent to a nice family with young children. It has a large yard and a detached garage (usually used for storage). We would love to tear down the garage and build a DADU as an additional rental unit that could house another family at reasonable cost. But because we do not live at the property that is not an option, and while the proposed legislation makes progress in that direction it will not change our situation. Houses close by are selling for quite a good amount and are then torn down to make way for large new houses. Unless we can build a DADU on the lot in the next 5-10 years it is increasingly likely that the small old house will be torn down and the possibility of housing two families on the lot at reasonable cost will be gone. I do not think that removing the old house would improve Seattle, but that's what the economics will encourage us to do. I know some people worry that absentee owners will not maintain properties, but I can assure you that a lot with two rental houses would make up a significant amount of income for my family, and we would have every incentive to maintain it and keep tenants happy. I hope you can take our situation into consideration, as I know there are many other people in the same position. Thor
02-Oct-17	Victoria N. McCormick	Accessory Dwelling Units	Dear Administrator: Please note that without the missing middle component numerous people would be homeless! Including me. Retrofitting a garage into a living space made so that I was Not a burden on society. Please realize that this warrents consideration for which is doable with your help. I throughly believe that you are part of the problem or you are part of the solution! Do you know how to save a life? Cordially, Accessory Unit Dweller VMC
02-Oct-17	brett youngstrom	Support for ADUs	Hi, I am writing to express my support for he City's proposal to allow both an in-law apartment and a backyard cottage on the same lot, remove the existing off-street parking and owner-occupancy requirements. Regards, Brett Youngstrom 4525 Renton Ave S Seattle, WA 98108
03-Oct-17	John McAlpine	Comments about ADU's	Good Morning, I'm happy to see the City is relooking at the requirements for backyard cottages. I originally built one in the backyard of my sister's home for our mom to move into. I was so pleased with the outcome that I built one in my backyard. Here's what upset me. When I was all done with the project I received a

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			<p>letter stating I need to pay \$15,000 (I believe) for a sewage fee connection. I found that to be absurd. It's a small cottage for one person. The most current edition of the Washington State Department of Ecology Criteria for Sewage Works Design Table G2-2: Design Basis for New Sewage Works states the average person per dwelling uses 100 gallons of water per day. https://fortress.wa.gov/ecy/publications/documents/9837.pdf. I rent my main house and live in the cottage. I've had up to 6 people living in the rental house. That's a lot of wastewater entering the system (600 gpd). I currently have 4 people living in the house (400 gpd). I live in the cottage at 100 gpd, per DOE. What I'm getting at is the cottages use a fraction of the water the main house uses. A \$15,000 connection fee is grossly high. I could add 5 bathrooms to my main house and no additional fees will be requested.....but I add the cottage fixtures and it's \$15,000. I hope I'm making this somewhat clear? I'm not the most articulate person. Please revisit the connection fee for these small dwelling units.</p> <p>Sincerely, John</p>
03-Oct-17	Scott Amick	ADU EIS comment	<p>I support the proposed changes to allow more housing to be built in the city with one exception noted below.</p> <p>Changes are: allowing both an in-law apartment and a backyard cottage on the same lot, removing the existing off-street parking and owner-occupancy requirements, and changing some development standards that regulate the size and location of backyard cottages.</p> <p>The only change I would make is the parking space rule could be eased only at properties with fully built-out streets on both sides of their block (i.e. curb, gutter and sidewalk). I'm OK with parking being scarce but not when it means cars are blocking sidewalks or there are no sidewalks at all. This change to the rule should help focus sidewalk, curb and gutter investments on streets that really need them while striking a compromise with neighborhoods that have fully built streets and lots of development capacity without squeezing in towering full sized houses. SDOT, SDCI and OPCD need to coordinate efforts on this.</p> <p>Thanks, Scott</p> <p>Scott Amick</p>
03-Oct-17	Jessica Clawson	EIS scoping comment	<p>Please study: 1. The impacts of what would occur in the city if ADUs are not allowed—how many fewer units would be built, how much less affordable would the city become? 2. If there was an incentive to retain existing onsite houses or limit the size of existing onsite houses in order to build an ADU what would the impact be on “neighborhood character”? Would incentivizing ADUs/not demolishing existing houses and building huge single family mega houses lead to more density and a balance of neighborhood character? I'm thinking of the strategy in Melbourne where incentives are given for retaining existing structures. Thank you! Jessica M. Clawson Partner McCullough Hill Leary, ps 701 Fifth Avenue, Suite 6600 Seattle, WA 98104 Tel:</p>

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			<p>206.812.3388 Direct: 206.812.3378 Fax: 206.812.3389 jclawson@mhseattle.com <mailto:jclawson@mhseattle.com> www.mhseattle.com <http://www.mhseattle.com/> NOTICE: This communication may contain privileged or confidential information. If you have received it in error, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you.</p>
03-Oct-17	Julie Gaskill	Accessory Dwelling Unit Proposal	<p>Dear OPCD,</p> <p>We believe allowing THREE dwellings or families on a single-family lot is a terrible idea for Seattle. It would cut down on bird and wildlife habitat, create noise, friction, parking difficulties and adversely affect the quality of life in our single-family neighborhoods.</p> <p>The City's proposal would allow BOTH an in-law apartment and a backyard cottage. We think allowing ONE ADU is acceptable—that doubles density and brings the homeowner enough income to afford living here. But TWO ADUs on the same lot would destroy Seattle's unique single-family neighborhoods. Developers would take the three-family concept and run with it—creating high-end dwellings, even less breathable green space, and condemning two-thirds of the families on these lots to renting forever. It seems undemocratic to have a wealthy landowner renting out two spaces.</p> <p>Better to cluster walkable villages around the Metro-link stations and on throughways like Aurora Ave, with high-rises and affordable condos so everyone who would like to, can afford a little piece of Seattle, instead of being able only to rent.</p> <p>Allowing THREE families on a single lot would destroy Seattle's beautiful neighborhoods. Mayor Murray recommended this and there was a huge public outcry. Seattle does not want this!</p> <p>Thank you,</p> <p>Julie Gaskill and Richard Carter</p>
03-Oct-17	joel tufel	Comments regarding ADU enlargement proposal.	<p>I live in Maple Leaf. Here our houses are closely spaced, often ten feet apart. There is no privacy on these two sides. Only the backyard can be private and often our bedrooms face that way. In the back there can be natural space, light and vegetation, with access to a garden or recreational area. This has always been the character of single family home ownership. Our City Council has already removed the protection of this experience by allowing added housing structures in our backyards. If my neighbors build two story 800 square foot buildings behind their homes, I too will be exposed to these new houses. Then I will have lost all protection and privacy that I hoped for by investing in the biggest investment of my life. There will be lights out there at night, sounds of music and television and conversations at times I may be trying to sleep. In the summer with windows open by all, the opportunity for conflict and friction is obvious. My sunlight may be</p>

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			<p>blocked. Trees will be removed. View lines I chose when I bought my house will be blocked. I will have lost the benefits that motivated me to buy my house. I would never have bought my house if there was another house in the next door yard. It is like a taking by government by eminent domain, my loss for the suggestion of a greater good benefit. But I see no good for myself or my neighborhood. Maple Leaf is not a walkable community. There is no close-by market here to shop for food. It's all about managing our movement with cars. Do you do all your food shopping by using public transit? Or bicycle? Try that some time. All I see with "backyard cottages" is diminished quality of life. Crowding. Friction. Loss. Cities will benefit from new designs for living We might build differently for greater density and efficient use of space and energy. But encouraging the development of second houses on our small lots is a recipe for loss and conflict. Why not just require that no citizen can live in more than 800 square feet of residential space. Efficient use of available space will be achieved in this way too. Keep the townhouses, condominiums and apartment buildings in the districts zoned for them. We had these discussions already and drew our overlay districts and zoning standards. This was our contract for ownership. There are vast land areas that our Light Rail passes through that is where we need to turn for future development. The Growth Management Act speaks about "concurrency", the idea that we grow within the urban growth boundaries in a way that enhances our lives, that does not ruin our quality of life. I see the trashing of our quality of life. I see loss. We are creating a big mess. Count this discussion as my vote to not further damage my neighborhood by relaxing our zoning codes any further. Sincerely, Joel Tufel</p>
03-Oct-17	Aaron	DADU public comment	<p>Aaron Lebeau 12252 3rd Ave NW Seattle, WA 98177</p> <p>I recommend the council consider lifting the garage space in coverage calculation or raising the total coverage of 800 sq ft. I think the allowable back yard garage coverage should be the same with or without the DADU. I do not see how a flat 800 sq ft garage has less of an impact to the environment than a 600 sq ft garage with 600 sq ft apartment above. The lot coverage would be less. I simply think the lot coverage and the same height restrictions of the main dwelling unit (house) make more sense.</p> <p>Or at a minimum, I recommend raising the allowable total square feet to 1200 sq ft. A 600 sq ft garage is a 3 car garage and allows for 600 sq ft unit above, which is a comfortable sized 1 bedroom and would allow for one garage space to be used for the occupier of the DADU.</p> <p>Thanks Aaron</p> <p>Sent from my iPhone</p> <p>.</p>

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03-Oct-17	Jessica Clawson	RE: Melbourne incentive	<p>Hi nick! The Runstad fellows went there this year (I am not a fellow so I did not get a free trip to Australia, sad), and that's how I learned about it. They do it more for commercial development but essentially the developer gets a density bonus for building behind the old commercial buildings and retaining the old commercial buildings—this also helps with commercial affordability. I'm copying Martha Barkman who was a fellow and was telling me about this—she might be able to help with more information about the incentives and the program there. On DADUs/ADUs, I thought the same idea could be applicable to help retain "neighborhood character." I live in Magnolia where every little house is being demolished to build a mega house. I'm obviously not against development and change is a constant, but it's a shame that only one family can live on the lot in the huge mega house. What if the right to build a DADU was tied to keeping the old house in place or at least restricting the size of the "front house" to the same or similar size/footprint as the original? It could be a good for density, affordability, and neighborhood character/size issues. Jessica M. Clawson Partner McCullough Hill Leary, ps 701 Fifth Avenue, Suite 6600 Seattle, WA 98104 Tel: 206.812.3388 Direct: 206.812.3378 Fax: 206.812.3389 jclawson@mhseattle.com <mailto:jclawson@mhseattle.com> www.mhseattle.com <http://www.mhseattle.com/> NOTICE: This communication may contain privileged or confidential information. If you have received it in error, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you. From: ADUEIS [mailto:ADUEIS@seattle.gov] Sent: Tuesday, October 03, 2017 1:23 PM To: Jessica Clawson <jessica@mhseattle.com> Subject: Melbourne incentive Jessie, I'd like to learn more about the Melbourne incentives to retain existing structures that you mentioned. Can you point me to information about it? Thanks for bringing it up. Your suggestions are super helpful. Nick Welch Senior Planner City of Seattle, Office of Planning and Community Development <http://www.seattle.gov/OPCD> O: 206.684.8203 F: 206.233.7883 Facebook <https://www.facebook.com/SeattleOPCD/> Twitter <https://twitter.com/SeattleOPCD></p>
03-Oct-17	Glenn Pittenger	Fwd: ADU EIS Scoping period comment opportunity	<p>I'm writing to officially record my full support for the proposed ADU/DADU changes being proposed by council member Mike O'Brien. I believe those changes are documented on the ADU/DADU website as "alternative 2". I've owned my property in the Green Lake / Roosevelt / Maple Leaf area (my lot is on the border of all 3 neighborhoods) for 24 years, and am a 3rd generation Seattle resident. I've been waiting for these changes, for many years, to entice me to consider building a DADU on my property (8267 4th Ave NE). Of particular interest to me, is the provision to expand the allowed size of the DADU to 1000 sq ft (from 800), and allowing the sq footage of any attached garage to not be counted against the sq footage of the DADU. I'm also supportive of the height increase. And, I'm supportive of allowing both an ADU and a DADU on the same parcel/lot. I understand there is some controversy and opposition to these changes, in particular allowing both a DADU/ADU on the same property, and removing the off-street parking requirements. One suggestion that I'd make, which might help lessen some of the opposition, is to consider allowing both an ADU/DADU only on lots over a cert size, such as 5,000 sq ft or 6,000 sq ft. (and only lots smaller than 5,000 sq ft, allowing only one or the other). This might help reduce the fear that some have about "tripling" the density in the Single Family zones. By setting a lot size minimum, any tripling would only occur on larger lots -- and these larger lots happen</p>

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			<p>to be fairly rare in the areas like Queen Anne & Wallingford -- where some of the opposition to the DADU changes are most vocal. You might also consider making the same compromise for removing the parking requirement -- perhaps only remove the requirement for one of the ADUs, but not both. Meaning, if a person wants both an ADU & DADU on their property -- they must provide off street parking for one of the units. While I fully support the proposed changes, I can understand why some neighborhoods fear a one-size fits all approach. Neighborhoods where the average lot size is near or below 4,000 sq ft, and where on street parking is already very crowded, might not be the best place to allow both an ADU & DADU on a lot, but neighborhoods where the average lot size is closer to 5,000 sq ft or larger -- and where on street parking is not tight, might see lower impact. In my area for example, the average lot size is just about exactly 5,000 sq ft, and on many streets, on street parking is abundant. Getting the average lot size for lots by neighborhood, is rather straightforward, and I'd be happy to forward my own data analysis on the topic if you are interested, but it is something that any competent GIS person could get for you from the city/county parcel data. Feel free to reach out if you have any questions about my support, or about the compromise ideas I forwarded. Kind Regards, Glenn Pittenger 8267 4th Ave NE Seattle, WA 98115 ----- Forwarded message ----- From: O'Brien, Mike <Mike.O'Brien@seattle.gov <mailto:Mike.O'Brien@seattle.gov> > Date: Mon, Oct 2, 2017 at 1:26 PM Subject: ADU EIS Scoping period comment opportunity To: "O'Brien, Mike" <Mike.O'Brien@seattle.gov <mailto:Mike.O'Brien@seattle.gov> > Cc: "Levy, Susie" <Susie.Levy@seattle.gov <mailto:Susie.Levy@seattle.gov> > Hello, Thank you for your ongoing interest in our efforts to lower the barriers to creating accessory dwelling units (ADUs) as an important part of addressing affordability across the city. We're beginning the environmental review process to analyze potential effects of encouraging more ADUs in Seattle, and we want your input. Today the City of Seattle begins the environmental review process to study the effects of removing barriers to creating ADUs in single-family zones. The first phase of the Environmental Impact Statement (EIS) process is to determine the scope of the study, and we want your inp</p>
03-Oct-17	Sarah Lloyd	Re: Beginning the environmental review process for ADUs and backyard cottages	<p>Hi Aly and Nicolas, Pardon me for the 101 question here, I wasn't covering this issue when it first came up. Is the City plan the same as O'Brien's plan last year <https://seattle.curbed.com/2016/9/20/12989258/seattle-backyard-cottage-tiny-rules> ? On Mon, Oct 2, 2017 at 12:42 PM, ADUEIS <ADUEIS@seattle.gov <mailto:ADUEIS@seattle.gov> > wrote: Good afternoon, Today we announced the beginning of the environmental review process <http://seattle.gov/council/ADU-EIS> to study the potential effects of removing barriers to building accessory dwelling units (ADUs) in single-family zones. ADUs include backyard cottages, known as Detached Accessory Dwelling Units (DADUs), and in-law apartments, known as Attached Accessory Dwelling Units (AADUs). The first phase of the Environmental Impact Statement (EIS) process is to determine the scope of the study, and we want your input on what to consider and analyze as we explore allowing more ADUs in Seattle's neighborhoods. ADUs are small, secondary dwelling units inside, attached to, or in the rear yard of a single-family house. The City's proposal involves allowing both an in-law apartment and a backyard cottage on the same lot, removing the existing off-street parking and owner-occupancy requirements, and changing some development standards that regulate the size and location of backyard cottages. Based on a decision <https://web6.seattle.gov/Examiner/case/W-16-004> from the City's Hearing Examiner in December</p>

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			<p>2016, we're preparing an EIS to review the potential environmental impacts of this proposal. During the scoping phase, you can help us determine the alternatives we'll study, potential environmental impacts to consider, and possible measures to avoid or reduce the effects of the proposal. Comments are due by 5:00 p.m. on November 1, 2017. You can give us your input in several ways: * online http://www.seattle.gov/council/adu-eis <http://www.seattle.gov/council/adu-eis> * by email at ADUEIS@seattle.gov <mailto:ADUEIS@seattle.gov> * by mail to Aly Pennucci, Council Central Staff, PO Box 34025, Seattle, WA 98124-4025 * in person at our two public scoping meetings * October 17, 2017, 6:00-7:30 p.m. at High Point Community Center <https://www.google.com/maps/place/High+Point+Community+Center/@47.540589,-122.3745519,15z/data=!4m2!3m1!1s0x0:0xb545f9e4196944b3?sa=X&ved=0ahUKEwjEkpLZy8XWAhXKy1QKHbVdBn0Q_BIIdTAK> , 6920 34th Ave SW <https://maps.google.com/?q=6920+34th+Ave+SW&entry=gmail&source=g> * October 26, 2017, 6:00-7:30 p.m. at Hale's Ales <https://www.google.com/maps/place/Hale's+Ales+Brewery+%26+Pub/@47.6589519,-122.3655352,18.5z/data=!4m5!3m4!1s0x0:0x5a48d750629c33c3!8m2!3d47.659067!4d-122.3652526> (in the Palladium), 4301 Leary Way NW <https://maps.google.com/?q=4301+Leary+Way+NW&entry=gmail&source=g> For more information, visit seattle.gov/council/ADU-EIS <http://www.seattle.gov/council/ADU-EIS> . Aly Pennucci, AICP Legislative Analyst City of Seattle Council Central Staff 206.684.8148 <tel:(206)%20684-8148> PO Box 34025 Seattle, WA 98142-4025 -- Sarah Lloyd Curbed Seattle Editor seattle.curbed.com <http://seattle.curbed.com/> Twitter: curbedseattle <http://twitter.com/curbedseattle> <http://www.curbed.com/> <http://www.curbed.com/> <http://www.curbed.com/> <http://www.curbed.com/> Curbed is part of Vox Media <http://www.voxmedia.com/> , home of Vox.com <http://www.vox.com/> , The Verge <http://www.theverge.com/> , SB Nation <http://www.sbnation.com/> , Polygon <http://www.polygon.com/> , Eater <http://www.eater.com/> , Racked <http://www.racked.com/> , and Recode <http://www.recode.net/></p>
03-Oct-17	jodi a williams	Neighbor already does this...	<p>My neighbor already has her three story house divided into three separate units. Does this mean she is illegally doing this? I've always wondered but couldn't track down how to find out. She is also now running a business out of her carport as well. It's a pain... Especially for parking.</p> <p>Please advise. Thank you.</p>
03-Oct-17	stixrood@comcast.net	Scoping Comments Accessory Dwelling Units EIS	<p>The current proposal presentation of two fixed alternatives may not meet the intent of the State Environmental Policy Act to identify the objective to be achieved and to compare the impacts associated with alternative ways of achieving housing objectives. The concern expressed in this comment is that the proposal and alternatives as described on the City website may not fully comply with State Environmental Policy Act (SEPA) guidelines. Complying more fully with SEPA could allow solutions to be tailored to individual neighborhoods and increase public acceptance and understanding of the proposal, particularly in neighborhoods concerned with protection of single family character. My comment does not reflect any</p>

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			<p>position on the City alternatives; the EIS process is intended to provide the information needed for an informed decision. My comments are intended to improve the process of informed decision making as is the intent of SEPA. WAC 197-11-060 (3) states (iii) Proposals should be described in ways that encourage considering and comparing alternatives. Agencies are encouraged to describe public or nonproject proposals in terms of objectives rather than preferred solutions. A proposal could be described, for example, as "reducing flood damage and achieving better flood control by one or a combination of the following means: Building a new dam; maintenance dredging; use of shoreline and land use controls; purchase of floodprone areas; or relocation assistance." The guidance in this WAC can apply directly to the wording of the current proposal by the City, and increase compliance, if the proposal were described as "increase the total supply of housing units and number of affordable and family oriented housing units". Individual actions in the proposed legislation then become the alternative ways of achieving housing objectives. Alternatives would include (as stated in City proposed legislation) 1. Allow an ADU and DADU on a single family lot 2. No off street parking required for ADU or DADU 3. No owner occupant requirement 4. 3200 minimum lot size requirement for a DADU 5. Increase DADU allowed square footage to 1,000 sf. 6. Allow 1-3 foot increase in height. 7. Increase rear lot coverage for a DADU from 40 to 60 percent. 8. Allow DADU entrances on side and rear lot lines if they are 10 feet from the lot line. 9. Allow projections for dormers. 10. Increase the number of people allowed to be living on a single family lot from 8-12. Some alternatives might be grouped to create a tiered approach typical in land use EIS analysis. For example measures forecast to create many units, measures forecast to have limited effect on housing supply but which might mitigate impacts; etc. Analysis of each measure could include the number of housing units expected to result in various socioeconomic categories as well as potential impacts in the areas of the environment such as parking, traffic, public services, land use and aesthetics. This approach could create impact/benefit information which would help identify which measures create the most housing with the least impacts. The comment I hear frequently from neighbors is a concern over erosion of character and quality of life in single family areas. This concern could easily be addressed by rewording the proposal and alternatives to the manner suggested by SEPA guidelines. Another comment I have heard very strongly from neighbors is that a "one size fits all" approach may not be appropriate. If alternatives are mixed and matched to individual neighborhoods, this concern is addressed. For example, it is easy to see that not requiring on-site parking may work well in some neighborhoods with wide streets and access to transit and not so well in others with narrow streets and steep slopes. As an example of how mitigation measures might be developed to address these types of concerns, a policy to expand the neighborhood parking permit program as part of the</p>
03-Oct-17	Tom Marshall	Support for Accessory Dwelling Units proposed change	<p>I support the proposed changes for Accessory Dwelling Units. The city needs more density and it should be affordable. Fewer regulations will help us get more affordability.</p> <p>Thanks, Tom Marshall 5008 39th Ave S Seattle 98118</p>

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03-Oct-17	Martha Barkman	RE: Melbourne incentive	<p>Hi Nick – Australia has a shockingly light land use code so there are good and bad consequences that arise out of their “hands off” approach, but they are even more possessive than Seattle on holding onto SF homeownership – so to handle all the growth they are allowing 70+ story condos downtown and rezoning much of the industrial lands to housing/commercial instead. Both Melbourne and Sydney allow “outright” a second home on your SF lot (that’s their way of not rezoning SF) the homeowners then rent out the other unit – there were quickly complaints that neighborhoods were losing their “backyards” so now they are implementing new land use standards on how big the footprint of the second structure can be. Below isn’t a good picture but you can see the new modern ADU behind the 100 year old “heritage” house in front. Regarding the retail, what they actually did was not a bonus but the “upzones” in some areas are happening a half block off the main retail streets (see below). This keeps the charming older buildings that the neighborhood loves but also provides cheap rent and character for the retailers. The retail was mostly mom and pop but very healthy. In the half block behind they rezoned to 6 to 8 storeys for new “middle ring” multifamily ---- this seemed like a really cool way for Seattle to preserve its neighborhood pedestrian/retail cores and yet still get the denser housing in there too ---- of course more SF has to go as a result but the saving of the character buildings in front seemed to be a good tradeoff.....happy to chat if you want more detail.</p> <p>MARTHA BARKMAN Vice President of Development 1411 4th Ave, Suite 500 Seattle, WA 98101 T mbarkman@mackurban.com <mailto:mbarkman@harborurban.com> The information in this message is confidential and subject to the terms of our electronic communication policy. Please see the link below for more info: E-Mail Privacy/Confidentiality Notice <http://www.mackurban.com/confidentiality> From: Jessica Clawson [mailto:jessica@mhseattle.com] Sent: Tuesday, October 03, 2017 1:36 PM To: ADUEIS <ADUEIS@seattle.gov> Cc: Martha Barkman <mbarkman@mackurban.com> Subject: RE: Melbourne incentive</p> <p>Hi nick! The Runstad fellows went there this year (I am not a fellow so I did not get a free trip to Australia, sad), and that’s how I learned about it. They do it more for commercial development but essentially the developer gets a density bonus for building behind the old commercial buildings and retaining the old commercial buildings—this also helps with commercial affordability. I’m copying Martha Barkman who was a fellow and was telling me about this—she might be able to help with more information about the incentives and the program there. On DADUs/ADUs, I thought the same idea could be applicable to help retain “neighborhood character.” I live in Magnolia where every little house is being demolished to build a mega house. I’m obviously not against development and change is a constant, but it’s a shame that only one family can live on the lot in the huge mega house. What if the right to build a DADU was tied to keeping the old house in place or at least restricting the size of the “front house” to the same or similar size/footprint as the original? It could be a good for density, affordability, and neighborhood character/size issues. Jessica M. Clawson Partner McCullough Hill Leary, ps 701 Fifth Avenue, Suite 6600 Seattle, WA 98104 Tel: 206.812.3388 Direct: 206.812.3378 Fax: 206.812.3389 jclawson@mhseattle.com <mailto:jclawson@mhseattle.com> www.mhseattle.com <http://www.mhseattle.com/> NOTICE: This communication may contain privileged or confidential</p>

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03-Oct-17	Jill Curtis Jackson	Fwd: ADU EIS Scoping period comment opportunity	<p>Hello, For the Environmental Impact Statement (EIS) regarding removing barriers to creating ADUs in single-family zoning, I hope to provide the below input for scoping... - The EIS should assess the environmental impact of expanding low-density suburbs as an alternative to increasing density in our existing housing stock through DADUs and ADUs. - Density's effect on the use of public transit, especially compared with that of lengthening suburban commutes - Density's effect on a city's likelihood of continuing to maintain and expand public transit, and that's environmental impact. This represents a long-term environmental consideration for whether we should support increased density in our neighborhoods nearest to downtown, which remain largely SF zoning. - Whether homes with ADUs or DADUs tend to lower the square footage per person compared with single family homes; assess the environmental impact of decreased per capita floor space -- particularly in terms of energy consumption / energy consumption's related CO2 emissions - Environmental impact of required additional parking spaces for ADUs, e.g. decreased density as fewer homes build ADUs due to lot size or lot lay-out constrains, increased impervious areas, reduced gardens. Please note that the cut-out for driveways also remove an on-street parking space. - Environmental impact of mandated parking's long-term effects. Does mandated off-street parking either discourage density or encourage car ownership? Does lowering density increase rates of car-ownership? Many thanks, Jill Jackson ----- Forwarded message -----</p> <p>----- From: O'Brien, Mike <Mike.O'Brien@seattle.gov <mailto:Mike.O'Brien@seattle.gov> > Date: Mon, Oct 2, 2017 at 1:26 PM Subject: ADU EIS Scoping period comment opportunity To: "O'Brien, Mike" <Mike.O'Brien@seattle.gov <mailto:Mike.O'Brien@seattle.gov> > Cc: "Levy, Susie" <Susie.Levy@seattle.gov <mailto:Susie.Levy@seattle.gov> > Hello, Thank you for your ongoing interest in our efforts to lower the barriers to creating accessory dwelling units (ADUs) as an important part of addressing affordability across the city. We're beginning the environmental review process to analyze potential effects of encouraging more ADUs in Seattle, and we want your input. Today the City of Seattle begins the environmental review process to study the effects of removing barriers to creating ADUs in single-family zones. The first phase of the Environmental Impact Statement (EIS) process is to determine the scope of the study, and we want your input on what to consider and analyze as we explore allowing more ADUs in Seattle's neighborhoods. All of the information about the EIS process can be found here <http://www.seattle.gov/council/adu-eis> . ADUs are small, secondary dwelling units inside, attached to, or in the rear yard of a single-family house. The City's proposal involves allowing both an in-law apartment and a backyard cottage on the same lot, removing the existing off-street parking and owner-occupancy requirements, and changing some development standards that regulate the size and location of backyard cottages. Based on a decision <https://web6.seattle.gov/Examiner/case/W-16-004> from the City's Hearing Examiner in December 2016, we're preparing an EIS to review the potential environmental impacts of this proposal. During the scoping phase, you can help determine the alternatives to study, potential environmental impacts to consider, and possible measures to avoid or reduce the effects of the proposal. Comments are due by 5:00 p.m. on November 1, 2017. You can share your input in several ways: * online at seattle.gov/council/ADU-EIS</p>

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			<p><http://seattle.gov/council/ADU-EIS> * by email to ADUEIS@seattle.gov <mailto:ADUEIS@seattle.gov> * by mail to Aly Pennucci, City Council Central Staff, PO Box 34025 Seattle, WA 98124-4025 * in person at our two public scoping meetings</p>
04-Oct-17	John Schlosser	ADO Proposed changes-Scoping	<p>In the EIS pls incl analysis of following issues: 1. Net increase in units: The what extent will each proposed ADU alternative *divert* demand to SF zones from areas already zoned for MF housing. Ie, ADU changes may *not result in significant incremental expansion of housing supply, rather soak up demand otherwise supplied by development in MF zones areas. Critics of HALA proposals, incl the ADU changes, suggest that existing zoning capacity is sufficient, and that measures like ADU zone liberalization, will not have the desired effect. 2. Owner-occupancy: The likely nbr of SF-zones properties that will flip from owner-occupied to renter-occupied—if new ADU rules allow ADU’s with no owner-occupied covenant. It is hard to overstate the impact of owner-occupancy on neighborhood character. 3. Which ADU change is most impactful? The extent to which *each* separate element of AD-related zoning change contributed to increased supply of ADU’s. The proposed alternatives include a bundle of changes, each with potential positive impacts (incl units) and negative impacts (utility/services/parking capacity, etc). In addition, of course, there are ADU policy alternatives related to ADU’s but not strictly zoning. Eg., A. (Non-zoning): Reducing sewer connection and City Light connection fees; reducing Building Department ADU license/permit fee; building code changes. B. Reducing parking requirements. C. Allowing 2 ADU’s if one is detached, 1 non-detached & Main is owner-occupied. D. Allowing non-owner occupancy. Etc. The point is, the EIS van and should analyze *which* specific changes are more powerful (or necessary) in obtaining the desired effect. Maybe doing A and B (above) would be most impactful, or A and C or? 4. Timing: Today’s high rents/prices are unarguably driven by a *sudden increase in demand (cf Amazon and tech etc). Housing production has taken a while to catch up. This is normal. But supply *is catching up: eg., real estate industry reports move-in incentives dbl over past year. As 10,000’s of new units become available ... and Amazon builds HQ2 elsewhere ...this supply-demand mismatch will resolve naturally — perhaps even without ADU zoning change. Bottom line: The analysis of incremental ADU units should be based on *average* or equilibrium housing market conditions—*not current high-heat conditions. Zoning law will stay on the books indefinitely so must be helpful long term—during recessions as well as boom times. Please insist your EIS consultant consider this in their analysis. Thanks, John Schlosser</p>
04-Oct-17	John McAlpine	RE: Comments about ADU's	<p>One more item.... I just added this to the October 2, 2017 West Seattle blog article about DADU’s. @WS Guy.... I agree too. I built a DADU about 3 years ago. I live in the DADU and rent out my house. I share my yard with the renters and interact with them daily. Of course I'm not going to pick the first person through the door. I interview every possible tenant. I want to make sure I get along with them. I don't believe the City understands this. It's different for the landlord that actually lives on the same lot with the renter....and actually interacts with the renter. I have a wonderful young couple living there now and I couldn't be happier. My rent is below the asking price elsewhere, because I want to help, but also because I want to pick who I want to share my life with. Again....the City, I feel, is disconnected from this. * Accessory Dwelling Units (ADUs) include backyard cottages, known as Detached Accessory Dwelling Units (DADUs), and in-law apartments, known as Attached Accessory Dwelling Units (AADUs) From: John McAlpine</p>

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Email Date	Name	Subject	Message
			<p>[mailto:johnm@paceengrs.com] Sent: Tuesday, October 03, 2017 8:10 AM To: ADUEIS <ADUEIS@seattle.gov <mailto:ADUEIS@seattle.gov> > Subject: Comments about ADU's I'm happy to see the City is relooking at the requirements for backyard cottages. I originally built one in the backyard of my sister's home for our mom to move into. I was so pleased with the outcome that I built one in my backyard. Here's what upset me. When I was all done with the project I received a letter stating I need to pay \$15,000 (I believe) for a sewage fee connection. I found that to be absurd. It's a small cottage for one person. The most current edition of the Washington State Department of Ecology Criteria for Sewage Works Design Table G2-2: Design Basis for New Sewage Works states the average person per dwelling uses 100 gallons of water per day. https://fortress.wa.gov/ecy/publications/documents/9837.pdf. I rent my main house and live in the cottage. I've had up to 6 people living in the rental house. That's a lot of wastewater entering the system (600 gpd). I currently have 4 people living in the house (400 gpd). I live in the cottage at 100 gpd, per DOE. What I'm getting at is the cottages use a fraction of the water the main house uses. A \$15,000 connection fee is grossly high. I could add 5 bathrooms to my main house and no additional fees will be requested.....but I add the cottage fixtures and it's \$15,000. I hope I'm making this somewhat clear? I'm not the most articulate person. Please revisit the connection fee for these small dwelling units. Sincerely, John</p>
04-Oct-17	Marisa Wallace	AUD support	<p>To Whom it May Concern,</p> <p>I would like to lend my support and full encouragement of the proposed expansion and approval of AUD's in Seattle.</p> <p>This is important work.</p> <p>Best,</p> <p>Marisa Wallace Seattle, WA</p>
04-Oct-17	chuck flaherty	ADU	<p>Seattle City Council, It is an admirable idea to allow more separate living units in all parts of the city and I do support that concept. My only concern is that we don't end up allowing too much lot coverage and lose too much natural vegetation, i.e., trees and shrubs. The city seems to be doing reasonably well at encouraging new and preserving established canopy throughout the city and we need to make sure this is applied in any ADU rules or regulations. Thank you. Chuck Flaherty Magnolia Garden Center</p>
04-Oct-17	Jim Ives	Don't do it!!!	<p>Adding housing units without requiring off-street parking is a huge mistake. 'Mike O'Brien's Ballard' is now musical chairs in finding off-street parking in these new dense O'Brien neighborhoods. It is HIDEOUS!! Just say no. Plus there is NO guarantee that these units will be rented so median wage-earners can afford. Just say no!!!</p>

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			<p>Jim Ives</p>
04-Oct-17	Carol Hiltner	topics to consider	<p>parking indoor air quality when the ADU shares a ventilation system with the main dwelling</p>
04-Oct-17	Daiga Galins	ADU's and traffic/parking	<p>Dear City Council members and fellow citizens, Please, please be mindful of the incredible traffic and parking messes that will result from denser housing. We all know that traffic is already unbearable on most arterials, but it's also becoming increasingly so on small neighborhood streets. It can take inordinate amounts of time, for example, to turn from a small neighborhood street onto a modest-size arterial because of the volume of cars flowing (or crawling) along the arterial. Small neighborhood streets are becoming increasingly unsafe as cars race through to avoid lights or try to find faster routes when arterials are blocked. As was reported in the Seattle Times not long ago, most who move here are not coming carless. We're naïve to think so. The vast majority come with cars, and those cars have to be parked somewhere. Those cars are used for commuting and travel, and they are choking our streets. The city's recent bike share programs appear successful (during the dry and sunny summer months, anyway), but as an avid cyclist, I'm willing to bet that ridership goes way down once the rain hits and the days grown short and dark. And that means more traffic. Please don't be naïve about traffic and parking impact when considering ADU's and other density planning. Thank you, Daiga Galins</p>
04-Oct-17	Alice Wesley	Support for adding more housing on "single family" lots	<p>I live in an apartment building with some 300 senior residents. We're nice people, very responsible citizens and good neighbors. There's really no good reason for people on "single family" lots to be so leery of us.</p> <p>When it is so hard for even single young people to afford rent near their work in our city, not to mention young families with children, it seems to me extremely snooty and unkind to use government regulations to keep these people out of "single family" zones. I strongly support allowing property owners in all zones to build one or two additional dwellings on their lot.</p> <p>Is parking a problem? Well, let the Council permit the construction of one parking building per residential block.</p> <p>Alice Blair Wesley</p>

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Email Date	Name	Subject	Message
			725 Ninth Avenue # 103 Seattle 98104 206.407.1782
04-Oct-17	Linda Purdy	ADU budget	Thank you for the opportunity to give input this way. I see 3 issues related to Seattle housing. 1. There needs to be safe, temporary housing for the many on the street. Something that is easy to put together, maintain and move. Something like the ADUs on PalletShelter.com. These are being used by FEMA and I think they are a local company with a great mission. 2. The money that is being given to the city from building developers needs to be used for permanent low income buildings with housing. Something like what Plymouth housing has done only more so. The mistake the city has made is giving developers an easy way out. They should either pay more or build lower income housing in the buildings. It doesn't need to be for the poorest even. The middle income people can't afford the city anymore either. Or those working 1 - 2 minimum wage jobs. 3. The current idea of ADUs in back yards or neighborhoods may help some but they should not completely change the character of the neighborhood. These may also give middle income people an option. They will help the least amount of people out of these 3 ideas. I hope this input helps. Get Outlook for Android < https://aka.ms/ghei36 >
04-Oct-17	Mary Kollar	Adu	I live in the most historic neighborhood on Capitol Hill. I oppose ADU's. Already this hill has been stripped of any aesthetic historical charm by boxes of ugly cheap construction within yards of mansions that once belonged to the founders of our city. Soon our city will have all the charm of what the Soviets built in Warsaw Mary Kollar Sent from my iPhone
04-Oct-17	kkildall	Comments	Hello, I am a Wallingford resident and I am excited about the potential for changes in regulations regarding ADUs. Here are my reasons: <ul style="list-style-type: none"> - inexpensive way to increase density - maintains character of neighborhoods - increases ability of low and middle income renters to stay in the city - increases ability of low and middle income owners to stay in the city with additional income - activates underused and sometime unsafe alleys Concerns: <ul style="list-style-type: none"> - People are often worried about parking in this neighborhood. Most people currently do not use their off street parking, so there would be little impact. - Infrastructure is ill-equipped in handling increased population: I would like to see investment in bike lanes, pedestrian crossings, open space and community spaces.

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Email Date	Name	Subject	Message
04-Oct-17	rpence@cablespeed.com	Fwd: Fwd: Supporting Backyard Cottages	<p>Kristin Kildall</p> <p>Hi Aly, Thanks for getting back to me on this matter. Below are my thoughts from last year, forwarded as per our phone conversation. -Roger Pence- ----- Forwarded Message ----- From: rpence@cablespeed.com To: Rob Johnson <Rob.Johnson@seattle.gov> Sent: Mon, 09 May 2016 03:20:01 -0400 (EDT) Subject: Fwd: Supporting Backyard Cottages Hi Rob, since you are the Land Use chair now, I should've included you in this original message. Cheers -Roger- ----- Forwarded Message ----- From: rpence@cablespeed.com To: Nicolas Welch <nicolas.welch@seattle.gov>, Mike O'Brien <Mike.O'Brien@seattle.gov> Cc: Diane Sugimura <diane.sugimura@seattle.gov> Sent: Thu, 05 May 2016 21:23:12 -0400 (EDT) Subject: Supporting Backyard Cottages Hi Mike and Nick, First, thanks for the two great public meetings last winter. Nick, your presentations were excellent, covering all the relevant issues in an open and friendly way. And Mike, you added your part in an equally engaging manner. You both made it very clear you were there to listen and learn, and not just to sell something. Gold stars for each of you! What I especially appreciated was the decision to do the Q&A in the open. It was healthy for skeptics to hear the conversation about how we can get more backyard cottages with minimal negative impacts. It's hard for people to stand opposed to something when they hear their concerns being discussed in such an open and candid manner -- and when they hear their neighbors and others like themselves buying into the program. Much more effective than the "control" mode often used, where citizens are divided up into separate discussion tables after a presentation. Now to the substance of my comments. I'm trying to balance interests here -- code changes that should result in more cottages, but in ways that people don't find disruptive or undesirable. My judgement is influenced strongly by the positive vibes I was getting at your public meetings, and also by the chatter I engage in online and with neighborhood friends. Do it right, and we can put good code changes in place with minimal pushback. OWNER OCCUPANCY REQUIREMENT Backyard cottages arose as a tool homeowners could use to generate additional income to offset increased property taxes and other living costs. While cottages also increase housing supply, people view that as a secondary result. So it's important to keep the requirement that the homeowner lives on the property, at least for a period of years after construction. But as the discussion showed at the meetings, people's circumstances change over time. I believe it would be entirely reasonable that after a period of perhaps five years, an owner be allowed to rent out both units. But when that owner sells the property, the owner-occupancy requirement should return for another five-year period. The reason being that the City wants to support a stable base of owner-occupied houses in non-transitional SF neighborhoods. I don't think we want investors buying up such properties to turn solid and traditional SF neighborhoods into rental neighborhoods. There should be enough room for investor rental housing in LR and NC zones. I would loosen up a bit on the definition of ownership interest. A parent or child of the owner could reside in one unit and fulfill the owner-occupancy requirement. I think the intent of the restriction is to prevent the property from becoming just another parcel in an investor's real estate portfolio. Allowing residence of other family members fulfills that intent. OFF-STREET PARKING REQUIREMENT Yes, remove the requirement, for all the obvious reasons. Most SF neighborhoods where cottages would be built have plenty of on-street parking available. The</p>

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			only area where this could be a problem would be in SF neighborhoods close to activity centers and major institutions, such as areas where Residential Parking Zones are in place. If the decision is made to keep a parking requirement, i
04-Oct-17	Linda Schwartz	comments on how to encourage more ADUs	<p>Hello,</p> <p>We have an ADU already and have been quite unhappy with the whole RRIO registration fees, inspection fees and inspection process. The first thing you might consider is making these kinds of units exempt from participation in the RRIO - we are not the slumlords the RRIO program needs to crack down on!!! We have the unit in our home and, as a result, like to keep a good tenant when we find one. We've kept our rents below market rate for the past 7-8 years to ensure this but the RRIO process is making me want to convert the space back into something we'd use for ourselves and be DONE with the City!</p> <p>--</p> <p>Linda Schwartz 1132 NW 64th St Seattle, WA 98107</p>
04-Oct-17	Linda Schwartz	comments on how to encourage more ADUs	<p>Hello, We have an ADU already and have been quite unhappy with the whole RRIO registration fees, inspection fees and inspection process. The first thing you might consider is making these kinds of units exempt from participation in the RRIO - we are not the slumlords the RRIO program needs to crack down on!!! We have the unit in our home and, as a result, like to keep a good tenant when we find one. We've kept our rents below market rate for the past 7-8 years to ensure this but the RRIO process is making me want to convert the space back into something we'd use for ourselves and be DONE with the City! -- Linda Schwartz 1132 NW 64th St Seattle, WA 98107</p>
04-Oct-17	Jodi Williams	RE: Neighbor already does this...	<p>Thank you for the info. I truly appreciate it.</p> <p>Tried the link but says they have a high volume of inquiries and can't take anymore...</p> <p>I'll see about calling them later this week.</p> <p>Appreciate the help.</p> <p>-----Original Message----- From: ADUEIS [mailto:ADUEIS@seattle.gov] Sent: Wednesday, October 04, 2017 12:02 PM To: jodi a williams <jodiwms@comcast.net> Subject: RE: Neighbor already does this...</p>

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			<p>Hi Jodi -</p> <p>The type of land use/activity permitted on a property is specific to the current and historic zoning for that property so the specific address is needed to determine if a three unit building is a permitted use at that location and if it was established lawfully. The Seattle Department of Construction and Inspection is the best source for that information - you can submit a specific question online at: http://web6.seattle.gov/dpd/LUQnA/?Type=1, or you can call them at . You could also visit the applicant services center (see details below).</p> <p>Visit the Applicant Services Center 700 5th Avenue, 20th Floor M, W, F: 8:00 a.m. - 4:00 p.m. T, Th: 10:30 a.m. - 4:00 p.m. (arrive before 2:00 p.m. for walk-in service)</p> <p>Best, Aly Pennucci, Council Central Staff</p> <p>-----Original Message----- From: jodi a williams [mailto:jodiwms@comcast.net] Sent: Tuesday, October 03, 2017 5:16 PM To: ADUEIS <ADUEIS@seattle.gov> Subject: Neighbor already does this...</p> <p>My neighbor already has her three story house divided into three separate units. Does this mean she is illegally doing this? I've always wondered but couldn't track down how to find out. She is also now running a business out of her carport as well. It's a pain... Especially for parking.</p> <p>Please advise. Thank you.</p>
04-Oct-17	phrenophred	Feedback on proposal.	<p>While I am sympathetic to the general goals of this proposal, it goes too far, and does not include some basic safeguards to ensure the coherence and integrity of Seattle's neighborhoods. Specifically, there are significant issues with removing the owner occupancy requirement. As far as I can tell, the only function of removing this is to open up single-family zoning to duplex and triplex development (albeit under a softer, gentler, but nonetheless deceptive guise). If that is the intention of this proposal, be explicit and deal with the issue head</p>

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			<p>on. All of the reasons given for making ADU and DADU development easier include the implied the presence of an owner. For example: retired individual or couple (or young family) wants to make additional income off rent. Family/couple/adult child wants to create space for aging parents, or young families. Family/couple/individual wants to create housing for displaced/homeless (as in Portland). Maintaining the owner occupancy requirement helps ensure (in most cases) a connection to and responsibility for the neighborhood. Such a connection could go a LONG WAY in helping to prevent some of more egregious development. Without this connection, you are potentially destroy the Integrity of many neighborhoods. Just look at Ballard. Given how much this proposal is looking to ease building requirements in terms of height, square footage, massing, and lot coverage, maintaining this owner occupancy requirement as is seems all the more necessary. That is, unless the city doesn't mind creating neighborhoods full of absentee landlords, and lots that are now bursting at the seams and perhaps even without occupancy at all. Think international investment patterns and the Vancouver problem! While I have some concerns about removing the parking requirement, they are secondary to the owner occupancy requirement. Further, I believe potential problems could be addressed if the city instituted zone parking in all areas where these Adu Dadu restrictions are eased. Instituting zoned parking might also go a long way in addressing some of the parking concerns already existing in neighborhoods experiencing rapid high-rise development. Especially if the zone parking is allotted in ways that reflect the use and intent of that development. For example, the efficiency apartments that are being developed with the assumption that only a small number of residents have a car receive only a small number of zone parking permits. Other permits can be obtained but they must be purchased by the residents at a fairly steep price. Similarly for single zone housing. The city can allot a limited number of parking permits per house, that might be one or it might be two. but whatever that limit is, it should be maintained even if a house has DADA or ADU development. If more street parking is needed, then the residence of said development can purchase it at a fairly steep price. Thank you for considering my feedback. Erica Lilleleht Greenwood</p>
04-Oct-17	Alice & Joe Wesley	Support for adding more housing on "single family" lots	<p>I live in an apartment building with some 300 senior residents. We're nice people, very responsible citizens and good neighbors. There's really no good reason for people on "single family" lots to be so leery of us.</p> <p>When it is so hard for even single young people to afford rent near their work in our city, not to mention young families with children, it seems to me extremely snooty and unkind to use government regulations to keep these people out of "single family" zones. I strongly support allowing property owners in all zones to build one or two additional dwellings on their lot.</p> <p>Is parking a problem? Well, let the Council permit the construction of one parking building per residential block.</p> <p>Alice Blair Wesley 725 Ninth Avenue # 103</p>

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Email Date	Name	Subject	Message
			Seattle 98104
05-Oct-17	wmethner@yahoo.com	Housing	<p>With respect to all Although I appreciate the efforts to provide housing for lower income people what are you doing to enable senior citizens to stay in their homes that they have worked all their lives to own and maintain. My spouse and I recently retired and are now on a fixed income. We both worked in support services for health care for 30 plus years. We were not doctors or nurses so our income and future resources are not even middle class income but not low enough to qualify for assistance. We have worked hard all these years to afford and maintain our house that we bought in 1993. At the rate that property taxes are increasing we will be taxed out of our house. Already our property taxes are almost more than our mortgage. We have to have a car because the closest bus stop is more than a mile away. When we rented a shelter at Greenlake for a club event, we couldn't use the shelter because the homeless people said it was their home. So do you think I support higher property taxes, higher transportation fees and taxes, more fees for parks... More taxes for city funded drug den housing.... Hell NO! With respect Wayne W. Methner Sent from my iPad Wayne W Methner 17850 28th Ave NE Lake Forest Park, WA 98155 C:</p>
05-Oct-17	Beth Pearson	ADUs in Seattle Neighbors	<p>Hi – I'm a big supporter of making ADUs more feasible in Wallingford. I think it will help increase low income residents and also preserve the neighborhood character. Pros: - encourage residential density where we need and want it/avoid sprawl - allow homeowners to make money from their property, rather than having to sell to developers. ADUs will allow low & moderate income people to stay in expensive neighborhoods, much like AirBnB. (I do think we should consider somehow 'marketing' this to Seattlites; maybe homeowners could be incentivized to lease to lower income people, like young couples, single moms, the elderly or disabled?) - it could bring people of various income levels together. If we can house lower income people among us, we will reduce prejudice and fear, and help support of culture of community and reaching out. Cons: - parking, of course. I'm all for regulating this use, as needed. Lots of older folks have retired or have kids that have left the nest. They use one (or no) car and adding an ADU and additional car would be a neutral impact. Having an ADU should be a privilege and ones that create parking problems should be restricted. - Usual noise and other nuisance laws need to be enforced. I'd rather have an ADU in my neighbor's backyard than chickens (which are on 3 sides of me now!) - Landlords renting out an ADU should be required to maintain health, safety and other standards, be responsible for the enforcing their lease, carrying insurance, etc. So, this may have to be a licensed use. If so, we need to try to keep the bureaucracy minimized; people will ignore the law if it's hard to understand and follow. Thanks for taking comments. Beth Pearson 1917 N. 48th St. Seattle, WA 98103</p>
05-Oct-17	Steven Richmond	Fw: One Step Closer to Lowering Barriers for ADUs - We Want Your Input!	<p>Density is good in cities to prevent sprawl in higher value habitat, so I support ADU's to increase housing supply, but any new development needs mitigation for stormwater - for the added cars, pets, and tree loss. Evergreen vegetation (as opposed to lawns that do little to intercept/infiltrate stormwater) needs to be increased, but the blinders I see in landscaping around new developments is soil health. Designated growing areas should have woody matter (woodchips, sawdust, nurselogs) worked into the soil, not just on top, to increase the soil sponge and fungal filtration that cleans stormwater. And it grows plants really well, even if nitrogen is lacking the first year (easily compensated with compost). Beware too much compost leaches</p>

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			<p>nitrogen into Puget Sound in winter rains. At least mix any compost with 50% sawdust (GroCo has this and is an excellent soil additive). In a perfect world, I would incentivize evergreen vegetation and soil health, rather than regulations that can't foresee every circumstance, because it gives options to developers to balance density with environmental mitigation. If utility fees (stormwater, wastewater, conservation district) could be repackaged (City/County partnership), this larger sum could be reduced using an algorithm that considered density-benefits, tree cover, soil health, absence of invasive plants, raingarden capacity, etc. It would be an optional program that landowners could apply for to get the fee breaks. Thanks. Steven K. Richmond / Garden Cycles GARDEC*932JF; http://gardencycles.com/ _____ From: Councilmember Mike O'Brien <mike.obrien@seattle.gov> Sent: Wednesday, October 4, 2017 10:30 AM To: gardencycles@hotmail.com Subject: Office Hours: Budget Edition // One Step Closer to Lowering Barriers for ADUs - We Want Your Input! Trouble seeing the message? View this email in your browser <http://mailchi.mp/seattle/office-hours_adu-eis-input?e=c426facd32> .</p> <p><https://gallery.mailchimp.com/11a79978ca7225050bfabf7ad/images/ee5e8d0e-9e6f-4770-9bc5-5c4bb31bd4bd.png> Office Hours - Budget Edition</p> <p><https://gallery.mailchimp.com/11a79978ca7225050bfabf7ad/images/0a529b43-85e7-459f-bb11-7ea12b5b50ce.jpg> Thank you for participating in Office Hours and volunteering throughout the summer. Now that fall has returned, it is time to talk about how we can create a City Budget <http://seattle.us12.list-manage1.com/track/click?u=11a79978ca7225050bfabf7ad&id=3dfef6593e&e=c426facd32> that works for every community. For this reason, I am doing office hours for the budget a little differently this year. For "Office Hours," I hope to lead more of a conversation between neighbors so that we can determine office priorities together. I will present what folks in the community have said previously, and everyone will then have an opportunity to give further input. Here are more details: * Date: Wednesday, October 11 * Time: 5pm-6:30pm * Location: Phinney Neighborhood Association, Room 7 I hope you can join me! One Step Closer to Lowering Barriers for ADUs We Want Your Input! Housing affordability is one of the biggest issues we face in Seattle today. The City has identified a need for providing a mix of housing types at prices accessible to people at all levels of income for homeowners and renters alike. I believe lowering the barriers to creating accessory dwelling units (ADUs) – also known as backyard cottages and mother-in-law units - is an important part of addressing affordability across the city. We're beginning the environmental impact statement (EIS) process to analyze potential effects of encouraging more ADUs in Seattle. Share your feedback! The first phase of the EIS process is to determine the scope of the study, and the City wants your input on what to consider and analyze as we explore allowing more ADUs in Seattle's neighborhood</p>
05-Oct-17	Michael	increasing density with accessory dwelling units	<p>This effort comes a bit too late for my neighborhood. I live in Fremont on N. 35th st. and my neighbor's small house and mine are the only houses left on the block. In the last several years there are more than 2000 new apartment units within a 2 block radius of my house. It was always congested because of Fremont commercial traffic and now, thanks to the city's allowing the developers to do away with off street parking - too expensive?? Try to find a place to park! - near fisticuffs are breaking out over parking places. Road rage? more like parking spot rage. 30 years ago when I first bought my house the developers had to build 1.5 parking</p>

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			<p>places per dwelling unit. AND THAT WAS TOO LITTLE! Every new unit is so expensive it required 2 incomes to pay for the mortgage. Now developers get a free ride and homeowners get to pick up the tab for upgrading and expanding sewers, water mains, electrical lines, other utilities, not to mention the deterioration of other utilities such as internet service, U.S. Mail delivery as apartment bldgs. overtax the letter carriers' time on their routes. Garbage pick up has been knocked out of shape, as well. Now the City has allowed delivery trucks to clog bus zones, two-way turn lanes, handicapped zones and frequently (check out Woodland Park Way N. between N. 35th St and Bridge Way- or better yet. Stone Way- and you'll see what I mean) just double park. Nothing the City does is going to ameliorate the deterioration in my neighborhood but now this destruction is starting in Wallingford! I don't think covering the close-in areas with slap-dash stapled together apartment buildings is going to improve the situation. Let's get busy tunneling subway lines in all directions from Seattle, esp. under the Sound so Bremerton can "share in our prosperity". If transportation were seriously better, people would seriously prefer to not live in an inner-city rabbit warren. Accessory dwelling units - better than tearing down buildings that were better-built than today. Of course density will increase but the City will still benefit from increased tax base. The variety of housing that will be available will be an attraction rather than the uniformly hated apartment blocks, such as in Germany, where I used to live. BTW there'd be less stress on the landfills, as well. I could add two studio units on top of my new-ish garage. After the site across the alley to the south is developed this winter, there won't be a view from that deck, anyway. My single lot - 30'X120' could provide 2 units in the basement and 2 over the garage and still have 3 off street parking places. And you wouldn't see a thing change from the street. If you gave homeowners a little discount from their taxes for, say, 5 years, the City could radically increase infill and not really further uglify Seattle. The argument of last century over pressure on neighborhood parking places is pointless, these days. The charm of these neighborhoods is what draws people here. Seattle's neighborhoods have coalesced in the past few decades into real communities, with real, unique, variety. You destroy that at your peril. People who move in here (lower Fremont), now, soon start to hate it and the crime and vandalism you have brought here in the last 3 decades. We don't enjoy throngs of rowdy, rude, malicious drunks who fill our streets after dark. I challenge you to find ANYONE who likes what you've unleashed in Ballard. Let small property owners do the infill and keep it varied to the eye and to our lives. Sincerely, Mike Russell</p>
06-Oct-17	GWEN J BOYER	ADU: Seattle and Tax Incentive	<p>Suggestion: What about considering a tax reduction for home owners turning their basements or garage into an ADU. It's very expensive to remodel, and I'm a senior living on a reduced budget. The tax reduction would help with this initial expense. It could be for a set number of years. Gwen Boyer Boyergj@msn.com</p> <p>Sent from my iPhone</p>
06-Oct-17	Michael	Re: Beginning our environmental review	<p>Dear AADU/DADU Specialist, I am a homeowner in the "Sunrise Heights" neighborhood of West Seattle. I own a nearly 8,000 sq. ft. lot with a couple of small shed-like structures on it. I would very much like to convert a</p>

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		process for ADUs and backyard cottages	<p>portion of my back yard into a "DADU" and would someday like to convert a portion of my existing home into an AADU. Your proposed changes (Alternative 2) are very encouraging for me and what I hope to do to improve my property in the future. I strongly support your intentions to streamline requirements in order to increase housing within existing Single Family Zoning. I have a good friend who works in the service industry here in Seattle and is feeling very "pinched" by the rise in rents the city has been experiencing the last few years. He wants to remain living and working in Seattle, the city he loves, yet still be able to someday purchase one of those new "Tiny Houses." In fact, he has approached me about installing one on a corner of my lot so that he can continue to afford to live in Seattle as well as retire with secure housing. I need to know from you actual requirements for me to prepare my property for such a situation, as soon as you are able to deliver them to me! Question: How do these AADU/DADU regulations apply to "move-able" Tiny Houses and RV's? I have a neighbor (on Othello & 29th) who has installed an RV on the back side of his lot (see attached picture). I'm ok with what has been done, but wonder how do these regulations apply to this kind of situation? How do we as neighbors "enforce" quality, cleanliness, health, safety and appearance standards for these non-foundation housing situations into the future? Do any of these regulations apply if the added structure(s) are - technically - on trailers and wheels? As for housing structures that actually have foundations in the ground, in looking at your proposed changes (Alternative 2), here are my thoughts: 1) A single-family lot can have an AADU and a DADU. I am very much in support of allowing single-family lots to have BOTH an AADU and a DADU - as long as the lot size allows for it, which appears to be effectively managed in requirement #7. 2) No off-street parking required. Generally, I am in favor of this change as many of the people wanting AADU's and DADU's won't actually have cars. For example, my intention for converting a portion of my house to an AADU is to provide a place for an elderly family member to live after they are done driving. I live on a corner lot with a public access alleyway behind my lot, so I have two sides of my lot "available" for parking. I would suggest, for lots that only have one side facing the street, perhaps one additional parking space be required on the rear, alley-facing side. Far too many city streets already do not have enough room for the existing people and their cars. 3) No requirement for an owner to occupy the house, AADU, or DADU. I am in favor - only as long as you include adequate funding for inspection and enforcement of building standards and rental practices! I would not want to have an "upscale Nicholville" in my neighborhood in 15 years - with inadequate and delapidated buildings and too many unrelated people in one place! Please be careful with this one. Maybe require owners to have occupied 2 of the last 5 years before selling, or something along those lines? 4) 3,200 square feet lot size minimum for a DADU. I assume this applies to any kind of DADU - including "movable" Tiny Houses? 5) Maximum Square Footage of AADU *and* DADU of 1,000 square feet, excluding garage and storage This seems generous for the DADU's. Are these allowed to be two stories high? Requirements 6 through 13, the proposed "Alternative 2" restrictions and regulations seem fine to me. Additional Suggestion: While I don't expect you are eager to get into "style" considerations, one thing I believe would be helpful is some language</p>
07-Oct-17	Cynthia Thichava	Re: Beginning our environmental review	<p>Council Members, So pleased to see this study is finally happening. I own a single family home in West Seattle and have been very interested in building an ADU for our adult daughter to live in since 2014. We are retiring in Seattle and having our daughter close by makes it possible to "age in place". Affordable housing in Seattle is</p>

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		process for ADUs and backyard cottages	<p>nearly impossible to find. For the past 3 years our daughter has lived in our home as our renter. She commutes via bus to her job at a non-profit downtown. She has no interest in driving. I believe the parking requirement should be removed for private homeowners, especially since the builders of large complexes have no obligation to provide parking for their tenants. I also believe the owner occupancy rule should be less restrictive. Spring of 2018 we plan to move to our West Seattle home full time. Our daughter will have to move out as there is not enough room for the three of us. Had the ability to build an ADU without the parking and owner occupancy rule, the transition to a cottage over our existing one car garage would have been smooth. Instead she is faced with a move and expenses associated that could have been avoided had we been able to build this cottage. Small scale housing is a needed commodity. Looking forward to the results of the EIS.</p> <p>Cynthia A. Thichava 4055 41st Ave SW 972-762-7406 On Mon, Oct 2, 2017 at 3:02 PM, ADUEIS <ADUEIS@seattle.gov <mailto:ADUEIS@seattle.gov> > wrote: Good afternoon , Thank you for your ongoing interest in policies for accessory dwelling units (ADUs) and backyard cottages in Seattle. Today we announced the beginning of the environmental review process <http://seattle.gov/council/ADU-EIS> to study the potential effects of removing barriers to building ADUs and backyard cottages in single-family zones. The first phase of our Environmental Impact Statement (EIS) is scoping, where we ask for input about the alternatives we should study, potential impacts to consider, and possible ways to mitigate those impacts. Comments are due by 5:00 p.m. on November 1, 2017. You can give us input during scoping in several ways: * online http://www.seattle.gov/council/adu-eis <http://www.seattle.gov/council/adu-eis> * by email at ADUEIS@seattle.gov <mailto:ADUEIS@seattle.gov> * by mail to Aly Pennucci, Council Central Staff, PO Box 34025, Seattle, WA 98124-4025 * in person at our two public scoping meetings * October 17, 2017, 6:00-7:30 p.m. at High Point Community Center <https://www.google.com/maps/place/High+Point+Community+Center/@47.540589,-122.3745519,15z/data=!4m2!3m1!1s0x0:0xb545f9e4196944b3?sa=X&ved=0ahUKEwjEkpLZy8XWAhXKy1QKHbVdBn0Q_BlldTAK> , 6920 34th Ave SW <https://maps.google.com/?q=6920+34th+Ave+SW&entry=gmail&source=g> * October 26, 2017, 6:00-7:30 p.m. at Hale's Ales <https://www.google.com/maps/place/Hale's+Ales+Brewery+%26+Pub/@47.6589519,-122.3655352,18.5z/data=!4m5!3m4!1s0x0:0x5a48d750629c33c3!8m2!3d47.659067!4d-122.3652526> (in the Palladium), 4301 Leary Way NW <https://maps.google.com/?q=4301+Leary+Way+NW&entry=gmail&source=g> Thanks again for participating in our effort to encourage more small-scale housing options in Seattle's neighborhoods. For more information about the EIS, visit seattle.gov/council/ADU-EIS <http://seattle.gov/council/ADU-EIS> .</p>
08-Oct-17	Jessica Gallery	Question about ADUs/ Backyard Cottages	<p>Hello,</p> <p>I live on a block that is L Zoned- multi unit. There are still single family homes that exist, but many have sold to developers and are now multi unit buildings. Or, the single family residence remains but is a rental, with a large 3 story town house in the back where the back yard use to be.. These town houses can range from 700K to 900k in my neighborhood, Magnolia.</p>

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			<p>Is the city of Seattle considering a program like the pilot program in Portland where the city would pay for the construction of a backyard cottage in exchange for a family to be hosted for a few years in the dwelling paid for by the City? After a period of time, the resident that has offered their backyard space can then keep the dwelling and use it to rent or to provide housing for their own family?</p> <p>I did not see anything on your website regarding such a program, which is unfortunate. I am not in a position to build a backyard cottage, but would be open to allowing a family in need into a backyard cottage on my property. As long as that cottage was well constructed, and I could use it for my own extended family after a period of time.</p> <p>Please advise is there is such a program being considered.</p> <p>Thank you, Jessica W.T. Gallery</p>
09-Oct-17	Chuck Pautz	ADU	<p>Dear Councilwoman Herbold, As a West Seattle home owner I am opposed to the zoning change proposal to allow 2 ADR's per lot without requiring the owner to live on the premises and with no additional parking requirement for the following reasons: * There is very little parking in my neighborhood as it is, and adding the potential for an additional 2 cars per ADU, and 2 ADU's per lot will greatly increase the number of cars and create an untenable parking situation. This is really unfair to permanent residents. * Removing the requirement for property owners to reside on the property is a mistake. Allowing owners to live off- site will result in speculative development by investors who have no interest in the quality of life issues associated in a neighborhood full of rentals. * After 25 years in my house I have observed that renters in my neighborhood where the owners live off-site, are generally not vested in the neighborhood, do not maintain their properties, and do not participate in the neighborhood community. * Most of the serious crime in my neighborhood (drug houses, gang activity, murder) has originated on rental properties where the owners live off site. I am in disbelief that such an unfair and short-sighted zoning change is even being proposed. This is in essence "taking of property". Thank you for your consideration. Chuck Pautz RA LEED AP Associate Vice President CallisonRTKL Inc. 1420 Fifth Avenue #2400 Seattle, Washington 98101-2343 CallisonRTKL.com <http://callisonrtkl.com/> _____ This e-mail and any files transmitted with it are the property of Arcadis and its affiliates. All rights, including without limitation copyright, are reserved. This e-mail contains information which may be confidential and/or privileged. It is for the exclusive use of the intended recipient(s). If you are not the intended recipient(s), please note that any form of distribution, copying or use of this communication or the information in it is strictly prohibited and may be unlawful. If you have received this communication in error, please return it to the sender, delete it and destroy any copies of it. While reasonable precautions have been taken to ensure no viruses are present, we cannot guarantee that this e-</p>

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			mail or any attachment is virus-free or has not been intercepted or changed. Any opinions or other information in this e-mail that do not relate to the official business of Arcadis or CallisonRTKL are neither given nor endorsed by it.
09-Oct-17	Gmail	NO ADDITIONAL DWELLING UNITS IN WEST SEATTLE	Dear City Council and Ms Herbold, NO ADU's I am strongly in disagreement with the proposal to move forward with ANY additional dwelling units in the West Seattle neighborhood. NO ADU's There isn't the infrastructure of mass transit to accommodate the population. I doubt if there is the infrastructure in place for all utilities. NO ADU's As a 25 year resident of West Seattle it is an exceptional neighborhood in that we have: Waterfront Water Taxi Sidewalks Parks Multi-generation family businesses NO ADU's With all of the recent development of condominiums in West Seattle the city has facilitated corridors that only accommodates transient pedestrian traffic rather than places for people to gather for free like in a central plaza. West Seattle neighborhoods and central business district run the threat of being taken over by large tall square blocks that keep the population from the light of day. The city is facilitating an accelerated development with little regard to the QUALITY of living in the neighborhoods. Again NO ADU's in West Seattle. Thank you Bernard (Bernie) O'Brien 6048 49th Ave SW Seattle, WA. 98136 Sent from my iPhone
09-Oct-17	Jessica Gallery	Re: Question about ADUs/ Backyard Cottages	Thank you for responding. Based on your answer below, it sounds like there is no such pilot program in existence, but other solutions are being examined. Thank you again. Jessica On Mon, Oct 9, 2017 at 10:04 AM, ADUEIS <ADUEIS@seattle.gov <mailto:ADUEIS@seattle.gov> > wrote: Hi, Thank you for your comment. The EIS is focused specifically on changes to the land use code. In addition to that work looking at the land use code, CM O'Brien's office is working with the Office of Housing to develop programmatic opportunities to create rent/income restricted units, including looking into financing tools for interested homeowners. I have copied Susie Levy from CM O'Brien's office so she has your information. Best, Aly Aly Pennucci, AICP Legislative Analyst City of Seattle Council Central Staff 206.684.8148 <tel:(206)%20684-8148> PO Box 34025 Seattle, WA 98142-4025 From: Jessica Gallery [mailto:jwtgallery@gmail.com <mailto:jwtgallery@gmail.com>] Sent: Sunday, October 08, 2017 12:30 AM To: ADUEIS <ADUEIS@seattle.gov <mailto:ADUEIS@seattle.gov> > Subject: Question about ADUs/ Backyard Cottages Hello, I live on a block that is L Zoned- multi unit. There are still single family homes that exist, but many have sold to developers and are now multi unit buildings. Or, the single family residence remains but is a rental, with a large 3 story town house in the back where the back yard use to be.. These town houses can range from 700K to 900k in my neighborhood, Magnolia. Is the city of Seattle considering a program like the pilot program in Portland where the city would pay for the construction of a backyard cottage in exchange for a family to be hosted for a few years in the dwelling paid for by the City? After a period of time, the resident that has offered their backyard space can then keep the dwelling and use it to rent or to provide housing for their own family? I did not see anything on your website regarding such a program, which is unfortunate. I am not in a position to build a backyard cottage, but would be open to allowing a a family in need into a backyard cottage on my property. As long as that cottage was well constructed, and I could use it for my own extended family after a period of time. Please advise is there is such a program being considered. Thank you, Jessica W.T. Gallery

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09-Oct-17	Joan Davis	Cottage Housing	<p>I live in the Ravenna Cottages, built in 2001 as a Demonstration Project by Threshold Housing when Paul Schell was Mayor. Nine 900 sq ft cottages surround a lovely courtyard, each with a garage and capacious storage room.</p> <p>What prevents any more Cottages from being built in the City of Seattle? Zoning, I imagine. But can you revisit this?</p> <p>Joan Davis 6318 5th Ave NE Seattle, WA, 98115</p>
09-Oct-17	Phyl Stewart	Rezoning	<p>Dear Councilmember Herbold, I understand you are about to vote on a zoning change that would allow people in West Seattle to build up to 2 ADU's on a single lot with no additional parking requirements and are removing requirements for the owner to live on premises???? This will triple the density and number of cars in our neighborhoods and open the door for speculative development. I live in West Seattle and it is already highly congested on our streets with off street parking to the point where we have to pull over to let cars coming from the opposite direction pass because the streets are not wide enough to accommodate parking on both sides AND 2 way traffic. If YOU lived next door to a lot that was sold to a developer who then built 2 additional rental units with no off street parking available I doubt that you would be happy with the resulting negative impact on your daily life, sleep, parking, commuting, shopping...living. Please not NO on this short sighted and money (rather than quality of life) based proposal to protect our neighborhoods from this devastation. Thank you so much. Phyllis Stewart West Seattle resident.</p>
12-Oct-17	Michelle McCormick	ADU	<p>Dear Councilwoman Herbold,</p> <p>As a West Seattle home owner I am opposed to the zoning change proposal to allow 2 ADR's per lot without requiring the owner to live on the premises and with no additional parking requirement for the following reasons:</p> <ul style="list-style-type: none"> * There is very little parking in my neighborhood as it is, and adding the potential for an additional 2 cars per ADU, and 2 ADU's per lot will greatly increase the number of cars and create an untenable parking situation. This is really unfair to permanent residents. * Removing the requirement for property owners to reside on the property is a mistake. Allowing owners to live off- site will result in speculative development by investors who have no interest in the quality of life issues associated in a neighborhood full of rentals. * After 20 years in my house I have observed that renters in my neighborhood where the owners live off-site, are generally not vested in the neighborhood, do not maintain their properties, and do not participate in the neighborhood community.

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			<p>* Most of the serious crime in my neighborhood (drug houses, gang activity, murder) has originated on rental properties where the owners live off site.</p> <p>I am in disbelief that such an unfair and short-sighted zoning change is even being proposed. This is in essence "taking of property".</p> <p>Thank you for your consideration.</p> <p>Michelle McCormick</p>
12-Oct-17	Glenn Pittenger	Re: ADU EIS Scoping period comment opportunity	<p>Hi Aly & Nick, I'd like to add 1 more comment, or suggestion for an alternative 3 in the scoping. If one of the goals here is to get more people to build DADUs to create more housing, I think we should recognize that one of the reasons that more people aren't doing this, is that a lot of people don't want to become landlords nor do they want to spend the money to build a DADU, or go through all of the work of being involved in the design & construction of a DADU -- even if they contract that out to an architect/builder. Thus, I think one way to get more dwellings in the SF zones, of a DADU scale, is to allow lots that qualify for a DADU, to instead, do a lot division such that the 2nd lot becomes an RSL lot and allows a dwelling sized somewhere between an RSL cottage and a DADU. This wouldn't work for all lots, but it would work for most corner lots that have room for a DADU, and there are many thousands of those in Seattle. The owners of those lots would then be allowed to divide off part of their large lot, and sell it to somebody else that wants to develop the RSL/DADU. I think for this to work, it would need to be RSL without any MHA requirement. The idea is a synthesis of DADUs, RSL, and David Nieman's article from Crosscut published back in 2013, about allowing 2 houses on corner lots. http://crosscut.com/2013/04/seattle-density-one-corner-two-houses/ Regards, Glenn Pittenger (EIS) process.</p> <p>From: Glenn Pittenger [mailto:glenn.pittenger@gmail.com <mailto:glenn.pittenger@gmail.com>] Sent: Tuesday, October 03, 2017 3:41 PM To: ADUEIS <ADUEIS@seattle.gov <mailto:ADUEIS@seattle.gov>> Cc: Levy, Susie <Susie.Levy@seattle.gov <mailto:Susie.Levy@seattle.gov>>; O'Brien, Mike <Mike.O'Brien@seattle.gov <mailto:Mike.O'Brien@seattle.gov>></p> <p>Subject: Fwd: ADU EIS Scoping period comment opportunity</p> <p>I'm writing to officially record my full support for the proposed ADU/DADU changes being proposed by council member Mike O'Brien. I believe those changes are documented on the ADU/DADU website as "alternative 2". I've owned my property in the Green Lake / Roosevelt / Maple Leaf area (my lot is on the border of all 3 neighborhoods) for 24 years, and am a 3rd generation Seattle resident. I've been waiting for these changes, for many years, to entice me to consider building a DADU on my property (8267 4th Ave NE <https://maps.google.com/?q=8267+4th+Ave+NE&entry=gmail&source=g>). Of particular interest to me, is the provision to expand the allowed size of the DADU to 1000 sq ft (from 800), and allowing the sq footage of any attached garage to not be counted against the sq footage of the DADU. I'm also supportive of the height increase. And, I'm supportive of allowing both an ADU and a DADU on the same parcel/lot. I understand there</p>

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			<p>is some controversy and opposition to these changes, in particular allowing both a DADU/ADU on the same property, and removing the off-street parking requirements. One suggestion that I'd make, which might help lessen some of the opposition, is to consider allowing both an ADU/DADU only on lots over a cert size, such as 5,000 sq ft or 6,000 sq ft. (and only lots smaller than 5,000 sq ft, allowing only one or the other). This might help reduce the fear that some have about "tripling" the density in the Single Family zones. By setting a lot size minimum</p>
12-Oct-17	Cool B	Citizen Input: ADU's, DADU's	<p>Hello,</p> <p>By lifting some of the restrictions on ADU's and DADU's, Seattle could potentially add to its current (very limited) mix of housing stock, especially for those who are seeking modestly sized housing options that are affordable. Further, current homeowners (particularly in south Seattle) who are struggling to not become displaced by external factors (such as income tax and utility rate hikes) would potentially be able to add an income stream by renting out their own ADU's and DADU's.</p> <p>Seattle has already allowed a huge portion of its poor and vulnerable populations to go homeless or become displaced and it is shameful to continue our current path of government overreach at the expense of primarily middle- and lower-class citizens. The percentage of homes currently with ADU's and DADU's in Seattle is extremely low and this needs to be changed, in addition to pro-infill policies in general, in most neighborhoods and especially in south Seattle where population density is less and lot sizes are larger on average.</p> <p>Thank you for your consideration.</p> <p>Regards,</p> <p>Coo A. Barimani Cell: 360.393.0006 coo.barimani@gmail.com <mailto:coo.barimani@gmail.com></p>
13-Oct-17	Greg Scruggs	I support expanded ADUs	<p>My wife and I just bought a home in Squire Park. It's on a 4800 SF lot zoned for single family with no off street parking -- it's in a donut hole between two urban villages but well served by transit. We bought it with the hope that future ADU legislation would allow ADUs on our property even without the onerous and unnecessary off-street parking requirement so that eventually my widowed mother-in-law can move here and help us take care of our children, if/when we have them. Regards, Gregory Scruggs 323 15th Ave</p>
13-Oct-17	Greg Scruggs	Re: I support expanded ADUs	<p>I support alternative 2 but not the no owner-occupancy provision. Eliminating the off-street parking requirement is essential.</p>

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			<p>On Fri, Oct 13, 2017 at 9:18 AM, Greg Scruggs <gregory.scruggs@gmail.com <mailto:gregory.scruggs@gmail.com>> wrote:</p> <p>My wife and I just bought a home in Squire Park. It's on a 4800 SF lot zoned for single family with no off street parking -- it's in a donut hole between two urban villages but well served by transit. We bought it with the hope that future ADU legislation would allow ADUs on our property even without the onerous and unnecessary off-street parking requirement so that eventually my widowed mother-in-law can move here and help us take care of our children, if/when we have them.</p> <p>Regards, Gregory Scruggs 323 15th Ave</p>
13-Oct-17	Williams, Spencer	RE: The Proposed changes to AADU/DADU regulations: URGENT RESPONSE REQUESTED!	<p>Good afternoon Aileen,</p> <p>Thank you for your message and concerns. I have forwarded your comments, via this email, to staff working to complete the ADU/DADU review.</p> <p>More information about the city's strategies to encourage backyard cottages can be found at http://www.seattle.gov/opcd/ongoing-initiatives/encouraging-backyard-cottages.</p> <p>The City is currently in the scoping phase for the Environmental Impact Statement which will assess and study the potential impacts related to changes in ADU/DADU policies. I encourage you to provide comment on that draft scope which can be found at http://www.seattle.gov/council/adu-eis. You can comment by the following methods:</p> <p>See the proposed EIS scope <http://www.seattle.gov/council/adu-eis#proposedScope> (I have also included the scoping document and supportive materials that will be at the public meetings on this message)</p> <p>* Online comment form <http://www.seattle.gov/council/adu-eis#comment> * In writing at the EIS Public Scoping Meetings/Open Houses. These meetings will provide an opportunity to</p>

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			<p>learn more about the proposed land use code changes and provide input on the environmental review process:</p> <ol style="list-style-type: none"> 1. October 17, 2017, 6:00-7:30 p.m. Location: High Point Community Center, 6920 34th Ave SW, Seattle, WA 98126 2. October 26, 2017, 6:00-7:30 p.m. Location: Hale's Ales (in the Palladium), 4301 Leary Way NW, Seattle, WA 98107 <p>* Via e-mail to: ADUEIS@seattle.gov <mailto:ADUEIS@seattle.gov> * In writing to: Aly Pennucci, PO Box 34025 Seattle, WA 98124-4025</p> <p>Your comments and questions are best directed to the EIS Process.</p> <p>Thank you for your attention to this issue. For questions on the proposal, you can reach out to the staff member listed on the project page Nick Welch (nicolas.welch@seattle.gov <mailto:nicolas.welch@seattle.gov>).</p> <p>All the best,</p> <p>Spencer Williams, AICP, Assoc. AIA Legislative Assistant to Councilmember Johnson-District 4 E: Spencer.Williams@Seattle.Gov <mailto:Spencer.Williams@Seattle.Gov></p>

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			<p data-bbox="730 207 1220 233"><http://www.seattle.gov/council/johnson></p> <p data-bbox="730 548 1780 711"> From: aileen langhans [mailto:aileenmargaret@yahoo.com] Sent: Thursday, October 12, 2017 5:53 PM To: Johnson, Rob <Rob.Johnson@seattle.gov> Cc: Aileen Langhans <aileenmargaret@yahoo.com> Subject: The Proposed changes to AADU/DADU regulations: URGENT RESPONSE REQUESTED! </p> <p data-bbox="730 821 1283 847">RE: Accessory Dwelling Units – Proposed changes</p> <p data-bbox="730 889 1079 915">Dear Council Member Johnson:</p> <p data-bbox="730 958 1969 1153"> It is with a deep frustration and sincere mistrust that I send this most urgent correspondence. The City of Seattle is in the process of creating an Environmental Impact Statement on the proposed expansion of the DADU/AADU regulations, but regrettably, only after being challenged through an appeal process. I have attended several meetings and other events promoting these proposals, but I am still uncertain about some of the changes and how their implementation will actually achieve the anticipated and promised results, while minimizing any potentially destructive impacts. </p> <p data-bbox="730 1263 1749 1289">I hereby request a response to each of the following specific concerns as soon as possible:</p> <p data-bbox="730 1331 1969 1422"> * The expansion of regulations to permit accessory dwelling units on properties without the owner occupancy requirement is quite disconcerting. During the city meetings I have attended, the city stated that these units will be a practical way of increasing density by providing affordable housing for more families. The city shared </p>

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			the following benefits that will result from the change – helping families make their mortgage payments, providing housing for extended family members, and/or providing income to help with catastrophic expenses that would otherwise crush their budgets. All of these examples involve owner occupied properties. SO, exactly how will this expansion of the law be advantageous to the absentee owner and speculator, whi
13-Oct-17	Andrew Rosenkranz	Changes to the EIS	Hello, I am a Seattle resident and homeowner, and I would like to voice my concern and initial opposition to the proposed changes to the EIS to allow three units in place of any single family home in Seattle. I do not approve of the changes, and there has been no study of the impacts, and no efforts to identify and mitigate the impacts to homeowners, property, and neighborhoods. In fact, the measure implies there will no impacts on neighborhoods, which doesn't even make sense. Instead, I'd like to see a measured and thoughtful approach that takes in to account the needs and interests of people who live in the neighborhoods. Thank you for your consideration, Andrew Rosenkranz
13-Oct-17	aileen langhans	RE: The Proposed changes to AADU/DADU regulations:	Dear Mr. Spencer, With all due respect, I thought that Mr. Rob Johnson was supposed to represent District 4, address our concerns and represent the needs and issues facing his constituents. As far as I am concerned, the central city government is not interested in any specific negative impacts within the proposal that might face specific neighborhoods and cause grievous damage. That is exactly why the city council was divided into districts, so that each section of the city receives representation. So, I expect Mr. Johnson to actually take that responsibility seriously. As for the two open house events, I don't believe I will be able to get a ride to either one, as they are too late in the evening (with the sun setting earlier each night) and are too far away. I am not able to drive because of visual issues (which also make it difficult to devour the pages of online documents), so I must depend on my sister. Furthermore, my many experiences communicating any comments with city officials have been disappointing: Whenever I would sign a specific form at any open house requesting more information, I was NEVER contacted. And, whenever I brought issues to city representatives, I NEVER received any follow-up, although they were quick to say, "We will get back to you." I am beginning to think I would have better luck if I were to place my comments in a bottle and toss them out into Lake Washington or Puget Sound. Or perhaps I should carve them into rock slabs to be rediscovered by future archaeologists. Please be honest: is the proposal finalized, with the only loose end being the writing of the EIS, a task which the city is now required to perform because of a decision by the hearing examiner? Or, is the city open to making meaningful revisions to the proposal based on input during this brief comment period? It appears from your comments below (The City is currently in the scoping phase for the Environmental Impact Statement which will assess and study the potential impacts related to changes in ADU/DADU policies.) and from past contacts, that the city merely needs to acknowledge that there could be negative impacts; there is no requirement that the proposal be amended to address and minimized these impacts. Correct me if I am wrong. While I appreciate your prompt response, I am not impressed with how easily you have dismissed my letter and passed it off to someone else, who has NO ties to our district and no responsibility to represent its residents. Sincerely, Aileen M. Langhans On Friday, October 13, 2017, 1:59:58 PM PDT, Williams, Spencer <Spencer.Williams@seattle.gov> wrote: Good afternoon Aileen, Thank you for your message and concerns. I have forwarded your comments, via this email, to staff working to complete the ADU/DADU review.

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			<p>More information about the city's strategies to encourage backyard cottages can be found at http://www.seattle.gov/opcd/ongoing-initiatives/encouraging-backyard-cottages <http://www.seattle.gov/opcd/ongoing-initiatives/encouraging-backyard-cottages> . The City is currently in the scoping phase for the Environmental Impact Statement which will assess and study the potential impacts related to changes in ADU/DADU policies. I encourage you to provide comment on that draft scope which can be found at http://www.seattle.gov/council/adu-eis <http://www.seattle.gov/council/adu-eis> . You can comment by the following methods: See the proposed EIS scope <http://www.seattle.gov/council/adu-eis#proposedScope> (I have also included the scoping document and supportive materials that will be at the public meetings on this message) * Online comment form <http://www.seattle.gov/council/adu-eis#comment> * In writing at the EIS Public Scoping Meetings/Open Houses. These meetings will provide an opportunity to learn more about the proposed land use code changes and provide input on the environmental review process: 1. October</p>
13-Oct-17	Gabe Levin		<p>Dear Aly, The proposed densification of 100,000 single family home sites in the City of Seattle is no small matter. People move to Seattle in order to enjoy a single-family home nestled into a mosaic of densities. The environmental problems with adding residential density are many and won't be recognized until it is too late. I live in a doubly environmentally critical area, a Steep Slope in a Shoreline Area near Portage Bay. Already we flood sewage and sheet flows into Portage Bay several times per year. Adding impervious area and tripling the number of cars will not help that. Our neighborhood has limited public transit. New arrivals have a car at a rate of just under one per adult. The proposed ADU/DADU legislation would more than triple the amount of cars on our streets while taking away off-street stalls. Talk of autonomous vehicles is just talk. For now and the foreseeable future, working adults in Seattle have cars. There are exceptions of course, areas where adding density makes sense, on top of light rail stops, for example. Those sites should encourage tall, type I construction with a variety of densities greater than the silly "five over two" stick built microstudios we have overbuilt. But the majority of Seattle's land area is made up of single family homes, whose gardens and outdoor areas are cared for by their resident owners. Adding density and rewarding non-resident investment on lots as small as 3,200sf will have predictable negative impacts on quality of life, congestion, parking and sitewater issues, in addition to blocking natural light from reaching the neighbors. Here are a few: 1) allowing DADUs on ever smaller lots will have a negative impact on tree canopy in single-family neighborhoods, especially urban areas with many smaller lots. Seattle is already losing its tree canopy at an alarming rate, and this change in the law would accelerate that trend. 2) Combined sewer overflows are already a problem in many neighborhoods, and this legislation will add housing units that will contribute more sewage, which will increase pollution in our lakes and waterways. 3) While it is true that current regulations already allow 8 unrelated people to share a single-family home, that is more of a theoretical possibility than a common occurrence. Changing the rules to allow and encourage more DADUs on single-family lots, and to allow both a DADU and an ADU on the same single-family lot, will significantly increase the average number of adults living on a single-family lot, which will lead to more cars in the block/ neighborhood. The proposed legislation increases the limit for a residential lot to 12 and makes it much more likely that 12 unrelated adults will live on</p>

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			<p>one 3,200sf lot. BOTH of these factors must be taken into account in an EIS. 4) Many homes already have inadequate water pressure, and sewer lines are failing as they pass the 100 year mark. In older neighborhoods like those impacted by this legislation, there are areas served by side-sewers that are often old and inadequate for today's density, tripling the density will accelerate the failure rate. 5) There is no doubt that developers are poised to exploit every detail of these new regulations to make as much money as possible, that's OK, that's America, but the behavior of institutional capital must be considered when we make a change to an inventory of 100,000 home sites. At certain points in the market cycle, like today, a complete tear-down and rebuild will make economic sense. With our city's densification process opened up to global capital, the tear downs will happen very quickly. The City estimated that less than 4,000 new ADUS would be built due to this legislation. If the City's estimates are correct, then there is no reason to enact these legislative changes; they will not make any real difference in affordable housing. If, however, the City has failed to anticipate t</p>
13-Oct-17	Williams, Spencer	RE: The Proposed changes to AADU/DADU regulations:	<p>Good afternoon Aileen, The analysis of alternatives will take the better part of 2018 to consider. I cannot speak to analysis that has not yet taken place. Your requests for additional analysis and questions of anticipated impacts are best placed within the EIS process at this time as the Council does not currently have legislation on ADU/DADUs. Again, I encourage you to participate in the EIS process including: * Providing Direction During The Scoping Phase- helps determine what types of analysis should be done and factors to consider * Commenting on the Draft Environmental Impact Statement- comment on analysis and alternatives * Reviewing the Final Environmental Impact Statement- Will included a preferred alternative * And Engaging in the Legislative Process- as City Council Considers legislation and potential amendments Please let me know if you would like to schedule a time to speak on the phone or ways to make sure that the UPCC has access to information throughout the process to stay informed and engaged. All the best, Spencer Williams, AICP, Assoc. AIA Legislative Assistant to Councilmember Johnson-District 4 E: Spencer.Williams@Seattle.Gov <mailto:Spencer.Williams@Seattle.Gov> <http://www.seattle.gov/council/johnson> From: aileen langhans [mailto:aileenmargaret@yahoo.com] Sent: Friday, October 13, 2017 3:35 PM To: Johnson, Rob <Rob.Johnson@seattle.gov>; Williams, Spencer <Spencer.Williams@seattle.gov> Cc: ADUEIS <ADUEIS@seattle.gov> Subject: RE: The Proposed changes to AADU/DADU regulations: Dear Mr. Spencer, With all due respect, I thought that Mr. Rob Johnson was supposed to represent District 4, address our concerns and represent the needs and issues facing his constituents. As far as I am concerned, the central city government is not interested in any specific negative impacts within the proposal that might face specific neighborhoods and cause grievous damage. That is exactly why the city council was divided into districts, so that each section of the city receives representation. So, I expect Mr. Johnson to actually take that responsibility seriously. As for the two open house events, I don't believe I will be able to get a ride to either one, as they are too late in the evening (with the sun setting earlier each night) and are too far away. I am not able to drive because of visual issues (which also make it difficult to devour the pages of online documents), so I must depend on my sister. Furthermore, my many experiences communicating any comments with city officials have been disappointing: Whenever I would sign a specific form at any open house requesting more</p>

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			<p>information, I was NEVER contacted. And, whenever I brought issues to city representatives, I NEVER received any follow-up, although they were quick to say, "We will get back to you." I am beginning to think I would have better luck if I were to place my comments in a bottle and toss them out into Lake Washington or Puget Sound. Or perhaps I should carve them into rock slabs to be rediscovered by future archaeologists. Please be honest: is the proposal finalized, with the only loose end being the writing of the EIS, a task which the city is now required to perform because of a decision by the hearing examiner? Or, is the city open to making meaningful revisions to the proposal based on input during this brief comment period? It appears from your comments below (The City is currently in the scoping phase for the Environmental Impact Statement which will assess and study the potential impacts related to changes in ADU/DADU policies.) and from past contacts, that the city merely needs to acknowledge that there could be negative impacts; there is no requirement that the proposal be amended to address and minimized these impacts.</p>
13-Oct-17	cgjanzen@comcast.net	I support Alternative 1!	<p>Dear Council:</p> <p>In regard to your EIS for doing away with pretty much all regulations on ADU's, I prefer Alternative 1, no action.</p> <p>Where are three families going to park since the entire lot and parking areas will be taken up with buildings? It's foolish to think none of them will own cars.</p> <p>I find it ironic, that on the one hand, the City of Seattle gives out excess trees with instructions to be planted in yards, and now wants to pretty much do away with yards in favor of allowing them to be overly developed.</p> <p>I hate the idea of allowing taller buildings and allowing them to be built anywhere on the property. Having no regulations is a developer's dream as they are already taking down house after house and replacing them with huge, ugly houses with attachments that take up the entire lot. This will be even worse.</p> <p>This idea was trotted out a couple of years ago and the people were so outraged, it was taken off the table. Why is it back now?</p> <p>I know if my neighbors start selling out to developers or sell to people using the lot for three rental units, I will be moving. Demolishing our neighborhoods to cram more people into high priced units is great for developers and landlords, but changes the character of the neighborhood. Basically, the city is taking away single family zones with Alternative 2, and I vehemently disagree with that.</p>

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			Sincerely, Gayle Janzen
14-Oct-17	Ginger Gibson	NO to O'Brien's Backyard Cottage Legislation	To whom it may concern: I am writing to express my strong opposition to Councilmember Mike O'Brien's Backyard Cottage Legislation. I live in Queen Ann, one of Seattle's oldest and loveliest neighborhoods. Seattle neighborhoods are comprised of small lots with houses in close proximity to each other. Zoning and building codes are in place to protect our neighborhoods. Councilmember O'Brien's plan is fraught with high-impact and long term problems that will be impossible to unravel once in place. Seattle is an old city with old infrastructure that will not support the surge in density that Councilmember O'Brien's proposal will bring. Many Seattle homes do not have garages for parking. Doubling or tripling the number of cars per household is irresponsible and not feasible considering the already limited street parking available throughout our city neighborhoods. Councilmember O'Brien's proposal opens the door to developers to create rental properties with transient populations. We are in danger of losing the sense of history and continuity of our unique neighborhoods. I believe this will contribute to the decline of our neighborhoods and the quality of life we enjoy in Seattle. Please do NOT allow Councilmember O'Brien's legislative proposal to go through without a thorough study and professional analysis of the profoundly negative impact his proposal would have on our city. Thank you. Sincerely, Virginia Gibson 416 Wheeler Street Seattle, WA 98109
14-Oct-17	Darrell Gibson	Single-Family Rezone	<p>To Whom It May Concern:</p> <p>I am writing to express my opposition to Council Member O'Brien's proposed Backyard Change Legislation.</p> <p>I live in the Queen Anne neighborhood and am very familiar with the difficulties of living in an area that is undergoing a huge change in population density with no foresight into the effects it will have in the future. The infrastructure of the QA neighborhood cannot handle the population as it is with regards to sidewalk and automobile use which can plainly be seen by simply walking the streets of the area. The sidewalks and roads are in poor condition and the City has and continues to do little or nothing about them - this problem will only get worse with an increase in the usage by more autos in the area. The water and sewage infrastructure cannot at this time handle the usage of our current residents and adding two, three or four times the population in our neighborhood would prove disastrous.</p> <p>The neighborhoods of the inner city are for the most part comprised of homes on very small lots and our zoning and building codes are supposed to be in place to protect the areas from the type of proposal this Council member has made. Simply thinking through the effect of limited parking on our narrow streets with an increased population would negatively affect all the citizens in the neighborhood.</p> <p>I don't know who's pushing this non-sensicle proposal forward through this Council member but it is quite obvious that this change would be negative for homeowners and result in the areas developers creating more and more rental properties with transient populations which do nothing for the stability of the neighborhood.</p>

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			<p>My vote is a strong NO with regard to O'Brien's proposed change without a thorough study by an independent board ensuring that any and all changes with regard to our City's building and zoning codes does NOT affect homeowners who have worked for many years to enjoy a property they can be proud of.</p> <p>Sincerely</p> <p>Darrell Gibson 416 Wheeler St. Seattle, WA</p>
16-Oct-17	Craig Woodson	ADU/DADU ideas	<p>Dear Aly Pennucci, Thank you and Councilmember O'Brien both for taking action to tackle our citywide problem with housing. The ADU and DADU proposals are forward thinking and will go a long way to lessening the challenges we face as a community. Of course, once again, there will be resistance to these ideas from existing homeowners but I think utilizing some of the following zoning/land use tactics could go a long way in helping you implement your vision.</p> <p>1) The major pushback from the prior attempt to expand citywide accessory housing was the traffic and associated parking problems created, the contention that doing so will ruin existing SF zoned areas and the claim that developers will build a triplex on every lot. To combat this it seems prudent to prioritize areas on existing transit routes for rezoning. The traffic is already there and the presence of the bus line(s) defeats the claim of a quiet SF neighborhood. An added bonus is that dense housing will be placed where transit is and then fan out from those arterials into the traditional SF neighborhoods surrounding those arterials.</p> <p>2) By prioritizing the arterials with aggressive zoning changes you can truthfully and confidently respond that the impact to SF neighborhoods will be rather gradual as the land along arterials will be developed first and provide the lions' share of the needed housing. By creating supply on the arterials for the developers that the neighborhood associations have such anxiety about, the incentive to create ADUs and DADUs in SF zones will become somewhat less attractive to those same speculators. While ADUs and DADUs will still and should still be built, it would eliminate the argument that developers will descend on every peaceful little SF neighborhood and ruin it. If more can be made building on or near bus lines they will do so and all this consternation about a triplex on every lot would be curtailed.</p> <p>3) A sensible way to decide what zoning density goes where might be to use the existing number of bus lines on a street as a guide. This will both protect lightly traveled neighborhoods and place denser housing where denser transit is. Additionally homeowners that have purchased along a bus line cannot legitimately argue that you are transforming/ruining their quiet SF neighborhood when it never was one in the first place. A very basic plan could be: Full ADU/DADU expansion* or L1 zoning on streets with 1 bus line L2 for 2 bus lines L3 for 3 bus lines L4 or MR for 4 bus lines and up.</p> <p>*You could also phase in the ADU/DADU expansion by initially allowing it in SF neighborhoods that are within a block or two of a bus line. A year or so after that you could expand it another few blocks and so on. That way you are creating a transition zone of sorts between the L2/3/4 etc. zoning on the arterials and the SF neighborhoods while at the same time making the ADU/DADU a short walk from rapid</p>

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			<p>transit. I think by prioritizing housing density along arterials you will greatly reduce the concerns of existing neighborhood organizations that ADUs and DADUs will ruin their neighborhood and be built anywhere and everywhere. Without the specter of developers buying up entire blocks (that would not happen but fear motivates) and abusing this land-use change, the ADU and DADU footprint can be expanded and then mature/blossom in a more organic/natural manner. Under these conditions I believe the vast majority of the ADUs and DADUs built will be by existing homeowners who wish to remain in their home but need some income from their most valuable asset. Certainly these homeowners do not want to destroy their own neighborhood or the value of their home so they are the very definition of good shepherds for this land use change. Hope you consider these ideas as you wrestle with all the moving parts and competing interests regarding this housing crisis we find ourselves in. Thank you and</p>
16-Oct-17	Aldan Shank	in favor of ADUs	<p>Dear City Council,</p> <p>I'm writing to express my strong support for the City allowing the construction of accessory dwelling units (ADUs) in Seattle.</p> <p>I am a 35-year-old male living in the basement of a house owned by my friends. At some point, I would very much like to move out and into a place of my own, but there seem to be very few renting options that I can afford, let alone purchase options, which seem like a far-off fantasy.</p> <p>I have privileges that many people do not: I am white and male. I have a decent office job that pays in the high \$60k range (I have student debt, but I am paying it down). The situation is difficult enough for me; I can't imagine what it must be like to be a person of color, and/or a woman, and/or an immigrant, and/or someone with an hourly wage.</p> <p>ADUs seem like a great way to increase the stock of housing in Seattle without tearing down old structures or erecting lots of tall, new apartment complexes (which often don't contain affordable units for non-tech workers like me). ADUs alone won't solve our housing crisis, but it seems like they could be one part of a multi-faceted solution that could drive down rent costs and provide more places for our booming population to live.</p> <p>I love Seattle and don't want to move out of the city--it's been my home for 11 years. But that is exactly what I'll have to do if rent prices don't stabilize. Please accelerate the environmental impact study and vote to approve ADUs as one way to increase the housing stock and thereby lower rent costs for everyone.</p> <p>Thanks, Aldan Shank</p>

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16-Oct-17	Lorin Boynton	Accessory Dwelling Unit Environmental Review Process	<p>Dear Aly, I find the proposed densification of 100,000 single family home sites in the City of Seattle very concerning. I live in Portage Bay. Already we flood sewage and sheet flows into Portage Bay several times per year. Adding impervious area and tripling the number of cars will not help that. Our neighborhood has limited public transit. Any new arrivals have a car at a rate of just under one per adult. The proposed ADU/DADU legislation would more than triple the amount of cars on our streets while taking away off-street stalls. I am fortunate to have a garage where I park my car. I often see neighbors driving up and down the street in the evening looking for parking as it is so limited. Recently, one of my neighbors parked his car in the alley as he couldn't find street parking and it was broken into that night. Careful thought needs to be put into figuring out where it makes sense to add housing density in Seattle- near light rail stops, for example, seems to make sense. The majority of Seattle's land area is made up of single family homes, whose gardens and outdoor areas are cared for by their resident owners. Adding density and rewarding non-resident investment on a 3,200sf lot will have predictable negative impacts on quality of life, congestion, parking and sitewater issues, in addition to blocking natural light from reaching the neighbors. Here are a few: 1) allowing DADUs on ever smaller lots will have a negative impact on tree canopy in single-family neighborhoods, especially urban areas with many smaller lots. Seattle is already losing its tree canopy at an alarming rate, and this change in the law would accelerate that trend. 2) Combined sewer overflows are already a problem in many neighborhoods, and this legislation will add housing units that will contribute more sewage, which will increase pollution in our lakes and waterways. 3) While it is true that current regulations already allow 8 unrelated people to share a single-family home, that is more of a theoretical possibility than a common occurrence. Changing the rules to allow and encourage more DADUs on single-family lots, and to allow both a DADU and an ADU on the same single-family lot, will significantly increase the average number of adults living on a single-family lot, which will lead to more cars in the block/ neighborhood. The proposed legislation increases the limit for a residential lot to 12 and makes it much more likely that 12 unrelated adults will live on one 3,200sf lot. BOTH of these factors must be taken into account in an EIS. 4) Many homes already have inadequate water pressure, and sewer lines are failing as they pass the 100 year mark. In older neighborhoods like those impacted by this legislation, there are areas served by side-sewers that are often old and inadequate for today's density. 5) There is no doubt that developers are poised to exploit every detail of these new regulations to make as much money as possible, that's OK, that's America, but the behavior of institutional capital must be considered when we make a change to an inventory of 100,000 home sites. Please do not support the DADU/ADU legislation. Thank you, Lorin Boynton 877 E Gwinn Pl</p>
17-Oct-17	Barbara Davidson	single family to 3	<p>To Whom It May Concern,</p> <p>Please, please do not change the zoning of single family units to allow 3 units on the same property!</p> <p>These units are environmentally wrong. They wrong for our neighborhoods. Just do not do it!</p> <p>Sincerely,</p>

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			Barbara Davidson 22 West Lee St. 98119
17-Oct-17	William Horn	Rezoning	IT IS OUTRAGEOUS THAT SEATTLE WOULD WANT TO CONVERT SINGLE FAMILY NEIGHBORHOODS TO MULTI-FAMILY!! OUR NEIGHBORHOODS ARE JUST FINE THEY WAY THEY ARE;. But of course this is Seattle and the liberal agenda. We are sick and tired of these ridiculous ideas presented by the Seattle City Council.
17-Oct-17	Chrys Kim	Please approve all Alt 2 and one step beyond	Hello, Thanks for the opportunity to comment on DADU/EIS and related issues of up zoning and growth. Chrystine Kim NEST Architecture & Design
17-Oct-17	Karen Sticklin	accessory dwelling units	<p>Hi, I live in West Seattle and support most of the proposed changes. Here in West Seattle, we definitely don't need off street parking, at least not in my neighborhood. I hesitate to allow these units in homes that are not owner occupied as that can change the neighborhood feel. With owners and renters together, we get a great mix of folks.</p> <p>One additional comment: homeowners that create additional housing on their property, either attached or detached, should have a streamlined permitting process with 1/10th of the cost. This is the best way to add housing to a neighborhood and still preserve the neighborhood and we should encourage it!</p> <p>Karen Sticklin</p>
17-Oct-17	Lisa Power	eis for accessory dwelling units	<p>To Whom it may concern,</p> <p>It has come to my attention that the council is looking to change the zoning for single family residences. As a former home owner in Magnolia for 17 years I want to protest this zoning change and keep the current zoning laws intact. It is possible now to do additional living accommodations the way the code is now. By trying to change it to your proposal you would be destroying the fabric of the neighborhoods throughout Seattle. People should be able to live in a traditional quiet area if they so choose. I am supportive the ongoing upzones in targeted neighborhoods and I have been very involved in this process. It seems unnecessary to ruin our beautiful neighborhoods by allowing up to 3 separate units on one small plot of land.</p>

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			<p>Please keep our neighborhoods in tact and I request no changes to the current zoning.</p> <p>Sincerely,</p> <p>Lisa Power</p>
17-Oct-17	Diane Johnson	comment for EIS regarding ADUs	<p>Hello. I am requesting that the City of Seattle leave most of the existing restrictions in place for Accessory Dwelling Units (ADU) in residential zones. I don't want City to boost density much or else the residential areas will become noisy and devoid of enough parking like the crowded L-zones areas that are full of rentals. My husband Mark and I would like density to only go up to only 2 units maximum per parcel, consisting of the primary house plus only 1 ADU regardless of whether it's attached or detached. It seems ok if owner lives elsewhere. Please provide at least 1 off-street parking space for each unit. Thank you. Diane Johnson and Mark Olsoe In West Seattle</p>
17-Oct-17	Louis Manuta	Comment on ADU and West Seattle Urban Village Proposed Changes	<p>I attended the open house at the High Point Community Center tonight and left written comments, but these issues are so important that I want to e-mail more detailed comments as well. Any time a community faces a major change as we are here to accommodate additional residents and to make housing more affordable, the following three things must exist in equal measure: competence, creativity, and credibility. All too often, one or more of these requirements has been lacking in Seattle's growth proposals. Now is no different. My wife and I relocated to West Seattle in July 2015 from NY, first renting an apartment and then purchasing a townhouse in the alley between 40th and 41st Avenues SW in May 2016 (4533A 40th Avenue SW). Even in this short period of time, we have seen big changes and on-going issues in our neighborhood and throughout the city. While NY has made more than it's share of mistakes with housing, roads, infrastructure, etc., Seattle as a new city should have been looking at what works and what doesn't work in these older cities and make fewer mistakes. Unfortunately, I am not seeing that. Which brings me to tonight's Open House. I have attended several of these types of meetings over the past couple of years and it really, honestly appears as if the people behind the proposals have never been to the West Seattle Junction. It would be hypocritical of me to be opposed to increased ADUs as we live in a townhouse that was built in the former backyard of a single-family home. But to give us the false choice of supporting additional AADUs and DADUs only if we don't want there to be an off-street parking requirement, is plain wrong. There is a lack of off-street parking in the urban village right now and that is only going to get worse as the population increases. It is laughable to think that future residents will not need a car. That is a delusional position to take. Maybe you can take transit to work (I emphasize maybe — there aren't enough buses that run through West Seattle and there are enough bus only lanes), but what about other appointments and kids' after school commitments? Where do guests and visitors park? There needs to be additional options for those of us who support increased density but realize we need additional parking to go along with it. For the West Seattle urban village, the growth has been steady since we moved here. But,</p>

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			<p>what about infrastructure? If there are requirements, for example, to increase sewer capacity when a single family lot all of a sudden has three townhouses in addition to the single-family house, I don't see it. We had a problem last year when the toilets in the 3 townhouses on our lot and the house all flushed at the same time. Several hundred dollars in repairs later, it became apparent that there was not a sufficient capacity increase when the townhouses were built about 14 years ago. We have the plumber's drawings to prove it. I'm sure we're not alone. Sewer, water, roads, transit, schools, green space — they all have to be increased when the density increases. It seems like an after thought here and that is plain wrong. In summary, I do not appreciate false choices when it comes to our home and our neighborhood. Knocking down single-family houses so that another apartment building can be constructed without adequate consideration for the impact on infrastructure is a mistake. I don't believe actions are matching up to policy goals. I agree that increased density will help with increased demand for housing, but unless these other issues are addressed at the same time, Seattle will no longer be a livable city. Thank you. Lou Manuta.</p>
17-Oct-17	Rose Yu	ADU comments	<p>Hello,</p> <p>I think if an owner has both an ADU and a DADU then it would seem adding an off street parking space might be prudent. It might be important to look at it from neighborhood to neighborhood as there are certain areas where parking is already really tight.</p> <p>Examples: I would suggest showing a few examples of what's possible now on a 4K lot and what would be possible on a 3.2K lot. It is hard to imagine with just words. It would also help if you had not just architectural renderings but examples of built ADUs and DADUs.</p> <p>Lastly, what if you did some preliminary calculations on what it would mean in terms of alleviating some of the supply problems with housing if 10% of single family households who have adequate space added one of these. What if 25% did. Give us the vision of what it means when we all pitch in as concerned citizens to make our neighborhoods more affordable and accessible to others.</p> <p>It would be nice if you gave some design guidance so that we can see how aesthetically this could work within an older neighborhood.</p> <p>Thanks, Rose Yu</p>
17-Oct-17	Dan Allison	Dadu	<p>Please make the proposed changes to the Dadu rules. Having additional housing will help ease the housing crisis in Seattle.</p> <p>Thanks, Dan</p>

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17-Oct-17	Debra Thompson Harvey	City of Seattle ADU EIS	<p>1. Reasonable range of alternatives Alternative 2 is preferable to me for these reasons: • Alternative 2 allows for housing affordability while increasing density. • Alternative 2 allows our elderly people to age in place while receiving rental income from their homes. • Alternative 2 is a powerful disincentive to all of the tearing down and the overpriced unsustainable building that is happening daily in every neighborhood. 2. Measures to avoid, minimize, and mitigate effects of the proposal • Additional pressure on our roads, sewers and water pipes must be addressed and avoided. • There is no additional need to provide off-street parking if our transportation system continues to keep pace with the increased demand. 3. Other comments or suggestions related to the scope of the EIS 1. Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people. 2. Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production. 3. Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF. Allow 20% increase for lots over 5000 SF. 4. Housing Opportunity Overlay. Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired. Allow Residential Small Lot zoning without MHA in Overlay. Make parking requirements for additional units voluntary 5. Upgrading non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300 grandfathered duplexes and triplexes within SF zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. They should have the same flexibility under the code that applies to their neighbors in SF zones. 6. Buffering detached houses from higher zones: If adjacent zoning is not SF 5000 zoning, allow flexible increase in height, or setbacks to help with transition to other zones (LR, NC) 7. Make accessory dwelling units easier to built. Allow exceptions for handrails and parapets over height limit. Decks over 18" and covered areas should not count toward accessory use square footage, but should have stand alone total. Allow separate metering of utilities. When expanding a garage/existing non-conforming use, allow vertical expansion in line with existing structure, rather than to setbacks. Allow extra height for flat roofs when used as a green roof. 8. Study using Floor Area Ratio to restrict size of development and incentivize additional housing units. Currently we are seeing many new single dwellings that dwarf the house that was torn down. On a 5000 SF lot, with lot coverage at 35%, and a height limit of 30', we currently allow a house to be 5250 SF. Using a .5 FAR for single dwelling unit properties, allowing .7 for two dwelling units and .8 for three dwellings per lot, the same property would allow 2500 SF, 3500 SF or 4000 SF. Restricting maximum FAR will make teardowns/McMansions less viable, put a break on gentrification, and insure that many more housing units and options are built. FAR limitations will create many lots with dwellings with mix of sizes and prices. 9. Double Ownership. Allow split ownership of lots with existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established. Create template for condominium-like agreements to share lot ownership between existing house and new cottage. Seattle has no starter homes and this would create new opportunity for ownership. If we agree ownership is an aspiration, creating more affordable options such as this would be desirable. 10. Allow</p>

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18-Oct-17	vpardee	An example of DADU happening right NOW!!!	<p>My friends in Port Townsend are in the process of adding a DADU to their site. I thought you (& the city of Seattke) Might be interested in seeing how the process is moving. Vicki Pardee Vpardee@aol.com <mailto:Vpardee@aol.com> Begin forwarded message: From: bkdproductions@gmail.com <mailto:bkdproductions@gmail.com> Date: October 14, 2017 at 11:19:43 AM PDT To: Vicki Pardee <vpardee@aol.com <mailto:vpardee@aol.com> > Subject: Fwd: Arrived Cute eh! Sent from my iPhone Begin forwarded message: From: Bonnie Hamma <bkdproductions@gmail.com <mailto:bkdproductions@gmail.com> > Date: October 13, 2017 at 5:03:07 PM PDT To: hamma and mcgee <bkdproductions@gmail.com <mailto:bkdproductions@gmail.com> > Subject: Arrived 40 min and done Sent from bk's iPad</p>
18-Oct-17	brgovmail@rulifson.com	EIS Scoping responses	<p>Hello City,</p> <p>I'd like to see the in-progress results from the EIS Scoping survey that you're taking on google forms.</p> <p>While I would prefer to view these public records as a spreadsheet, shared as read-only to the email address brgovmail@rulifson.com <mailto:brgovmail@rulifson.com> , having access to or being sent a csv of the file would also be ok.</p> <p>Here's a link to how to do those things, just to make sure you can see how easy it is.</p> <p>https://support.google.com/docs/answer/139706?hl=en</p> <p>Thank you!</p> <p>--Brian Rulifson</p> <p>brgovmail@rulifson.com <mailto:brgovmail@rulifson.com></p> <p>Resident of Fremont</p>
18-Oct-17	Louis Manuta	Re: Comment on ADU and West Seattle Urban Village Proposed Changes	<p>> -----Original Message----- > From: Louis Manuta [mailto:inlouof@verizon.net] > Sent: Tuesday, October 17, 2017 7:53 PM > To: ADUEIS <ADUEIS@seattle.gov> > Subject: Comment on ADU and West Seattle Urban Village Proposed Changes > > I attended the open house at the High Point Community Center tonight and left written comments, but these issues are so important that I want to e-mail more detailed comments as well. > Any time a community faces a major change as we are here to accommodate additional residents and to make housing more affordable, the following three things must exist in equal measure: competence, creativity, and credibility. All too often, one or more of these requirements has been lacking in Seattle's growth proposals. Now is no different. > My wife and I relocated to West Seattle in July 2015 from NY, first renting an apartment and then purchasing a townhouse in the alley between 40th and 41st Avenues SW in May 2016 (4533A 40th</p>

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			<p>Avenue SW). Even in this short period of time, we have seen big changes and on-going issues in our neighborhood and throughout the city. While NY has made more than it's share of mistakes with housing, roads, infrastructure, etc., Seattle as a new city should have been looking at what works and what doesn't work in these older cities and make fewer mistakes. Unfortunately, I am not seeing that. > Which brings me to tonight's Open House. I have attended several of these types of meetings over the past couple of years and it really, honestly appears as if the people behind the proposals have never been to the West Seattle Junction. It would be hypocritical of me to be opposed to increased ADUs as we live in a townhouse that was built in the former backyard of a single-family home. But to give us the false choice of supporting additional AADUs and DADUs only if we don't want there to be an off-street parking requirement, is plain wrong. There is a lack of off-street parking in the urban village right now and that is only going to get worse as the population increases. It is laughable to think that future residents will not need a car. That is a delusional position to take. Maybe you can take transit to work (I emphasize maybe —there aren't enough buses that run through West Seattle and there are enough bus only lanes), but what about other appointments and kids' after school commitments? Where do guests and visitors park? There needs to be additional options for those of us who support increased density but realize we need additional parking to go along with it. > For the West Seattle urban village, the growth has been steady since we moved here. But, what about infrastructure? If there are requirements, for example, to increase sewer capacity when a single family lot all of a sudden has three townhouses in addition to the single-family house, I don't see it. We had a problem last year when the toilets in the 3 townhouses on our lot and the house all flushed at the same time. Several hundred dollars in repairs later, it became apparent that there was not a sufficient capacity increase when the townhouses were built about 14 years ago. We have the plumber's drawings to prove it. I'm sure we're not alone. > Sewer, water, roads, transit, schools, green space — they all have to be increased when the</p>
18-Oct-17	Louis Manuta	Re: Comment on ADU and West Seattle Urban Village Proposed Changes	<p>Thank you for the confirmation.</p> <p>Just to clarify, in paragraph 4, I meant to state there are NOT enough bus only lanes.</p> <p>Thanks.</p> <p>Lou Manuta.</p>
18-Oct-17	Ron Sievers	Re: October OPCD Newsletter	<p>I am all for AUDs. I also do not believe the own should need to occupy them. They should be available for rent to others. Bigger the better.. Alternative 2!</p>
18-Oct-17	jillcrary@comcast.net	ADU EIS scoping comment	<p>I would like to see the added off-street parking space requirement removed from the current ADU language. It is an unfair and onerous requirement. I could remodel my very small single family house into a very large single family house - as many of my neighbors have done - and have 1 or 2 additional cars as a result of that remodel - as many of my neighbors have done - without any additional parking requirement. But if I try to add a 800 sq ft detached ADU to compliment my small house (880 sq ft) on my 5,000 sq ft lot, I would have to create a</p>

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			<p>driveway to do so. The parking area in front of my house has become the parking place of choice for my neighbors' additional cars, but I can't take advantage of my extra lot size without adding parking. This restriction stacks the deck against any greater density on my Phinney Ridge block and moves up the date when I will have no choice but to sell to a developer who will max out the lot size for another huge single family house, since houses have now passed the \$1M on my block. This is the story happening all over Seattle and will not advance any of our affordability goals. I don't see how Seattle will ever affect the variety of housing choices needed just by the rezone in urban centers, urban villages and low-rise multiple zones. The total area of all those combined is too small to affect the level of chance needed. We have to make significant changes in leveraging single family areas into housing types that are affordable, or we are shutting down the possibility of home ownership to the next generation. Thanks</p>
18-Oct-17	Richard Lunt	Comment on EIS on assessor dwelling units	<p>Thank you for the opportunity to give input. I am strongly opposed to allowing both attached and detached units, especially without off street parking spaces in single family zones. I understand the need to create additional housing, but allowing one or the other type of unit, with off street parking, is sufficient. The regulation should also preclude the owner from AirBnBing, etc. the second unit to assure that the unit is used to address the housing crisis, and not to add to the vacation rental stock. One of the major factors in Seattle's attractiveness is the quality of its neighborhoods; the majority of neighborhoods have single or duplex homes. Many families want a residential experience. Unlike many other cities where single family homes are on very large lots, the majority of Seattle's homes are on much smaller lots. We have already addressed the issue of density many years ago. I have never heard anyone address that issue. It seems as if there is a "war" against single family home owners, characterizing us as rich elites who don't understand the current plight of newcomers to our city. That is not true..most of us vote for every housing and social services levy to support those struggling and to make our city a better place. Most of us have had regular jobs all our lives and are not part of the elite. We have saved and scrimped to be able to live in a quiet neighborhood. We are asking that the character of our neighborhoods be preserved; without us being vilified. The city has stated values of making neighborhoods safe for children and older adults and the proposed rezoning plan goes against that by putting too many cars on our streets. I feel like these comments are wasted because the City has already decided what it wants to do, but I felt it was important for just a "regular" single family homeowner to share the comments that I have heard from many of our neighbors.</p> <p>Kathleen Southwick 2563 10th West Seattle WA 98119</p>
18-Oct-17	Maggi Johnson	Energy code leniency?	<p>A suggestion for something to consider as you study the impacts of ADUs: Should ADU's have to comply with the same energy code requirements as houses or could ADU's be "grandfathered in" if they are in a building that was originally built for another use or at an earlier time when the energy codes were more lenient.</p> <p>We have a neighbor who would like to convert a building on their property into an ADU. It was permitted as an unheated studio and met the code when built. To bring it up to current code for insulation for a living space</p>

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			<p>would be prohibitive, which is too bad because it would make a neat little housing unit for someone. Because a person living there would be living in such a small space, I wonder how their energy footprint would compare per person to someone living in a much bigger, better insulated house.</p> <p>Thank you.</p> <p>Maggi Johnson, ASLA, LEED AP Principal Johnson+Southerland</p> <p>Phone: 206.723.8275 ext. 223 3827B South Edmunds Street Seattle, WA 98118</p> <p>http://www.johnsonsoutherland.com <http://www.johnsonsoutherland.com></p>
18-Oct-17	Michael R. Wolf	Imbalance - Increasing pillow count without increasing park, bus, bike, and culture count	<p>In the 17 years I've been in Ballard, the population has increased 50% as many lots have 2-6 times the number of pillows for people to sleep on at night. The Ballard Bridge remains the same width. Do the math!!! We cannot single-car-and-pave ourselves out of this kind of 2X, 3X, and (for SLU) 50X population density increase. We need to think at levels beyond the single lot (DADU's and AADU's) and beyond the single car or some ratios get out of balance. One of the great reasons to live in Ballard has been a WalkScore (and BikeScore) that rivals Manhattan. The BusScore isn't keeping pace. Please don't approve more density if the infrastructure does not keep pace. By infrastructure, I mean the kinds of physical limitations that typically prevent over-growth (water, sewer, electricity), but I want to make sure that the aesthetic, "spiritual", and "soft metrics" do not get eroded to decrease the livability, so let's keep a BusScore, ParkScore, TreeScore, OpenSpaceScore and CultureScore at the current (or increasing) levels. I actually like that we are creating more density where I live instead of invading the suburbs and natural areas around this beautiful city. It means that the rural resources continue to add to my (weekend) quality of life. I'd like to make sure that my (daily) quality of life keeps pace. To that end, we need to plan longer term than next year, and to plan for bigger levels of scale than a particular plot. We need a long term plan that includes plot-, block-, neighborhood-, and city-level planning that doesn't let growth destroy the livability and quality of life that is attracting this growth. Thanks, Michael Wolf P.S. I'm in Ballard, and have seen a crane from my window for at least 5 consecutive years and have seen landscape be replaced by hardscape. Please don't export this imbalance to other neighborhoods. Let's learn from being unable to get a seat on a bus or have access to green space within a few blocks from our front door. P.P.S. Related -- Lawns and trees are currently removed when density increases. I'd like to <i>*require*</i> that all green space get <i>*displaced*</i> to the roof instead of eliminated. This would create micro-parks at the dwelling level that would place less strain on the (not yet sufficient) parks-per-person ratios for pocket parks, and</p>

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			neighborhood parks. -- Michael R. Wolf MichaelRWolf@att.net - LinkedIn.com/in/MRWolf - +All mammals learn by playing
18-Oct-17	Sandy Kraus	ADU input	<p>Thank you for giving the citizens of Seattle a chance to have an input in this new proposed zoning change EIS. I don't have any positive things to say about the proposal. Before throwing out the existing zoning requirements OPCD should be looking at making minor changes to the code to help simplify the process for homeowners to add either an ADU. Only one ADU should be allowed per home and there should be a requirement that the owner must live in one or the other ADU. And off street parking should be required for each unit per lot.</p> <p>Sandy Kraus Here are a list of concerns that I have and which I think should be studied in the EIS:</p> <ol style="list-style-type: none"> 1. Where will the occupants of these ADU's park? Given the scarcity of existing parking in Seattle in all areas including residential areas, potentially tripling the number of occupants in the single family neighborhoods this could be a big issue. 2. Many of our homes are old and our sewer and water systems are made for a single family situation but not for another extra living unit or two. Additionally, will the water and sewer systems be able to handle the extra load? 3. What about the extra electricity needed to operate 3 separate units per lot? How will that affect City Light? 4. Storm water runoff will also be an issue if additional structures will be built in our backyards which will reduce the amount of pervious surface in our yards and gardens resulting in additional runoff. 5. Water availability might also be an issue with hotter/dryer summers in Seattle. If we allow increased density in Seattle, will our existing water supply be able to provide enough drinking water for all of the residents? We got somewhat lucky this summer as we had a sufficient water reserve in the reservoirs but we might not be so lucky in the future. We need to look at climate change to see how this new proposal will fit into our new reality of climate. 6. There are single family neighborhoods that seem low density, but in reality they aren't. One case in point is the neighborhood where I live in on Portage Bay. Although we mostly have single family dwellings in this area, the houseboats along the south shore of Portage Bay create a "high density" area. This impact is made even more severe because there is very little parking for the houseboat owners who have to find parking along Fuhrman Ave E/Boyer Ave E and other side streets in the area. On top of that we are impacted by the proximity to the University of Washington just across the University Bridge from students, faculty and staff using our neighborhood as free University parking! 7. Traffic issues should increase with the increase in density. Thanks to Metro/King County, our neighborhood also lost the #25 bus which wound through Montlake, Portage Bay, Boylston St, Lakeview Blvd and eventually into downtown via Eastlake Ave E. Gone! We have the #49 bus but it is already very crowded and doesn't serve all of the areas that the #25 used to serve. 8. Affordability issues should also be addressed. If my single family home on a 3000 sq/ft lot can now have two additional units, then the value of my home just increased by quite a bit. If the City were to eliminate the requirement that the owner of the property must live in one of the units, then many single family homes in Seattle will soon be bought up by people who want to add these new properties to their rental portfolio. 9. This ADU proposal would have a strong impact on property taxes. Taxes would increase for all existing residential single family homes even if we didn't add new units as the new value would be determined by the "potential value". This would tend to drive lower income people out of Seattle to find property tax relief somewhere outside of the city. We would soon loose our middle class homeowners in Seattle.

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18-Oct-17	Drew Collins	Adus	<p>I totally support and encourage the allowance of ADUs across the city, without parking requirements, and streamlined design review.</p> <p>Drew Collins Capitol Hill, Seattle, WA</p>
18-Oct-17	Patricia DeVore	Online form etc	<p>First your online form for comments on accessory dwellings doesn't work. The error code is that the site can't be reached.</p> <p>As for accessory dwellings either attached or detached I think it's a fantastic way to go to increase living spaces for those who need it. There are far too many homeless people on our streets and if these dwellings can provide homes they could also reduce the number of homeless.</p> <p>Thank you for the opportunity to give our comments to you on this matter.</p> <p>Sincerely,</p> <p>Patty DeVore</p> <p>Sent from my T-Mobile 4G LTE Device</p>
18-Oct-17	Ann pot-staton	Tree units on single family home lots	<p>This idea slapped on the whole city does not sound well thought out. It might work in certain areas, but not without some research. I vote No as it now stands. Sincerely Ann Pot-Staton 6716 47th Place SW Seattle 98136</p>
19-Oct-17	Laurie Lohrer	Comments for DADU EIS	<p>We own a home in "single family" zoned district in Ballard. In 2013, the neighboring property owner constructed a DADU, located just 6' west property line, and close to full allowed 23' height restriction.</p> <p>DADUs are exempt from density limits, sited a mere 10 feet from adjoining homes, require a single parking spot, and there are no mechanisms by which opposing neighbors can influence their design, location, nor are they granted the ability to veto or reject their construction.</p> <p>The City's own website recommends that those building DADU's provide courtesy of advising neighborhood of their intent and confer on options. That never happened. The first signs were building permit posting and construction starting.</p> <p>Here's the impact of ADU policy on our neighborhood: the average home on my block is 1,200 sq ft and situated on a 4,475 sq ft lot; 36% of the homes are less than 1,000sq for. As such, under current law, DADU's</p>

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			<p>have the capacity to increase total developed square footage by 66% on my block.</p> <p>Other negative impacts include loss of green space, nuisance issues, parking, noise, congestion, increased density, light pollution, animal control etc.</p> <p>For example, the DADU next door casts a huge shadow from west, that we were forced to abandon the large garden we previously used to grow our produce. The property owner could easily have located the DADU site further west, which would have adjoined the west neighbor's unused parking area. However, that location apparently was less desirable to the DADU owner, as would have cast the shadow on their backyard, not ours.</p> <p>Parking congestion has resulted from DADU inhabitants NOT using the narrow "off street" parking area, rather using the street. So at night, we all jockey for parking near our residences.</p> <p>Finally, re environmental impact, without a major upgrade to our water treatment capacity, resulting increased density from ADU's (and huge condo building booms across the City) WILL impact West Point's capacity to keep up with sewage treatment The city needs to remember 2016 when West Point overflowed and dumped raw sewage into Puget Sound and plan accordingly!</p> <p>Parking congestion, neighbor notification prior to project, upgraded water treatment facilities and impacts of density increases all need careful review before changes are made to City of Seattle current ADU policies.</p> <p>Laurie Lohrer 2847 NW 62nd St, Seattle WA 98107</p> <p>253-310-7135 cell</p>
19-Oct-17	Joseph Woods	Comment on ADU Review	<p>Hi there, Not sure if this is the proper place to leave this idea, but thought it could have some environmental benefits. My thought is that most/all if the existing semi or un-finished basements in Seattle have ceiling heights that don't meet the current code minimum for new construction. It's my understanding that this limits the ability to create an ADU in a space with a 6'-8" ceiling (very common from what I've seen). I think you might look into loosening that requirement to give a little more flexibility to home owners who are considering a basement ADU. The environmental impact of this would be the allowance of extra density while minimizing the impact to lots and open space by utilizing some of these existing basements as apartment units. Thanks for reading and best of luck with the EIS! Joseph Woods Woods design NW 440 Virginia St. Seattle, WA 98101 ph: 206.229.7817</p>

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19-Oct-17	Klaus Kerl	ADUEIS	<p>Please add the option of allowing legal duplexes on all corner lots, plus an ADU.</p> <p>This would help keep Seattle housing costs reasonable for years to come, as there must be thousands of available corner properties, with beautiful double street exposures and good access.</p> <p>Klaus Kerl retired city planner (AICP).</p>
19-Oct-17	sarajane3h@comcast.net	Homeownership requirement	<p>I want to call attention to the ADU DADU EIS scoping meeting that was held Tuesday night at High Point, because Nick Welch, the Planner in charge, said that his current proposal is *no homeownership requirement* at all.</p> <p>This can only be a favor to developers and invites speculation, driving out homeowners. As a homeowner, I requested legislation to liberalize the regulations and make it easier for low-income seniors to create rental revenue to offset escalating property taxes.</p> <p>There is no such thing as a mother-in-law apartment without homeownership. It is the personal relationship with a trusted tenant who shares your house that keeps the rent reasonable, instead of chasing the last dollar. Otherwise it's just a duplex. The homeownership requirement is the key to mother-in-law apartments creating naturally affordable housing, at no cost to the city.</p> <p>Sarajane Siegfriedt</p> <p>Sent from XFINITY Connect Application</p>
19-Oct-17	Ginnie Hance	ADUs, DADUs, and the EIS	<p>Thank you for considering the changes to the ADU/DADU laws. As a home owner/resident in the city of Seattle within the Morgan Junction Urban Village, I have long believed ADUs and DADU regulations were too tight. Requiring owner occupation and limiting the home to only one ADU or DADU not only puts undue restrictions on home owners, but the rules are inconsistent with other current house renting laws. Current city law allows up to 8 non-related tenants with no parking restrictions to rent any single family home throughout the city of Seattle. How is this different than renting a home with one or two ADUs and a DADU? Shared vs separate kitchens/baths? Updating the ADU/DADU restrictions will make rental laws more consistent, add to the housing inventory and help individual home owners rent parts of their home, or entire home for increased income. In our current housing crisis and rising cost of living in Seattle, changing the ADU and DADU restrictions is a simple fix that makes sense. Please change these laws soon. Thank you for your time and attention to this, Ginnie Hance Morgan Junction Urban Village home owner and landlord. (I manage our family owned 33 unit apartment building with 4 retail spaces, two single family homes and two homes with ADUs - ours and my parents - all within the Morgan Junction Urban Village boundary) FYI Vancouver</p>

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			BC has, from its beginning has allowed ADUs and DADUs on all single family lots throughout the city. It's time for Seattle to catch up!
19-Oct-17	Patricia Fels	cottages and EIS	Please see the attached letter concerning cottages.
20-Oct-17	Susan George	Think Broadview!	<p>I'm all for increasing density in the Broadview area. The average lots are 8,000-15,000 w/ plenty of extra parking.</p> <p>How do we help homeowners with increasing density w/o Destroying the neighborhood. How can we open the door and loosen restrictions but ensure integrity?</p> <p>I look forward to your meetings in D 5 and would like to be a part of the Conversation.</p> <p>Susan George Sent from my iPhone. Sorry for any spelling errors and / or brevity! 206.696.6464</p>
20-Oct-17	Amy Roy	Proposed land use changes for ADUs	<p>To City of Seattle City Council members: I am strongly opposed to the proposed land use changes for ADUs in the city of Seattle, and particularly Alternative 2 proposals. I live in the Ballard Salmon Bay/ Sunset Hill neighborhood where there are already a number of 'backyard cottages" that are as large as the original dwelling and have significant negative impact on the community environment. I am experiencing an increasingly crowded street with a greater number of parked cars than I have ever seen before. One of the benefits of a single family home neighborhood is the presence of backyards where children can play, birds and wildlife can coexist with us and enhance our quality of life, and open space and greenery can help filter storm water runoff. Increasing buildings with impervious surfaces and subsequent increased toxic storm water runoff has a severe negative impact on the water quality of our region. The greater Ballard neighborhood has been dramatically changed with the building of multiple huge apartment and condo complexes and it is becoming more generic and anonymous, a very sad loss of what was a unique Seattle neighborhood that had contributed to what had made Seattle a desirable livable city. Please do not make these negative changes to Seattle zoning laws and preserve our quality of life with maintaining green and open spaces. Amy Delay 3016 NW 61st Street Seattle, 98107 rtdamd@comcast.net <mailto:rtdamd@comcast.net></p>
20-Oct-17	Sidney Patten	Proposed Upzoning	<p>Dear Aly Penucci, City Council Central Staff,</p> <p>We strongly oppose the proposed up zoning of our single family neighborhoods. It will increase parking and traffic congestion, increase the neighborhood density and diminish the</p> <p>privacy and sense of community we have so much enjoyed. We ask you to make NO changes in the existing zoning regulations, particularly on Queen Anne where we have been</p> <p>residents for 44 years.</p>

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			<p>Thank you.</p> <p>Sidney & Irene Patten 1621 11th Ave. West Seattle 98119</p>
20-Oct-17	vpardee	Fwd: West Seattle	<p>Please consider the following as my Scoping Comment Form Vicki Pardee Vpardee@aol.com <mailto:Vpardee@aol.com> Begin forwarded message: From: vpardee <vpardee@aol.com <mailto:vpardee@aol.com> > Date: October 20, 2017 at 2:19:17 PM PDT To: jon@electjongrant.com <mailto:jon@electjongrant.com> Subject: West Seattle Thank you for coming to WS last night. I liked your positions on developers. Once upon a time, we may have needed them. To get things done quickly & right. That set the bar. Now there is no doubt about if a development will succeed, but HOW we want SEATTLE to look once they are done. And gone. I hope you are aware of the Seattle 2030 vision for Seattle...it appears city departments have any idea what the others are doing. Doesn't sound like a vision to me. These Urban Villages: Alaska Junction for example, allowed 2foot tall signage to scream at us every time we return to our "Urban Village." I would really like some time to explain how WS density growth-being able to add ADU&DADU's is the only way many can afford to stay where they bought homes. And that City owned property - lack of management and infrastructure (drainage / slope retention), threaten adjacent property owners; note landslides originating on City owned land...and the lawsuits lost by City afterwards. Seattle is going to allow in-fill development. In R-1 zones. In many areas of the city, these properties are bound on one side by City owned land. And WS,Magnolia, Beacon Hill... Are all surrounded by City owned steep slope. If we do not MANAGE it (drainage/restoration) it becomes a liability to every adjacent property owner. These landslides are happening all the time now. There is too much run off! Thank You, Vicki Pardee Vpardee@aol.com <mailto:Vpardee@aol.com></p>
20-Oct-17	Sean Martin	Accessory Dwelling unit proposal	<p>October 20, 2017 Councilmember Mike O'Brien PO Box 34025 Seattle, WA 98124-402 Re: ADU/DADU legislation Dear Councilmember O'Brien, The Rental Housing Association of Washington (RHAWA) represents more than 5,500 small, independent landlords. Our mission is to provide our membership with the tools and knowledge necessary to operate safe, affordable housing. I'm writing you today regarding the Accessory Dwelling Unit EIS and changes being proposed to the rules for how ADU/DADU units may be sited, constructed, and operated. Our region is in desperate need of action which can address the shortage of housing units we currently face. As the State's largest city, Seattle can be a leader on how to address this problem. Expanding opportunities for ADU/DADU construction should be a part of the solution, and RHAWA strongly supports Alternative 2 as the best way to move forward on this issue. Two particular details of Alternative 2 which we strongly support are a waiving of the owner-occupancy requirement, and for reducing the minimum lot size to 3,200 square feet. Expanding ADU/DADU opportunities supports two critical goals for the city: 1. Increased housing supply, particularly in the more affordable range of the market. 2. Create more opportunities for homeowners and home buyers, particularly vulnerable populations on fixed incomes, to offset rising property taxes and utility costs by creating an additional income stream. Additional to the policy being considered, we</p>

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			<p>would also suggest consideration of additional changes which can expedite ADU/DADU construction and * Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people. * Waive building permit fees for 5 years for AADUs and DADUs. The City of Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's ADU production. * Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF. Allow 20% increase for lots over 5000 SF. * Upgrading non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300 grandfathered duplexes and triplexes within SF zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. They should have the same flexibility under the code that applies to their neighbors in SF zones. * Double Ownership. Allow split ownership of lots with existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established. Create template for condominium-like agreements to share lot ownership between existing house and new cottage. Seattle has no starter homes and this would create new opportunity for ownership. If we agree ownership is an aspiration, creating more affordable options such as this would be desirable. * Allow homeowners to qualify for small loans from Office of Housing from pool of MHA payments when creating additional dwellings. One of the key criticisms of MHA is whether affordable housing created will be well distributed, and by making the available loans applicable at residential scale, on a parcel by parcel basis, there will be new affordable housing integrated into every neighborhood. The other difficulty most people face when creating a DADU is securing financing, and having an additional source would help many owners create their own. We look forward to seeing this process move forward, and thank you for your consideration. Sincerely, Sean Martin, RHAWA External Affairs Director Cc: Lisa Herbold, Rob Johnson, Lorena González, Aly</p>
20-Oct-17	Beth Day	ADU Public Scoping	<p>Hi! I am writing in support of increasing ADUs in Single Family Zoning. Are there additional topics or concerns that you would like to see addressed in this EIS? Given the scarcity of housing and astonishing escalation of rents and home prices, the very minimum is to allow more accessory dwelling units into Single Family zoning. This is a perfect opportunity to look beyond the backyard cottage at what more we could do to solve our housing shortage. Do you have other comments or suggestions related to the scope of the EIS? * Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people. * Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production. * Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF. Allow 20% increase for lots over 5000 SF. * Housing Opportunity Overlay. Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired. Allow Residential Small Lot zoning without MHA in Overlay. Make parking requirements for additional units voluntary * Upgrading non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300 grandfathered duplexes and triplexes</p>

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			<p>within SF zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. They should have the same flexibility under the code that applies to their neighbors in SF zones. * Buffering detached houses from higher zones: If adjacent zoning is not SF 5000 zoning, allow flexible increase in height, or setbacks to help with transition to other zones (LR, NC) * Make accessory dwelling units easier to built. Allow exceptions for handrails and parapets over height limit. Decks over 18" and covered areas should not count toward accessory use square footage, but should have stand alone total. Allow separate metering of utilities. When expanding a garage/existing non-conforming use, allow vertical expansion in line with existing structure, rather than to setbacks. Allow extra height for flat roofs when used as a green roof. * Study using Floor Area Ratio to restrict size of development and incentivize additional housing units. Currently we are seeing many new single dwellings that dwarf the house that was torn down. On a 5000 SF lot, with lot coverage at 35%, and a height limit of 30', we currently allow a house to be 5250 SF. Using a .5 FAR for single dwelling unit properties, allowing .7 for two dwelling units and .8 for three dwellings per lot, the same property would allow 2500 SF, 3500 SF or 4000 SF. Restricting maximum FAR will make teardowns/McMansions less viable, put a break on gentrification, and insure that many more housing units and options are built. FAR limitations will create many lots with dwellings with mix of sizes and prices. * Double Ownership. Allow split ownership of lots with existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established. Create template for condominium-like agreements to share lot ownership between existing house and new cottage. Seattle has no starter homes and this would create new opportunity for ownership. If we agree ownership is an aspiration, creating more affordable options such as this would be desirable. * Allow homeowners to qualify for small loans from Office of Housing from pool of MHA payments when creating additional dwellings. One of the key criticisms of MHA is whether affordable housing created will be well distributed, and by making the available loans applicable at residential scale, on a</p>
21-Oct-17	vpardee	Re: West Seattle	<p>I would like to be involved in a citizen advisory capacity. Please keep me posted. Sincerely, Vicki Pardee vpardee@aol.com <mailto:vpardee@aol.com> From: vpardee [mailto:vpardee@aol.com] Sent: Friday, October 20, 2017 2:22 PM To: ADUEIS <ADUEIS@seattle.gov <mailto:ADUEIS@seattle.gov> > Subject: Fwd: West Seattle From: vpardee <vpardee@aol.com <mailto:vpardee@aol.com> > Date: October 20, 2017 at 2:19:17 PM PDT To: jon@electjongrant.com <mailto:jon@electjongrant.com> Subject: West Seattle Thank you for coming to WS last night. I liked your positions on developers. Once upon a time, we may have needed them. To get things done quickly & right. That set the bar. Now there is no doubt anout if a development will succeed, but HOW we want SEATTLE to look once they are done. And gone. I hope you are aware of the Seattle 2030 vision for Seattle...it appears city departments have any idea what the others are doing. Doesn't sound like a vision to me. These Urban Villages: Alaska Junction for example, allowed 2foot tall signage to scream at us every time we return to our "Urban Village." I would really like some time to explain how WS density growth-being able to add ADU&DADU's is the only way many can afford to stay where they bought homes. And that City owned property - lack of management and infrastructure (drainage / slope retention), threaten adjacent property owners; note landslides originating on City owned land...and the lawsuits lost by City afterwards. Seattle is going to allow in-fill development. In R-1 zones. In many areas of the</p>

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			<p>city, these properties are bound on one side by City owned land. And WS,Magnolia, Beacon Hill... Are all surrounded by City owned steep slope. If we do not MANAGE it (drainage/restoration) it becomes a liability to every adjacent property owner. These landslides are happening all the time now. There is too much run off! Thank You, Vicki Pardee Vpardee@aol.com <mailto:Vpardee@aol.com></p>
21-Oct-17	Maureen Brinck-Lund	Accessory Dwelling Unit rules changes	<p>Given the scarcity of housing and astonishing escalation of rents and home prices, the very minimum is to allow more accessory dwelling units into Single Family zoning. This is a perfect opportunity to look beyond the backyard cottage at what more we could do to solve our housing shortage. * Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people. * Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production. * Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF. Allow 20% increase for lots over 5000 SF. * Housing Opportunity Overlay. Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired. Allow Residential Small Lot zoning without MHA in Overlay. Make parking requirements for additional units voluntary * Upgrade non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300 grandfathered duplexes and triplexes within SF zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. They should have the same flexibility under the code that applies to their neighbors in SF zones. * Buffer detached houses from higher zones: If adjacent zoning is not SF 5000 zoning, allow flexible increase in height, or setbacks to help with transition to other zones (LR, NC) * Make accessory dwelling units easier to build. Allow exceptions for handrails and parapets over height limit. Decks over 18" and covered areas should not count toward accessory use square footage, but should have stand alone total. Allow separate metering of utilities. When expanding a garage/existing non-conforming use, allow vertical expansion in line with existing structure, rather than to setbacks. Allow extra height for flat roofs when used as a green roof. * Study using Floor Area Ratio to restrict size of development and incentivize additional housing units. Currently we are seeing many new single dwellings that dwarf the house that was torn down. On a 5000 SF lot, with lot coverage at 35%, and a height limit of 30', we currently allow a house to be 5250 SF. Using a .5 FAR for single dwelling unit properties, allowing .7 for two dwelling units and .8 for three dwellings per lot, the same property would allow 2500 SF, 3500 SF or 4000 SF. Restrict maximum FAR to make tear-downs/McMansions less viable, put a break on gentrification, and insure that many more housing units and options are built. FAR limitations will create many lots with dwellings with mix of sizes and prices. * Double Ownership. Allow split ownership of lots with existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established. Create template for condominium-like agreements to share lot ownership between existing house and new cottage. Seattle has no starter homes and this would create new opportunity for ownership. If we agree ownership is an aspiration, creating more affordable options such as this would be desirable. * Allow homeowners to qualify for small loans from Office of Housing from pool of MHA payments when creating additional dwellings. One of</p>

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21-Oct-17	Monica Johnson	ADU & DADU	<p>To Whom it May Concern, I am wholeheartedly in favor of allowing more options as outlined below. In my work as a realtor I often wished that the rules allowed more flexibility, it would have allowed many of my customers and single people the option of staying in the homes they had lived in for so many years, and also to more easily afford their purchases. This absolutely makes sense as we transition to a more dense and vibrant city. Best regards, Monica Johnson</p> <p>Are there additional topics or concerns that you would like to see addressed in this EIS? Given the scarcity of housing and astonishing escalation of rents and home prices, the very minimum is to allow more accessory dwelling units into Single Family zoning. This is a perfect opportunity to look beyond the backyard cottage at what more we could do to solve our housing shortage. Do you have other comments or suggestions related to the scope of the EIS?</p> <ul style="list-style-type: none"> * Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people. * Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production. * Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF. Allow 20% increase for lots over 5000 SF. * Housing Opportunity Overlay. Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired. Allow Residential Small Lot zoning without MHA in Overlay. Make parking requirements for additional units voluntary * Upgrading non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300 grandfathered duplexes and triplexes within SF zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. They should have the same flexibility under the code that applies to their neighbors in SF zones. * Buffering detached houses from higher zones: If adjacent zoning is not SF 5000 zoning, allow flexible increase in height, or setbacks to help with transition to other zones (LR, NC) * Make accessory dwelling units easier to built. Allow exceptions for handrails and parapets over height limit. Decks over 18" and covered areas should not count toward accessory use square footage, but should have stand alone total. Allow separate metering of utilities. When expanding a garage/existing non-conforming use, allow vertical expansion in line with existing structure, rather than to setbacks. Allow extra height for flat roofs when used as a green roof. * Study using Floor Area Ratio to restrict size of development and incentivize additional housing units. Currently we are seeing many new single dwellings that dwarf the house that was torn down. On a 5000 SF lot, with lot coverage at 35%, and a height limit of 30', we currently allow a house to be 5250 SF. Using a .5 FAR for single dwelling unit properties, allowing .7 for two dwelling units and .8 for three dwellings per lot, the same property would allow 2500 SF, 3500 SF or 4000 SF. Restricting maximum FAR will make teardowns/McMansions less viable, put a break on gentrification, and insure that many more housing units and options are built. FAR limitations will create many

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22-Oct-17	Christopher Kerl	In support of greater density -- Please allow ADUs and DADUs in SF zones	Hi, I am a resident and homeowner living in the Portage Bay neighborhood, and I would like to voice my support for legislation allowing for greater density in Seattle single-family zones, specifically permitting both ADUs and DADUs on lots like mine. I believe it is a reasonable solution to address the increased demand for housing in the city while balancing concerns about maintaining neighborhood character. I am in fact already building a DADU on my alley, which will be an attractive and valuable addition to the neighborhood—see picture attached. I think both ADUs and DADUs up to at least 1000 sf (and even larger on big lots perhaps) should be allowed with up to 12-14 residents total. Further, I do not believe there should be any owner-occupancy restrictions on such developments, but if there are concerns about investors possibly adversely impacting the market it may be reasonable to put limits on such ownership—perhaps up to a maximum of five such properties per single owner. Allowing for ADUs and DADUs will give homeowners greater flexibility in handling housing concerns of aging parents and children, as well as providing additional financial support to families, and will also create more needed housing for Seattle. Thank you, Christopher Kerl Christopher Kerl † Attorney at Law † C.A. Kerl PLLC 2366 Eastlake Avenue East, Suite 228 † Seattle, WA 98102 Tel: <mailto:kerl@kerl-law.com> † Website: www.kerl-law.com <http://www.kerl-law.com/> CONFIDENTIALITY NOTICE: This e-mail and any attachments thereto are intended only for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail, you are hereby notified any dissemination, distribution or copying of this email, and any attachments thereto, is strictly prohibited. If you receive this email in error, please immediately notify the sender by reply to this email and permanently delete the original copy and any copy of any e-mail, and any printout thereof.
22-Oct-17	Bryan Kirschner	Accessory Dwelling Units EIS: Scoping Comment	We would like to offer comments on the Accessory Dwelling Unit Environmental Impact Statement (“ADU EIS”) in three parts. First, we would like to state categorically that we believe “Alternative 2” is superior to “Alternative 1 (No Action).” We believe “No Action” is unresponsive to the need for more affordable housing options, the urgency of doing our part as a city to fight climate change, and issues of class and racial equity. Second, we would like to express our support for ten suggestions offered by an organization we support, More Options for Accessory Residences <https://www.change.org/p/sign-this-petition-beyond-cottages-2-address-seattle-s-housing-crisis> (MOAR). These are incorporated document as Appendix 1. While we fortunate enough not to feel pressured by the rising value of our home and its concomitant property taxes, as homeowners we can readily see ways that the changes represented by Alternative 2 and the further suggestions offered by MOAR might be helpful if our circumstances were different. Finally, we would like to offer specific comments and recommendations considering conditions in our neighborhood, and the city’s stated commitments to the environment, equity, and affordability. 1. The Washington State Department of Ecology’s “SEPA Handbook <http://www.ecy.wa.gov/programs/sea/sepa/handbk/hbch03.html#3.3> ” states

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			<p>“The primary purpose of an EIS is to provide an impartial discussion of significant environmental impacts, and reasonable alternatives and mitigation measures that avoid or minimize adverse environmental impacts.” The city’s request for comment <http://www.seattle.gov/council/adu-eis> states “The City of Seattle is proposing to change regulations in the Land Use Code to remove barriers to the creation of accessory dwelling units (ADUs) in single-family zones.” We suggest the city expand the scope of the EIS to include an “Alternative 3” assessing the environmental impacts of choosing to continue to enforces a definition of “single family zones” as predominantly “Single Family 5,000,” “Single Family 7,200” or “Single Family 9,600” on more than 18,000 acres of city land. In our area of Wallingford, as in many older neighborhoods, most lots are smaller. In our case, we live on a 2,500SF lot, between a neighbor on 4,000SF lot and a neighbor on a 1,500SF lot. Clearly, smaller lots can be compatible with single family zoning, since places like the one we live in exist. Prima facie, attaching smaller pieces of expensive city land to each home will be more affordable to each individual household and more transit-friendly. The city ought to provide an impartial discussion of the environmental consequence of enforcing large-lot minimums and the potential benefits of relaxing them. 2. We suggest the city include in its assessment of “Potential impacts to availability of on-street parking” a -based inquiry into “parking slack.” By that I mean the on- and off-street capacity that exists but is underutilized. For example: we live in an area currently zoned single family; 12 homes front the street on our block. As a rough qualitative assessment, we have at least 12 underutilized off-street spaces, calculated by subtracting owners’ vehicles from off-street potentially usable spaces if we assume all garages are used for cars and driveways would be filled to capacity. (This might require parking in tandem, but lots of people including ourselves do that all the time.) In addition, we park a car in front of our driveway apron, which is technically illegal but ought not to be and could certainly be managed through some form of parking sticker: that would effectively add more on-street capacity if the owners of properties with curbs-cuts vacated other street space. 3. We suggest the city include in its assessment of the “Potential elimination of existing housing,” “Housing & Socioeconomics,” and “Housing affordability” a strong empiric</p>
22-Oct-17	Dhruv Agarwal	Importance of ADU's	<p>I am a property owner in Seattle. I think that there is a big opportunity for the city to allow affordable housing through common sense reform of ADU regulations to allow non owner occupied properties to have up to 2 ADU's</p> <p>Many times the basements, attics, back half of houses make excellent low rent options. They allow properties to be much better utilized and since it is within existing properties with only some new construction, the rent on these units is much less expensive.</p> <p>I would like to see the max sq footage on ADU's raised to 1200 sq ft since it allows for 3 bedroom units which are sorely needed for families in Seattle and which new apartment buildings do not provide enough of.</p> <p>Thanks</p>

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Email Date	Name	Subject	Message
			<p>Dhruv 949-231-7742 (Cell)</p>
23-Oct-17	Mark Travers	RE: In support of greater density -- Please allow ADUs and DADUs in SF zones	<p>Hi Chris: Well done: Don't count on the city though, they never fail to fail. Cheers Mark From: Christopher Kerl [mailto:chris.kerl@comcast.net] Sent: Sunday, October 22, 2017 1:12 PM To: ADUEIS@seattle.gov Cc: Christopher Kerl <chris.kerl@comcast.net> Subject: In support of greater density -- Please allow ADUs and DADUs in SF zones</p> <p>Hi, I am a resident and homeowner living in the Portage Bay neighborhood, and I would like to voice my support for legislation allowing for greater density in Seattle single-family zones, specifically permitting both ADUs and DADUs on lots like mine. I believe it is a reasonable solution to address the increased demand for housing in the city while balancing concerns about maintaining neighborhood character. I am in fact already building a DADU on my alley, which will be an attractive and valuable addition to the neighborhood—see picture attached. I think both ADUs and DADUs up to at least 1000 sf (and even larger on big lots perhaps) should be allowed with up to 12-14 residents total. Further, I do not believe there should be any owner-occupancy restrictions on such developments, but if there are concerns about investors possibly adversely impacting the market it may be reasonable to put limits on such ownership—perhaps up to a maximum of five such properties per single owner. Allowing for ADUs and DADUs will give homeowners greater flexibility in handling housing concerns of aging parents and children, as well as providing additional financial support to families, and will also create more needed housing for Seattle. Thank you,</p> <p>Christopher Kerl Christopher Kerl Attorney at Law C.A. Kerl PLLC 2366 Eastlake Avenue East, Suite 228 Seattle, Email: kerl@kerl-law.com <mailto:kerl@kerl-law.com> Website: www.kerl-law.com <http://www.kerl-law.com/></p> <p>CONFIDENTIALITY NOTICE: This e-mail and any attachments thereto are intended only for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail, you are hereby notified any dissemination, distribution or copying of this email, and any attachments thereto, is strictly prohibited. If you receive this email in error, please immediately notify the sender by reply to this email and permanently delete the original copy and any copy of any e-mail, and any printout thereof.</p>
23-Oct-17	Mark Travers	FW: In support of greater density -- Please allow ADUs and DADUs in SF zones	<p>Hi ADUEIS: I agree with Chris and all points in his letter, (see below). As an architect I have designed about a 2 dozen ADU's in the city of Seattle and in other jurisdictions. From my point of view, the building typology meets a lot of needs, and is popular and flexible for many segments of the population. One added benefit, that I would like to point out is related to public safety. My clients report to me that the added eyes on the street makes them feel safer. It offers the opportunity for security awareness and cooperation when one resident is out of town or working odd hours etc. Good luck and remember: PROCESS Until everyone is EXHAUSTED... MT</p> <p>From: Christopher Kerl [mailto:chris.kerl@comcast.net] Sent: Sunday, October 22, 2017 1:12 PM To: ADUEIS@seattle.gov Cc: Christopher Kerl <chris.kerl@comcast.net> Subject: In support of greater density -- Please allow ADUs and DADUs in SF zones</p> <p>Hi, I am a resident and homeowner living in the Portage Bay neighborhood, and I would like to voice my support for legislation allowing for greater density in Seattle single-family zones, specifically permitting both ADUs and DADUs on lots like mine. I believe it is a reasonable solution to address the increased demand for housing in the city while balancing concerns about</p>

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23-Oct-17	Paul Shukovsky	ADU EIS scoping comment	<p>Please consider the impact of requiring parking for the construction of AADU on elderly and handicapped homeowners who need to build an AADU to accommodate the creation of accessible living space in an otherwise un-accessible home.</p> <p>Current parking requirements for homes without alleys behind them make it very difficult if not impossible to convert an existing attached garage into a AADU.</p> <p>Thanks for you careful consideration of this important public policy issue to address current discriminatory zoning regs toward disabled people and the elderly.</p> <p>Regards,</p> <p>Paul Shukovsky</p>
23-Oct-17	Leslie Hoge	Unable to comment on the website form	<p>Hi, Your website says that "Cannot contact reCAPTCHA. Check your connection and try again." I've tried three times. I've read the proposed changes to the Accessory Dwelling Units via the EIS and have comments. They're</p>

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			<p>listed below. Thank you for your consideration. ----- Are there additional topics or concerns that you would like to see addressed in this EIS? 1. Vegetation/trees/plants/permeable surfaces and issues related to drainage and sewer systems. Potential for our neighborhoods to turn into concrete jungles. 2. Cost increases of properties with two additional units--and cost of property tax increases to the rest of the neighborhood. ----- Do you have other comments or suggestions related to the scope of the EIS? Yes, many. I'm alarmed at the weakening of the existing regulations--neighborhoods will lose their individual characteristics and will become overly dense. COST: I understand that Seattle needs to increase density, but you're handing our neighborhoods to profit-driven developers with these changes. How will an average person ever be able to buy a house in a single family neighborhood? It's bad enough now, but we normal people will be outbid by a developer every time. QUALITY OF LIFE: We live in single family neighborhoods because we like the space, the trees, the yards, the relative quiet and many other reasons; I know that we need to compromise on density as the city grows, but you also need to protect and consider those who live in these neighborhoods. INFRASTRUCTURE FIRST! Think about putting in infrastructure upgrades before adding this much density. I think you're approaching this problem backwards. Lay the groundwork first. Right now, streets are congested, parking can be challenging, the bus can be packed with standing room only. See notes below, line item by line item: #2: keep parking requirement. If half the homes on our block expanded to the maximum allowable density, we would be unable to park there any more. #3. Keep owner occupancy and monitor it. Otherwise, you're handing developers a bonanza. Again, normal people won't be able to afford to buy a house because developers will outbid them every time. And developers tend not to care at all about a neighborhood (witness the giant generic boxes everywhere--those sure don't create more affordable housing; what they replace was Seattle-style affordable). Developers will max out all size limitations and will use cheaper materials. They'll downgrade the neighborhoods with no regard to others who live and own there. #4. Keep as is at 4,000 sf. 3200 is too small and will impact neighbors. #5. Keep size limits as they are: 1000 ADU including storage & garage; 800 DADU (which is larger than my first house). Otherwise, you're impacting neighbors' privacy and violating the overall scale and feel of a given single family neighborhood. #6: Keep existing height to protect neighbors from intrusiveness. #8: Keep existing coverage. Again, for neighbors but also we need green space, plants and permeable surfaces for our physical and mental health, plus the sewer system won't be as overrun if it's all hard surface. #10: No exceptions for height...again to maintain some sense of neighborhood. #11: Keep the limit of 8 per lot. Twelve people on a 3,200 sf lot with no parking? That will have terrible impact on any neighborhood. We don't live on Greek row at the university for a reason. Plus it's hard enough now to get a seat on the Metro. Even adding 6 people to half of the properties on my street will add about 80 people to my block. The impact to streets—for parking and driving—to metro capacity, to water, sewer and garbage will be huge and untenable. Thank you, Leslie Hoge -----</p>
23-Oct-17	Leslie Hoge	Re: Unable to comment on the website form	<p>Hi Aly and Nick, Thanks for looking into that. I am on a Mac and use Safari, but maybe I wrote too much?! Anyhow, your email address was easy to find. Would there be any point in printing out the email and snail mailing it to you as well? Thank you, Leslie ----- From: Leslie Hoge</p>

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Email Date	Name	Subject	Message
			<p>[mailto:leslie@hogedesign.biz] Sent: Monday, October 23, 2017 1:35 PM To: ADUEIS <ADUEIS@seattle.gov <mailto:ADUEIS@seattle.gov> > Subject: Unable to comment on the website form Hi, Your website says that "Cannot contact reCAPTCHA. Check your connection and try again." I've tried three times. I've read the proposed changes to the Accessory Dwelling Units via the EIS and have comments. They're listed below. Thank you for your consideration. ----- Are there additional topics or concerns that you would like to see addressed in this EIS? 1. Vegetation/trees/plants/permeable surfaces and issues related to drainage and sewer systems. Potential for our neighborhoods to turn into concrete jungles. 2. Cost increases of properties with two additional units--and cost of property tax increases to the rest of the neighborhood. ----- Do you have other comments or suggestions related to the scope of the EIS? Yes, many. I'm alarmed at the weakening of the existing regulations--neighborhoods will lose their individual characteristics and will become overly dense. COST: I understand that Seattle needs to increase density, but you're handing our neighborhoods to profit-driven developers with these changes. How will an average person ever be able to buy a house in a single family neighborhood? It's bad enough now, but we normal people will be outbid by a developer every time. QUALITY OF LIFE: We live in single family neighborhoods because we like the space, the trees, the yards, the relative quiet and many other reasons; I know that we need to compromise on density as the city grows, but you also need to protect and consider those who live in these neighborhoods. INFRASTRUCTURE FIRST! Think about putting in infrastructure upgrades before adding this much density. I think you're approaching this problem backwards. Lay the groundwork first. Right now, streets are congested, parking can be challenging, the bus can be packed with standing room only. See notes below, line item by line item: #2: keep parking requirement. If half the homes on our block expanded to the maximum allowable density, we would be unable to park there any more. #3. Keep owner occupancy and monitor it. Otherwise, you're handing developers a bonanza. Again, normal people won't be able to afford to buy a house because developers will outbid them every time. And developers tend not to care at all about a neighborhood (witness the giant generic boxes everywhere--those sure don't create more affordable housing; what they replace was Seattle-style affordable). Developers will max out all size limitations and will use cheaper materials. They'll downgrade the neighborhoods with no regard to others who live and own there. #4. Keep as is at 4,000 sf. 3200 is too small and will impact neighbors. #5. Keep size limits as they are: 1000 ADU incl</p>
23-Oct-17	Chaitanya Sharma	Writing in support of alternative 2	<p>Hi there,</p> <p>I wanted to express my support for alternative 2 (the "action") alternative, in regards to encouraging ADUs in Seattle. I have no doubt that a small number of people will be very loud in their opposition to this. But loud people don't necessarily represent the majority. Please make a decision in the best interests of the majority, not in tune with a small number of very angry rich people who want to maintain the exclusivity of their neighborhood.</p> <p>Thanks.</p>

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			Chaitanya Sharma (Chetan)
24-Oct-17	Austin Valeske	Additional Comments on DADU EIS	<p>OPCD, I'm submitting this as a comment on the DADU EIS Are there additional topics or concerns that you would like to see addressed in this EIS? Given the scarcity of housing and astonishing escalation of rents and home prices, the very minimum is to allow more accessory dwelling units into Single Family zoning. This is a perfect opportunity to look beyond the backyard cottage at what more we could do to solve our housing shortage. Do you have other comments or suggestions related to the scope of the EIS? * Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people. * Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production. * Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF. Allow 20% increase for lots over 5000 SF. * Housing Opportunity Overlay. Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired. Allow Residential Small Lot zoning without MHA in Overlay. Make parking requirements for additional units voluntary * Upgrading non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300 grandfathered duplexes and triplexes within SF zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. They should have the same flexibility under the code that applies to their neighbors in SF zones. * Buffering detached houses from higher zones: If adjacent zoning is not SF 5000 zoning, allow flexible increase in height, or setbacks to help with transition to other zones (LR, NC) * Make accessory dwelling units easier to built. Allow exceptions for handrails and parapets over height limit. Decks over 18" and covered areas should not count toward accessory use square footage, but should have stand alone total. Allow separate metering of utilities. When expanding a garage/existing non-conforming use, allow vertical expansion in line with existing structure, rather than to setbacks. Allow extra height for flat roofs when used as a green roof. * Study using Floor Area Ratio to restrict size of development and incentivize additional housing units. Currently we are seeing many new single dwellings that dwarf the house that was torn down. On a 5000 SF lot, with lot coverage at 35%, and a height limit of 30', we currently allow a house to be 5250 SF. Using a .5 FAR for single dwelling unit properties, allowing .7 for two dwelling units and .8 for three dwellings per lot, the same property would allow 2500 SF, 3500 SF or 4000 SF. Restricting maximum FAR will make teardowns/McMansions less viable, put a break on gentrification, and insure that many more housing units and options are built. FAR limitations will create many lots with dwellings with mix of sizes and prices. * Double Ownership. Allow split ownership of lots with existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established. Create template for condominium-like agreements to share lot ownership between existing house and new cottage. Seattle has no starter homes and this would create new opportunity for ownership. If we agree ownership is an aspiration, creating more affordable options such as this would be desirable. * Allow homeowners to qualify for small loans from Office of Housing from pool of MHA payments when creating</p>

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			additional dwellings. One of the key criticisms of MHA is whether affordable housing created will be well distributed, and by making the available loans applicable at residential
24-Oct-17	Steve & Paula	Comment on Councilmember O'Brien's Initiative to Allow Every Single-Family Home to Become a 3 Unit/Triplex	Attention: Aly Pennucci We vote a strong "NO" to Councilmember Mike O'Brien's initiative to trade in single-family dwelling status into a free-for-all no-holds-barred zoning on Queen Anne, and in Seattle. We are opposed to this initiative. We live here for a reason: quality of life. This proposal merits a NO vote. Sincerely, Steven J Albright and Paula Cipolla 2616 2nd Ave North Seattle, WA 98109
24-Oct-17		RE: EIS Scoping responses	Hello Aly Pennucci & Nick Welch, Unless you have some evidence that the below mentioned public records are not yet public records, I'd like access to them immediately. The legislature finds that the rights of citizens to observe the actions of their public officials and to have timely access to public records are the underpinnings of democracy and are essential for meaningful citizen participation in the democratic process. All too often, however, violations of the requirements of the public records act and the open public meetings act by public officials and agencies result in citizens being denied this important information and materials to which they are legally entitled. Such violations are often the result of inadvertent error or a lack of knowledge on the part of officials and agencies regarding their legal duties to the public pursuant to these acts. Also, whether due to error or ignorance, violations of the public records act and open public meetings act are very costly for state and local governments, both in terms of litigation expenses and administrative costs. The legislature also finds that the implementation of simple, cost-effective training programs will greatly increase the likelihood that public officials and agencies will better serve the public by improving citizen access to public records and encouraging public participation in governmental deliberations. Such improvements in public service will, in turn, enhance the public's trust in its government and result in significant cost savings by reducing the number of violations of the public records act and open public meetings act. I'm certain that Councilmember O'Brien, in his training required by RCW 42.56.150 knows about the RCW 42.56.520 prompt responses required. (http://app.leg.wa.gov/RCW/default.aspx?cite=42.56.520) I'll admit to you that this is the first time I've read through that section of the RCW, but it certainly appears that the information I've requested is within the scope of a timely access request. It is, after all, public data gathered and administered with public money and does not fall into a privileged category. I look forward to hearing from you. --Brian Rulifson Resident of Fremont PS> I'm no lawyer. I'm pretty much assuming that the city council is either bound by state law in this matter, or has an equivalent set of disclosure laws on the books. :-) From: ADUEIS [mailto:ADUEIS@seattle.gov] Sent: Tuesday, October 24, 2017 8:52 AM To: brgovmail@rulifson.com Subject: RE: EIS Scoping responses From: Brian Rulifson [mailto:rulifsonb@asme.org] On Behalf Of brgovmail@rulifson.com <mailto:brgovmail@rulifson.com> Sent: Wednesday, October 18, 2017 10:08 AM To: ADUEIS <ADUEIS@seattle.gov <mailto:ADUEIS@seattle.gov> > Subject: EIS Scoping responses Hello City, I'd like to see the in-progress results from the EIS Scoping survey that you're taking on google forms. While I would prefer to view these public records as a spreadsheet, shared as read-only to the email address

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			<p>brgovmail@rulifson.com <mailto:brgovmail@rulifson.com> , having access to or being sent a csv of the file would also be ok. Here's a link to how to do those things, just to make sure you can see how easy it is. https://support.google.com/docs/answer/139706?hl=en Thank you! --Brian Rulifson brgovmail@rulifson.com <mailto:brgovmail@rulifson.com> Resident of Fremont</p>
23-Oct-17	Farmer, LaKecia	FW: ADU & DADU EIS comments	<p>ADU/DADU EIS comments. LaKecia Farmer Legislative Aide to Councilmember Mike O'Brien Seattle City Council <http://www.seattle.gov/council/> 206-684-8800 Follow Mike on: <http://obrien.seattle.gov/> <https://www.facebook.com/CMMikeOBrien> <http://twitter.com/CMMikeOBrien> <http://www.flickr.com/photos/councilmemberobrien> <http://www.seattlechannel.org/news/watchVideos.asp?program=Council> <http://www.seattle.gov/council/Obrien/> Sign Up for Mike's E-Newsletter <http://eepurl.com/bRDwXz> Note that all messages are subject to public disclosure From: Leslie Hoge [mailto:leslie@hogedesign.biz] Sent: Monday, October 23, 2017 1:36 PM To: O'Brien, Mike <Mike.O'Brien@seattle.gov> Subject: ADU & DADU EIS comments Hi, Your website says that "Cannot contact reCAPTCHA. Check your connection and try again." I've tried three times. I've read the proposed changes to the Accessory Dwelling Units via the EIS and have comments. They're listed below. Thank you for your consideration. ----- Are there additional topics or concerns that you would like to see addressed in this EIS? 1. Vegetation/trees/plants/permeable surfaces and issues related to drainage and sewer systems. Potential for our neighborhoods to turn into concrete jungles. 2. Cost increases of properties with two additional units--and cost of property tax increases to the rest of the neighborhood. ----- Do you have other comments or suggestions related to the scope of the EIS? Yes, many. I'm alarmed at the weakening of the existing regulations--neighborhoods will lose their individual characteristics and will become overly dense. COST: I understand that Seattle needs to increase density, but you're handing our neighborhoods to profit-driven developers with these changes. How will an average person ever be able to buy a house in a single family neighborhood? It's bad enough now, but we normal people will be outbid by a developer every time. QUALITY OF LIFE: We live in single family neighborhoods because we like the space, the trees, the yards, the relative quiet and many other reasons; I know that we need to compromise on density as the city grows, but you also need to protect and consider those who live in these neighborhoods. INFRASTRUCTURE FIRST! Think about putting in infrastructure upgrades before adding this much density. I think you're approaching this problem backwards. Lay the groundwork first. Right now, streets are congested, parking can be challenging, the bus can be packed with standing room only. See notes below, line item by line item: #2: keep parking requirement. If half the homes on our block expanded to the maximum allowable density, we would be unable to park there any more. #3. Keep owner occupancy and monitor it. Otherwise, you're handing developers a bonanza. Again, normal people won't be able to afford to buy a house because developers will outbid them every time. And developers tend not to care at all about a neighborhood (witness the giant generic boxes everywhere--those sure don't create more affordable housing; what they replace was Seattle-style affordable). Developers will max out all size limitations and will use cheaper materials. They'll downgrade the neighborhoods with no regard to others who live and own there. #4. Keep as is at 4,000 sf. 3200 is too small</p>

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24-Oct-17	Victoria N. McCormick	Fwd: Local Headlines: How the graying of America is stretching local tax dollars	<p>The one about the elderly is a good one. Not everyone makes enough to put money aside for retirement. ----- --- Forwarded message ----- From: "The Washington Post" <email@washingtonpost.com <mailto:email@washingtonpost.com> > Date: Oct 24, 2017 4:30 AM Subject: Local Headlines: How the graying of America is stretching local tax dollars To: <homelessgrouch007@gmail.com <mailto:homelessgrouch007@gmail.com> > Cc: Bad news for Metro riders: Arcing insulators are back with a vengeance; A year together as a married couple, ended by a bizarre accident <https://s2.washingtonpost.com/961c/59ef23cafe1ff6159ed3f083/aG9tZWxl3Nncm91Y2gwMDdAZ21haWwuY29t/0/65/9e26cb2d155bf275f12ac7558a0e338a> <https://s2.washingtonpost.com/961d/59ef23cafe1ff6159ed3f083/aG9tZWxl3Nncm91Y2gwMDdAZ21haWwuY29t/1/65/9e26cb2d155bf275f12ac7558a0e338a> Essential news for the Greater Washington area <http://li.washingtonpost.com/click?s=undefined&layout=left&li=lclheads&m=3f73d4ed60649e1c408ea17e47e49d28&p=59ef23cafe1ff6159ed3f083> <http://li.washingtonpost.com/click?s=135713&layout=marquee&li=lclheads&m=3f73d4ed60649e1c408ea17e47e49d28&p=59ef23cafe1ff6159ed3f083> <http://li.washingtonpost.com/imp?s=135714&sz=1x1&li=lclheads&m=3f73d4ed60649e1c408ea17e47e49d28&p=59ef23cafe1ff6159ed3f083> <http://li.washingtonpost.com/imp?s=135715&sz=1x1&li=lclheads&m=3f73d4ed60649e1c408ea17e47e49d28&p=59ef23cafe1ff6159ed3f083> <http://li.washingtonpost.com/click?s=135716&sz=116x15&li=lclheads&m=3f73d4ed60649e1c408ea17e47e49d28&p=59ef23cafe1ff6159ed3f083> <http://li.washingtonpost.com/click?s=135717&sz=69x15&li=lclheads&m=3f73d4ed60649e1c408ea17e47e49d28&p=59ef23cafe1ff6159ed3f083> <https://s2.washingtonpost.com/2d07d/59ef23cafe1ff6159ed3f083/aG9tZWxl3Nncm91Y2gwMDdAZ21haWwuY29t/6/65/9e26cb2d155bf275f12ac7558a0e338a> How the graying of America is stretching local tax dollars <https://s2.washingtonpost.com/2d07d/59ef23cafe1ff6159ed3f083/aG9tZWxl3Nncm91Y2gwMDdAZ21haWwuY29t/7/65/9e26cb2d155bf275f12ac7558a0e338a> Rising demand for services for the elderly is taking a toll on local governments that must also tend to schools, roads, parks and other needs. By Antonio Olivo • Read more » <https://s2.washingtonpost.com/2d07d/59ef23cafe1ff6159ed3f083/aG9tZWxl3Nncm91Y2gwMDdAZ21haWwuY29t/8/65/9e26cb2d155bf275f12ac7558a0e338a> Bad news for Metro riders: Arcing insulators are back with a vengeance <https://s2.washingtonpost.com/2d07e/59ef23cafe1ff6159ed3f083/aG9tZWxl3Nncm91Y2gwMDdAZ21haWw</p>

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Email Date	Name	Subject	Message
			<p>uY29t/9/65/9e26cb2d155bf275f12ac7558a0e338a> Metro says water infiltration led to high number of arcing events this past summer. By Martine Powers • Read more » https://s2.washingtonpost.com/2d07e/59ef23cafe1ff6159ed3f083/aG9tZWxlc3Nncm91Y2gwMDdAZ21haWw uY29t/10/65/9e26cb2d155bf275f12ac7558a0e338a> https://s2.washingtonpost.com/2d07e/59ef23cafe1ff6159ed3f083/aG9tZWxlc3Nncm91Y2gwMDdAZ21haWw uY29t/11/65/9e26cb2d155bf275f12ac7558a0e338a> A year together as a married couple, ended by a bizarre accident https://s2.washingtonpost.com/2d07f/59ef23cafe1ff6159ed3f083/aG9tZWxlc3Nncm91Y2gwMDdAZ21haWw uY29t/12/65/9e26cb2d155bf275f12ac7558a0e338a> An out-of-control SUV hit the D.C. residents as they stood by their bicycles in Dewey Beach, police say By Paul Duggan • Read more » https://s2.washingtonpost.com/2d07f/59ef23cafe1ff6159ed3f083/aG9tZWxlc3Nncm91Y2gwMDdAZ21haWw uY29t/13/65/9e26cb2d155bf275f12ac7558a0e338a> https://s2.washingtonpost.com/2d07f/59ef23cafe1ff6159ed3f083/aG9tZWxlc3Nncm91Y2gwMDdAZ21haWw uY29t/14/65/9e26cb2d155bf275f12ac7558a0e338a> Eagles make the big plays, pull away from Redskins on 'Monday Night Football' https://s2.washingtonpost.com/2d080/59ef23cafe1ff6159ed3f083/aG9tZWxlc3Nncm91Y2gwMDdAZ21haWw uY29t/15/65/9e26cb2d155bf275f12ac7558a0e338a> Carson Wentz outshines Kirk Cousins with his arm and his legs as Philadelphia wins key NFC East showdown, 34-24 By Liz Clarke •</p>
25-Oct-17	Evelyn E Dial	Addressing Seattle's housing shortage	<p>Hi there, My name is Evelyn Dial and I am a Seattle resident and renter. I am very concerned about housing affordability in Seattle and my family's ability to stay in our home and neighborhood. In my view, modifying the regulations on ADUs and DADUs in Seattle would be a great first step to addressing the housing shortage in our city. With that in mind, here is a list of proposed changes put forward by the group More Options for Accessory Residences (MOAR). Thanks for taking the time to look them over. * Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people. * Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production. * Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF. Allow 20% increase for lots over 5000 SF. * Housing Opportunity Overlay. Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired. Allow Residential Small Lot zoning without MHA in Overlay. Make parking requirements for additional units voluntary * Upgrading non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300 grandfathered duplexes and triplexes within SF zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. They should have the same flexibility under the code that applies to their neighbors in SF zones. * Buffering detached houses from higher zones: If adjacent zoning is not SF 5000 zoning, allow flexible increase in height, or setbacks to help with transition to other zones (LR, NC) * Make accessory dwelling units easier to built. Allow exceptions</p>

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			<p>for handrails and parapets over height limit. Decks over 18” and covered areas should not count toward accessory use square footage, but should have stand alone total. Allow separate metering of utilities. When expanding a garage/existing non-conforming use, allow vertical expansion in line with existing structure, rather than to setbacks. Allow extra height for flat roofs when used as a green roof. * Study using Floor Area Ratio to restrict size of development and incentivize additional housing units. Currently we are seeing many new single dwellings that dwarf the house that was torn down. On a 5000 SF lot, with lot coverage at 35%, and a height limit of 30’, we currently allow a house to be 5250 SF. Using a .5 FAR for single dwelling unit properties, allowing .7 for two dwelling units and .8 for three dwellings per lot, the same property would allow 2500 SF, 3500 SF or 4000 SF. Restricting maximum FAR will make teardowns/McMansions less viable, put a break on gentrification, and insure that many more housing units and options are built. FAR limitations will create many lots with dwellings with mix of sizes and prices. * Double Ownership. Allow split ownership of lots with existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established. Create template for condominium-like agreements to share lot ownership between existing house and new cottage. Seattle has no starter homes and this would create new opportunity for ownership. If we agree ownership is an aspiration, creating more affordable options such as this would be desirable. * Allow homeowners to qualify for small loans from Office of Housing from pool of MHA payments when creating additional dwellings. One of the key criticisms of MHA is whether affordable housing created will be well distributed, and by making the available loans applicable at residential scale, on a parcel by parcel ba</p>
25-Oct-17	nicole nicolaisen	DADU feedback	<p>To whom it concerns, I would like to add my comments to this DADU issue as a homeowner in West Seattle. We currently own a home with a detached garage totaling more than 800sq feet. We would like to convert part of it into an apartment for rental and future place for our parents, which would solve two challenges for us. With the current rules, it seems like we would be unable to do this, as the existing garage is larger than 800sq ft. I am a proponent for the allowance of 1000 sq feet spaces for this reason. As an alternative, which wasn't on the list, is if the existing garage is over 800sq feet, why not allow part of the space to be converted to maximum size (800-850) but leave the rest of the garage in its original size. In our neighborhood, there is plenty of street parking, as most homes have driveways where owners park their cars. I am a huge advocate for affordable rent in Seattle as I have lived here since 1992 and am a WA state native. I never had to worry about cost of rent when I was younger as it was always affordable, even if I had to have a room-mate. We are fortunate to have a home that was purchased before the market went totally crazy and became unattainable to people like us, who have never made more than the median income, in fact, we have been well below the average wage for Seattle, but still manage to budget and exist in Seattle. To allow these changes for homeowners, who don't make 6 figures, would be a huge opportunity. For people like us, this would be much needed extra income that would allow us to stay in this city. In addition, this would add so many more affordable spaces for renters who desperately need them. Thank you for listening. Sincerely, Nicole Nicolaisen Be the change you wish to see in the world - Ghandi Reflexology information: www.west-seattle-reflexology.com</p>

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25-Oct-17	Matt Hutchins	Beyond Backyard Cottages: 10 ideas to address Seattle's housing shortage	<p>Dear Councilmembers, Department of Neighborhoods and Office of Planning & Community Development, Over the last few months there have been intense online discussions about backyard cottages in conjunction with the ADU EIS. Recently a new group, MOAR, formed and met in person to brainstorm the many ways we could make backyard cottages more frequent, and in turn, the city more affordable. MOAR (More Options for Accessory Residences) is a group of citizens concerned with the future of the city, housing availability and affordability. We have diverse backgrounds, experiences and housing situations, but we're all Seattleites who want our city to allow more options for accessory residences. For us, our neighbors, and future generations. We put our thoughts and experiences together into a petition, "10 Ideas to address Seattle's housing shortage <https://www.change.org/p/sign-this-petition-beyond-cottages-2-address-seattle-s-housing-crisis> ". Please see the attached PDF that includes the names of over 220 people who have already signed this petition in just three days. If you visit the petition website (link <https://www.change.org/p/sign-this-petition-beyond-cottages-2-address-seattle-s-housing-crisis>) you will see the fantastic reasons people have given for supporting MOAR's ideas for new housing options. MOAR's petition will also be submitted as an official response to the request for public comment to the Environmental Impact Statement for the Accessory Dwelling Unit. We are sending these comments to ADUEIS@seattle.gov <mailto:ADUEIS@seattle.gov> . We ask that you continue the difficult work to educate Seattelites about the important connections between housing choice, affordability and climate justice. If you have any questions for the group, please feel free to contact me. Thanks! -- Matt Hutchins 206.501.7051</p>
25-Oct-17	Erin Menser	ADU EIS	<p>I am writing to let you know that I believe that any rezoning should include an extremely thorough review of all impacts that would be resultant from such changes. In addition, I believe that all Seattleites should be thoroughly informed on the results of this impact study, so that they can make informed consent or dissent.</p> <p>In addition I want to point out that this decision will effect over 300,000 households in Seattle and would be the single largest change in zoning for the history of Seattle. To allow such an event to go unexamined is extraordinarily ignorant and a decision that would leave many people, myself included, feeling as if the city does not have its citizens interests in mind.</p> <p>Thank you, Erin Menser</p> <p>Sent from my iPhone</p>
25-Oct-17	Judy Bendich	Comments about proposed DADus and ADUs	<p>Dear Person: I am commenting on the proposal to change regulations in the Land Use Code to make it easier to build accessory dwelling units in single-family zones throughout the City of Seattle. 1. The two public meetings the City scheduled to discuss this issue were in the south end on October 17 at High Point Community Center in West Seattle, and one is scheduled October 26 at Hale's Brewery in Fremont. These take place in the middle of the week in the evening at very limited locales with limited public transportation access. It will be hardly surprising that many communities do not show up and that many people do not even know</p>

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			<p>about this proposal. The public notice is inadequate. 2. Assuming there were such units, not addressed are what regulations will be in place to assure that the landlord does not discriminate on the basis of race, ethnicity, religion, sex and sexual identity, families with children, persons with disabilities, and socio-economic status. What enforcement regulations will be in place? 3. What regulations will be in place to assure these units are not simply air-bnbs with short-stay, rapid turnover clientele? 4. The owner-occupied requirement should not be eliminated. This assures that there is a real homeowner who lives on site with a vested interest in maintaining the property and assuring that the tenant is complying with reasonable neighborliness, such as noise levels or not throwing garbage everywhere; this assures that a neighborhood be a real neighborhood rather than mega-corporate-absentee property managers. 5. The rental of these units must be to long-term bona fide tenants (not absentees or quick turn-overs) to prevent short-term air-bnb rentals. 6. The whole premise of loosening up housing density standards in single family areas, and the premise of HALA, is to increase housing opportunities for “affordable” housing. But that is not what this proposal does. Here, there is no quid pro quo. The City seeks to increase density, eliminate parking requirements, increase height of the buildings, but gives nothing in return to the neighborhood except an opportunity for the property owner to make an extra buck. These rental units must meet Mandatory Housing Affordability (MHA) - open and accessible to people with low income and limited means. This should not be simply another opportunity for get-rich schemes by the property owner or developer, charging as much as possible, and cramming as many people as possible into the units. The City needs an enforcement unit to assure the units are affordable and remain so. The only exception would be for units occupied by the homeowner’s immediate family members (real mother-in-law apartments). Once the family member has vacated, the unit must be affordable and should be subject to other requirements discussed in these comments. 7. The units must not exceed the height of the principal dwelling and must not cast a shadow on adjacent properties. We Seattlites get little enough sunshine as it is during the fall, winter and early spring. Taking sunshine away diminishes the property values and property uses for adjacent home owners. 8. There is no discussion in the materials the City provided, nor any assessment by the City, of the strain and impacts on current infrastructure on a neighborhood by neighborhood basis. For example, the sewer line in my neighborhood is over 100 years old. A small part of it disintegrated in the last few years, and it took the City four months to replace 90 feet of pipe during which time it closed down the street, destroyed abutting property while jackhammering to remove the pavement, etc. etc. The City simply did not have adequate SPU personnel to promptly fix the sewer line. With an aging infrastructure and increased density such problems will occur with greater frequency, and the City does not</p>
25-Oct-17	Denise Beard	Accessory Dwelling Units EIS	<p>Dear Aly Pennucci, I am writing to express my strong disagreement to the change in regulations to remove barriers to to the creation of Accessory Dwellings in single Family Zones, which effectively wipes out the single Family Zoning. I am especially appalled by the City’s proposal to eliminate the owner occupancy requirement. Any one can see that all this will do is encourage developers & non local people to buy up single family properties as they are put up for sale as speculators & investors. Any one also can see clearly that these developers would charge market rates & above market rates (in order to recoup their investment). for these new units. I can see the side that believes that individual owners who wanted to build an ADU on their</p>

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			<p>property (while living there), might be willing to do so & might offer to rent at somewhat lower than market rate, though I think it is naive to believe that they also would not be seeking to recoup the money they invested in building a housing unit. I know I would, as the cost to build one of these would be prohibitive for me unless I could be assured I could charge enough to pay back my costs & make some kind of profit. Lets's be honest, the vast majority of people are not going to spend in the neighborhood of a quarter of a million dollars out of the goodness of their hearts & essentially act as a non profit. I can totally understand why landlords would expect to be fairly compensated for their investment. And non resident developers would be STRICTLY doing this to make a profit. Period. The ONLY ones who will benefit from this up zone are the developers & speculators. As always..... There are a variety of other reasons why I oppose this proposal. 1. Parking requirements: Developers & most City Leaders are pushing the fallacy that millennials & the newcomers to the city as well as many other city residents do not drive or own cars in order to promote their own agendas. One developer on QA (trying to push a non conforming multi family project in a SFZ & in a Historically Designated Building) is using this as part of his sales tools, that people driving cars is going the way of the horse & buggy. So, he is not planing to provide enough off street parking spaces as units. Seriously? This is disingenuous at best. In 2014, 64,376 new drivers licenses were issued in King County. In January & February of 2015, 10,616 licenses were issued to newcomers. I think we can all agree that the vast majority of these newcomers were likely millennials coming for jobs. Hmmm, seems that they are all coming from wherever they came from & are bringing their cars. They might not drive them much once they arrive (due to horrific traffic & lack of parking) so it is highly likely those new cars stay parked...somewhere. Probably on the street or in the garages developers have provided & should be providing with their new multi family projects. To add more living units to Single Family Neighborhoods will only add to the congestion, danger on those narrow streets (with cars parked all up & down both sides) to pedestrians. 2. We have Urban Village Designations in this city, until those areas all across the city are maxed out in terms of density it is wrong to eliminate SFZ. Those Urban Village designations are near services, mass transit so all new development should go there. 3. As a life long Seattle resident who recently retired (not by choice, I was laid off, Ageism is alive & well) my husband & worked our you know whats off to buy our first house in the city. We were well into our 30's & in 1987 scrimped & borrowed a down payment from my in laws to get into our first home... 750 sq feet. We brown bagged lunch for 30 years, we did not every go out from lattes unless it was a special occasion such as a co workers birthday or going away, did not take vacation, etc, etc, etc in order to achieve the dream of home ownership in a safe, single family neighborhood, Queen Anne, which is whe</p>
26-Oct-17	Jeannie Hale	ADUs & DADUs	<p>Dear Aly, Attached and pasted below are scoping comments from the Laurelhurst Community Club (LCC) and the ADU/DADU issue. Colleen and Jeannie LCC October 26, 2017 Aly Pennucci Legislative Department P.O. Box 34025 Seattle, WA 98124-4025 Re: Comments on Changes for Detached and Unattached Accessory Dwelling Units Dear Ms. Pennucci: The Laurelhurst Community Club (LCC) offers the following environmental scoping comments on the proposed changes to regulations in the Land Use Code removing restrictions on accessory dwelling and detached accessory dwelling units (ADUs and DADUs). We support the "no action" alternative or development of a third alternative that would more adequately preserve</p>

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			<p>and protect single family neighborhoods. The current proposal would essentially duplex or triplex single-family neighborhoods with no assurance that affordable housing would be created. The Laurelhurst neighborhood was developed with many less than standard size lots and before two cars and garages became the norm. Most of our streets are narrow. We are located adjacent to two major institutions. We find we must continually work to maintain the residential character of the neighborhood, minimize the impacts of traffic, continually work on parking issues, and keep the stress of urban living down to a healthful level. The changes proposed at this time threaten to decrease the quality of our living environment. Neighbors are already experiencing the increased pressures from units now permitted. Single-family homes should not be allowed to have both an ADU and a DADU. Alternative 2 would allow a single lot to have both an ADU and a DADU. This raises many issues that must be studied in the environmental impact statement (EIS), including loss of privacy to adjacent property owners, parking issues, shading caused by the DADU and loss of trees, vegetation and the ability of neighbors to garden on their own property. Parking requirement of one space off street for each dwelling unit must be retained. The EIS should include a thorough study of parking availability in single-family neighborhoods including the history of the city granting parking waivers under the current code. Despite the boost in transit hours from Metro, bike lane additions, street cars with limited routes, and the new operation of Sound Transit's Light Rail service, Seattle is not at all equipped to eliminate cars for transportation. Witness the gridlock from South Lake Union that occurs daily, gridlocking I-5. Family wage earners need their cars to drop off kids at school and daycare, run to various job sites, and stop at the grocery store on the way. With nowhere to park their vehicles without a required off-street parking spot, Seattle's single-family neighborhood streets will be reduced to one lane for through-passage or residents may end of parking blocks away while hauling in groceries or assisting a disabled family member into the home. In Laurelhurst, for example, 42nd Avenue NE is impossible to drive through, except in one direction because of vehicles lining each side. Wallingford, Capitol Hill, Fremont and Queen Anne are also experiencing the same overflow of cars. Adding dwelling units without off street parking will make this worse for existing homeowners, and impossible for small businesses throughout them, to attract customers. No parking means no stopping to shop or attend a restaurant. Require owner occupancy. The EIS should analyze the many issues raised by eliminating this requirement. The home with an ADU and a DADU, plus the principal home would essentially be a commercial venture, rather than single-family zoned. Should the zoning then be changed to neighborhood commercial? Or, should the city consider upzoning certain areas? LCC does not support these approaches, but it seems as if the City is trying to do t</p>
26-Oct-17	Ronald Chase	Comments on EIS	<p>Comments of ADU Proposal EIS A proposal to further loosen already loose zoning (compared to other major US cities) in what are supposedly single family zoned neighborhoods should not be decided by a simple vote of the city council. A major flaw, perhaps the major flaw in the Councilmember O'Brien proposal is that it is proposed city wide. A more reasonable and democratic way to look at zoning in single family neighborhoods would be by a vote of property owners in those neighborhoods, perhaps by council member districts. My impression from discussions with friends who live in my and other Seattle neighborhoods is that no one is in favor of this proposal; that it is something being pushed by investors and developers and city government</p>

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			<p>ideologues. EIS: Any increase in density, particularly in the form of construction of backyard cottages on very small lots would unavoidably change the lives of neighbors in both an aesthetic sense and in the practical sense of overcrowding. Such crowding is likely to cause discord among neighbors, related to noise, parking, and lack of control of how the property is used (in the case of absentee owners, prohibited now but unwisely permitted under O'Brien's proposal. The other face of discord among neighbors is increased isolation of individuals involved. Another environmental concern is the increased possibility of landslides and run off from storms that can result from reducing the land area and vegetation that help absorb water. Few of Seattle's neighborhoods are built on flat ground. The EIS needs to include a thorough assessment of watercourses, including seasonal springs, and how such watercourses would be affected by overbuilding in existing neighborhoods. As to the scope of the EIS, an option should be included that tightens the existing zoning rather than loosening it; for example, increasing the lot size on which a backyard cottage can be built to 4500 or 5000 square feet, rather than reducing it to 3200 square feet, and limiting the height of any such building to less than the height of the existing structure. From a personal standpoint, if the small house next to me was sold to a developer who builds on it a triplex, that structure would change the character of the entire block. People have chosen to invest time and money to create a place to raise families and or to live their retirement years in neighborhoods that contain people of all ages. My neighborhood is one of those. The zoning changes proposed by O'Brien would slowly but surely destroy such neighborhoods (which is possibly the long term goal of those proposing these changes). In the process, a home that could be affordable to a family would be replaced by triplexes, each one of which would be more expensive to buy than the original home. This is not theory; it has happened in other cities and is happening now in Seattle. Ron Chase</p>
26-Oct-17	christine yokan	EIS ADU/ DADU legislation	<p>Aly Penuchi Council Central Staff Dear Ms. Pennucci: I am writing concerning the EIS scope for the proposed ADU/DADU legislation and neighborhood densification. I am an owner of a single family house with a registered ADU in Seattle. Although I would benefit financially from the opportunity to develop or sell my property for development as three units, I am strongly opposed to the proposed changes in the ADU/DADU legislation. It is unacceptable that this proposal is being considered before the City has made any serious effort to facilitate the addition of ADU and DADU housing under the existing regulations that protect neighborhoods. The proposed changes would dramatically, adversely, and irreversibly alter the character of the neighborhoods which make Seattle a desirable place for families and residents of all ages. They would cause faster gentrification; destroy existing affordable housing stock; dislocate longtime residents; erode support for community amenities; and degrade the environment. I urge you to consider the following in the EIS process: 1) An assessment of the transition of property ownership from owner-occupant to non-resident investor and institutional capital pools over time and the impacts of that change, including the displacement and elective relocation of current residents to areas outside of Seattle. 2) An assessment of the loss of existing housing stock and the impact on the cost of available housing. If this legislation passes, substantial numbers of single family dwellings, including with ADUs, will be torn down and replaced with multiple units that are significantly more expensive per square foot. This will reduce the number of dwellings suitable for families. 3) An assessment of the impact of increased parking density on the displacement of mobility-limited individuals</p>

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			<p>and families with children. This change would force seniors and residents who cannot walk many blocks to public transportation to move out of their homes. This is already occurring in my neighborhood; residents of new apartment buildings in the University District that lack parking bring their cars from over a mile away and leave them unattended and illegally parked for weeks, impeding seniors and young families from going about their daily activities. 4) An assessment of the likely increase in the cost of single family homes that will result from making every property a potential multi-plex development. Reducing the supply of single family homes will drive up the cost of home ownership, not make it more affordable. Increases in property taxes driven by the increase in property values will further dislocate residents. 5) An assessment of additional costs to the City from the loss of homeowners voluntarily contributions to parks and community amenities. Many homeowners in my neighborhood contribute time and financial resources to maintain our neighborhood park and view these contributions as long term investments in our community. A transition to non-resident ownership will mean a loss of similar resources all over the city. 6) An assessment of the increased traffic danger, injury and loss of life, and impedance of emergency vehicles from worsening overcrowded street parking. Streets in many single family neighborhoods have unmarked intersections and heavy parking on both sides. They are so crowded that traffic moves in a single lane and must be prepared to yield. The assessment should be required to include the number of cars that will be added to streets and the impact on traffic, emergency vehicle mobility, and resident and driver safety. 7) An assessment of the dangers that additional lot coverage, building sizes and a substantially greater number of residents per property pose to existing houses and infrastructure, particularly in neighborhoods with hills, substantial underground water (streams), older sewer systems, deteriorating roads and alleys, and proximity to bodies of water. 8) Asses</p>
26-Oct-17	h	Accessory Dwelling Units EIS	<p>As you know, this second proposed legislation follows an earlier attempt to pass it with a totally inadequate EIS and without the opportunity for public comment. Given the opportunity now, I have several thoughts regarding its efficacy. Seattle's overcrowding situation is intolerable on so many levels. Adding to it by allowing three residences per property will only increase the misery. Seattle's neighborhoods aren't equipped with the infrastructure to support the population increase. With all of these additional residences, the city will need to build and staff more fire stations, more police stations, more schools and more hospitals. My neighborhood was built in the 18th-19th centuries. Most of the infrastructure has not changed since that time. These multi-family residence properties would seriously overtax the existing services (e.g. water, sewer, electricity, gas, phone, cable and web service). Even newer neighborhoods would have their services seriously stressed, as they weren't built for that kind of increase either. The character of all our neighborhoods will permanently change to a conglomerate of eclectic architecture and poor design crammed into smaller spaces (Seattle's current 4,000 sf allowance is already the smallest in the country). In the proposed legislation, boarding houses would also be allowed causing an even greater impact on the community. Parking has spiraled out of control and tripling residential allowances without providing even nominal additional parking will encourage illegal parking putting people and property at even greater risk. Too many parked cars will block vision, block traffic and block emergency vehicles resulting in a greater number of injuries and deaths. How will emergency vehicles access these 'backyard cottages' when the home provides an effective barricade? Traffic will go from</p>

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			<p>really bad to nearly impossible, especially since the mass transit system isn't expected to be complete for another twenty years. If a mainline route is blocked, surface streets would no longer be an advantage and the city would be in gridlock. The traditional neighborhood is dying. A more fitting reference would be the "Capital Hill Colony", the "Ballard Hive" or the West Seattle Warren. There will be no such thing as a 'quiet neighborhood'. Privacy will be non-existent as you stare into your 'backyard neighbor's' living room (or they into yours). If sixty percent of a property has structures, how much will be allowed for ingress/egress? There won't be any trees or garden space left. With today's wanton greed, removing property ownership requirements will breed rampant speculative development, affordable housing displacement and single-family neighborhood conversion removing all things good about our neighborhoods. The city owns a great many vacant properties where more affordable, permanent housing can be built along with the infrastructure to support it. Some of these properties are a safety hazard and need to be rebuilt. Most are within a reasonable distance from Seattle. Yes, it would be expensive but the sale of one could fund the improvements of another. I urge you to take a look at some more reasonable options before condemning us all to a miserable, overcrowded and unsafe city. Berta Nicol-Blades</p>
26-Oct-17	DAVID C SUTHERLAND	Re: zoning changes	<p>I am very opposed to an accessory dwelling that takes away any existing yard/open space especially in small lots. We all need some open space. Seattle does not have enough parks now and there is no open space left to build new parks. People with families (children) need some yard space or is all this talk about having families live here a bunch of lies. Who are we building this city for - a lot of young single types? I like Portland's idea of having some open space/park within a half mile of residential areas. Seattle seems to think we can all live like rats in stacked cages.</p> <p>I am also very opposed to removing existing off street parking and owner occupancy requirements. Many people still need their cars especially if they have children. When and if we ever get enough transit that works for everybody, then we can talk about no cars. I think owner occupancy is somewhat important to help prevent renter slums.</p> <p>Loretta Sutherland</p> <p>1816 Federal Ave. E, Seattle</p>
26-Oct-17	dxberger@aol.com	Opposed to Mike O'Brien's suggestion re:	<p>The present backyard cottage/ADU rule is fine and should NOT be changed. In fact, it would be great to encourage more ADUs and back yard cottages.</p> <p>The proposed rule from Mike O'Brien is an invitation to speculators and others who are not invested as</p>

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		3 units on each housing lot	citizens in this city. Respectfully, Deborah Berger
26-Oct-17	Sven Liden	I support the ADU Land Use Code changes	<p>I am writing to express my strong support for the proposal to change regulations <https://www.seattle.gov/council/adu-eis> in the Land Use Code to remove barriers to the creation of accessory dwelling units (ADUs) in single-family zones. I am a long-time Seattle resident (since 1991), and have seen the city grow substantially in that time. As new residents arrive, housing and rental prices have skyrocketed - and we need to look forward, not backward. Every economist from liberal to conservative agrees that the only way to address a housing shortage problem is by increasing the supply of housing. In addition to that, you will allow residents who can't easily afford increases in living costs and taxes to stay in their homes by letting them create more rentable space. Why should the only people who can benefit from denser neighborhoods be developers who can afford to tear down a single family house and build 4- or 6-unit townhouses? By loosening the regulations on ADUs, you will allow existing residents to stay in their homes and to create more affordable housing for everyone. The Backyard Cottage Ordinance was passed in 2009, and Not-in-my-backyard fear mongers at the time worried that every house on their block would be overrun by backyard cottages. The reality was that it barely made a dent in creating additional housing. It's so prohibitive that barely anyone wants to do it... additional parking requirements, requirements that the owner has to live there 6 months/year - there are way too many costs and hurdles. I believe that this code change will be tremendously beneficial for the city, and places like Vancouver that have a more flexible ADU model are evidence of such. This code change to the ADU model will allow homeowners who don't think of themselves as a landlord to BECOME a landlord by making a simple pathway to create more housing. Thank you! Best Regards, Sven Liden</p> <p><https://mailfoogae.appspot.com/t?sender=ac3ZlbnxpZGVuMUBnbWFpbC5jb20%3D&type=zerocontent&guid=b93afe51-581f-492b-9677-2bfa28001f92> ?</p>
26-Oct-17	Jan Boyd	ADU	<p>Hello,</p> <p>Given the scarcity of housing and astonishing escalation of rents and home prices, the very minimum is to allow more accessory dwelling units into Single Family zoning. As a resident of Seattle since 1960, I support ADUs and greater density in Seattle.</p> <p>Jan Boyd</p>
26-Oct-17	MIKE STECKLER	ADU Proposals	A few years ago I looked into building a DADU in my backyard but was put off by the limits of what I could create. I'm a responsible person that doesn't want to impact my neighbors with an unattractive housing unit but when I looked into the current restrictions I would have to tear down my garage and build a two story

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			<p>20x20 box. I would welcome the new proposals as I would be able to build an attractive structure and provide ample off street parking for my tenant and myself. I do feel that it's every homeowners responsibility to their neighbors to provide their own off street parking as to not impact the property owners that choose to not participate in an ADU plan. Furthermore I would much rather have a responsible ADU next door rather than 8 unrelated people living in one house with all of their cars parked all over the neighborhood as the current law provides. If the new ADU land use code proposals aren't ratified I fear we will be inundated with the alternative of "8 unrelated" house conversions sprouting up throughout our beautiful city. Mike Steckler Sent from my iPad</p>
<p>27-Oct-17</p>	<p>Pennucci, Aly</p>	<p>FW: Comments on EIS scoping regarding changes in ADU and DADU code - from Northeast District Council</p>	<p>From: Barbara Krieger [mailto:bb2906@comcast.net] Sent: Thursday, October 26, 2017 5:23 PM To: Pennucci, Aly <Aly.Pennucci@seattle.gov>; Burgess, Tim <Tim.Burgess@Seattle.gov>; O'Brien, Mike <Mike.O'Brien@seattle.gov>; Sawant, Kshama <Kshama.Sawant@seattle.gov>; Herbold, Lisa <Lisa.Herbold@seattle.gov>; Gonzalez, Lorena <Lorena.Gonzalez@seattle.gov>; Johnson, Rob <Rob.Johnson@seattle.gov> Cc: Harrell, Bruce <Bruce.Harrell@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Harris-Talley, Kirsten <Kirsten.HarrisTalley@seattle.gov> Subject: Comments on EIS scoping regarding changes in ADU and DADU code - from Northeast District Council</p> <p>Northeast District Council (NEDC)</p> <p>October 26, 2017</p> <p>Aly Pennucci</p> <p>Legislative Department</p> <p>P.O. Box 34025</p>

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			<p>Seattle, WA 98124-4025</p> <p>Aly.Pennucci@seattle.gov <mailto:Aly.Pennucci@seattle.gov></p> <p>Re: Comments on EIS and proposed Changes for Detached and Unattached Accessory Dwelling Units</p> <p>Dear Ms. Pennucci:</p> <p>The Northeast District Council (NEDC) presents environmental scoping comments on the proposed changes to regulations in the Land Use Code removing restrictions on accessory dwelling and detached accessory dwelling units (ADUs and DADUs). We support the “no action” alternative, or development of a third alternative that would more adequately preserve and protect neighborhoods, with the proviso that neighborhoods have input to the alternative.</p> <p>The Northeast District encompasses diverse neighborhoods and housing stock/landscapes (University, Ravenna, Laurelhurst, Portage Bay, Roanoke Park Roosevelt, Wedgewood among others). There are many different size lots, some very hilly, houseboats and docks without parking, blocks with and without alleys. There should be no “one size fits all” code regarding ADUs and DADUs, but rather a code and EIS that examine the local conditions, and includes resident input.</p> <p>Many homeowners have views, or have invested in solar panels so that shading of panels would occur with a too-high DADU, or in the winter with a 1-3 foot increase in building height. In the event of a flat roof DADU with the new alternative maximum footprint, views and privacy would be compromised. Any height and scale/mass increase should avoid shading of neighbor investments such as solar panels.</p> <p>One unit on a lot must be owner-occupied. While the EIS may study the effect of an absentee landlord,</p>

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			<p>common sense suggests that maintenance, neighborhood stability, crime, and community sensibility are improved with owner-occupied units. The scoping EIS should include investigation of financial incentives to retain the character of the housing, such as keeping the neighborhood bungalow or brick character of the buildings, in return for a delay in property tax increases for several years. Formerly in Seattle, when a house was substantially remodeled (eg a second floor added), one could apply for a several year respite from an increase in property taxes. Similar financial incentives should be investigated to encourage rain gardens, tree planting, green landscaping, etc., on sites where density is increased by an ADU or DADU.</p> <p>Single-family homes should NOT be allowed to have both an ADU and a DADU as presented in Alt 2. Parking requirement of one space off street for each dwelling unit must be retained, with pervious surfaces preferred and climate resilient features such as rain gardens required. We may expect an increase in winter rains and stormwater flows, especially in hilly neighborhoods. Thus the protective aspect of the tree canopy (softens rainfall and lessens soil erosion), rain gardens in the yards, and even gardens of residents will be important to future mitigation of adverse climate change impacts. Hopefully incentives will be given for additional tree plantings.</p> <p>The EIS should study the privacy impact of allowing</p>
27-Oct-17	DeForest, Stephen E.	Scoping Comments	<p>Limiting the scoping process to two alternatives – ALT #1: no change to the existing regulations, and ALT #2, allowing two ADUs on one lot, removing the existing off-street parking and owner-occupancy requirements, and changing some development standards that regulate the size and located of detached ADUs/DADUs – would severely limit the opportunity for community input. For that reason I urge that the City of Seattle add a third, and possibly a fourth alternative. Having just two alternatives would put in an untenable position those individuals who support more affordable housing but oppose removing all restraints on developer exploitation of single family neighborhoods. For example, deletion of the ownership requirement, coupled with a reduction of lot size to 3200 square feet, would enable a developer to purchase and then subdivide a 9600 square foot lot into two lots, and build 3 housing units (house, ADU and DADU) on each of the 6 3200 square foot lots, resulting a possible 18 unrelated renters. With the elimination of any parking requirements for the ADU and DADU units, parking in the street could become a free-for-all, and traffic congestion a nightmare. Many residential streets have the equivalent of 3 lanes. With parking on both sides, that leaves one lane for through traffic. If the parking spots are all taken, the intersection at the end of the block would be totally clogged. In many neighborhoods, including Magnolia where I live, only those tenants who live near a bus route or light rail, could conceivably not own a car, but this would depend on where they work, or attend school, or access medical facilities. The carte blanche which ALT #2 would give developers would also likely result in a significant</p>

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			<p>loss of tree canopy, as they may cut trees in order to maximize the area for construction, and the size of, the structures. Please add another alternative, or two, that is/are critically needed to make the scoping meaningful. Sincerely, Stephen E. Deforest This email contains information that may be confidential and/or privileged. If you are not the intended recipient, or the employee or agent authorized to receive for the intended recipient, you may not copy, disclose or use any contents in this email. If you have received this email in error, please immediately notify the sender at Fox Rothschild LLP by replying to this email and delete the original and reply emails. Thank you.</p>
27-Oct-17	Matt Hutchins	Re: Beyond Backyard Cottages: 10 ideas to address Seattle's housing shortage	<p>Aly & Nick I hope last night's melodramatic open house wasn't too hostile. I appreciate you all doing community outreach even when, especially when, the community is less than receptive. Anyway, as of this morning, we have 292 supporters who have endorsed the ADU EIS comments, and I know many of them appreciate your efforts as well. I hope that we'll see some of those recommendations studied as part of Alt 3. Thanks! From: Matt Hutchins [mailto:matt@castarchitecture.com <mailto:matt@castarchitecture.com>] Sent: Wednesday, October 25, 2017 10:01 AM To: ADUEIS <ADUEIS@seattle.gov <mailto:ADUEIS@seattle.gov>>; O'Brien, Mike <Mike.O'Brien@seattle.gov <mailto:Mike.O'Brien@seattle.gov>>; Herbold, Lisa <Lisa.Herbold@seattle.gov <mailto:Lisa.Herbold@seattle.gov>>; Johnson, Rob <Rob.Johnson@seattle.gov <mailto:Rob.Johnson@seattle.gov>>; Gonzalez, Lorena <Lorena.Gonzalez@seattle.gov <mailto:Lorena.Gonzalez@seattle.gov>>; Burgess, Tim <Tim.Burgess@Seattle.gov>>; Assefa, Samuel <Samuel.Assefa@seattle.gov <mailto:Samuel.Assefa@seattle.gov>>; Nyland, Kathy <Kathy.Nyland@seattle.gov <mailto:Kathy.Nyland@seattle.gov>> Subject: Beyond Backyard Cottages: 10 ideas to address Seattle's housing shortage Dear Councilmembers, Department of Neighborhoods and Office of Planning & Community Development, Over the last few months there have been intense online discussions about backyard cottages in conjunction with the ADU EIS. Recently a new group, MOAR, formed and met in person to brainstorm the many ways we could make backyard cottages more frequent, and in turn, the city more affordable. MOAR (More Options for Accessory Residences) is a group of citizens concerned with the future of the city, housing availability and affordability. We have diverse backgrounds, experiences and housing situations, but we're all Seattleites who want our city to allow more options for accessory residences. For us, our neighbors, and future generations. We put our thoughts and experiences together into a petition, "10 Ideas to address Seattle's housing shortage <https://www.change.org/p/sign-this-petition-beyond-cottages-2-address-seattle-s-housing-crisis> ". Please see the attached PDF that includes the names of over 220 people who have already signed this petition in just three days. If you visit the petition website (link <https://www.change.org/p/sign-this-petition-beyond-cottages-2-address-seattle-s-housing-crisis>) you will see the fantastic reasons people have given for supporting MOAR's ideas for new housing options. MOAR's petition will also be submitted as an official response to the request for public comment to the Environmental Impact Statement for the Accessory Dwelling Unit. We are sending these comments to ADUEIS@seattle.gov <mailto:ADUEIS@seattle.gov> . We ask that you continue the difficult work to educate Seattelites about the important connections between housing choice, affordability and climate justice. If you have any questions</p>

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			for the group, please feel free to contact me. Thanks! -- Matt Hutchins -- Matt Hutchins, AIA Principal, CAST 206.256.9886 www.CASTarchitectu
27-Oct-17	Tom Leahy	Comments about proposed DADUs and ADUs	<p>To Whom It May Concern: We are commenting on the proposal to change regulations in the Land Use Code to make it easier to build accessory dwelling units in single-family zones throughout the City of Seattle. 1. The two public meetings the City scheduled to discuss this issue were in the south end on October 17 at High Point Community Center in West Seattle, and one is scheduled October 26 at Hale’s Brewery in Fremont. These take place in the middle of the week in the evening at very limited locales with limited public transportation access. It will be hardly surprising that many communities do not show up and that many people do not even know about this proposal. The public notice is inadequate. 2. Assuming there were such units, not addressed are what regulations will be in place to assure that the landlord does not discriminate on the basis of race, ethnicity, religion, sex and sexual identity, families with children, persons with disabilities, and socio-economic status. What enforcement regulations will be in place? 3. What regulations will be in place to assure these units are not simply air-bnbs with short-stay, rapid turnover clientele? 4. The owner-occupied requirement should not be eliminated. This assures that there is a real homeowner who lives on site with a vested interest in maintaining the property and assuring that the tenant is complying with reasonable neighborliness, such as noise levels or not throwing garbage everywhere; this assures that a neighborhood be a real neighborhood rather than mega-corporate-absentee property managers. 5. The rental of these units must be to long-term bona fide tenants (not absentees or quick turn-overs) to prevent short-term air-bnb rentals. 6. The whole premise of loosening up housing density standards in single family areas, and the premise of HALA, is to increase housing opportunities for “affordable” housing. But that is not what this proposal does. Here, there is no quid pro quo. The City seeks to increase density, eliminate parking requirements, increase height of the buildings, but gives nothing in return to the neighborhood except an opportunity for the property owner to make an extra buck. These rental units must meet Mandatory Housing Affordability (MHA) - open and accessible to people with low income and limited means. This should not be simply another opportunity for get-rich schemes by the property owner or developer, charging as much as possible, and cramming as many people as possible into the units. The City needs an enforcement unit to assure the units are affordable and remain so. The only exception would be for units occupied by the homeowner’s immediate family members (real mother-in-law apartments). Once the family member has vacated, the unit must be affordable and should be subject to other requirements discussed in these comments. 7. The units must not exceed the height of the principal dwelling and must not cast a shadow on adjacent properties. We Seattlites get little enough sunshine as it is during the fall, winter and early spring. Taking sunshine away diminishes the property values and property uses for adjacent home owners. 8. There is no discussion in the materials the City provided, nor any assessment by the City, of the strain and impacts on current infrastructure on a neighborhood by neighborhood basis. For example, the sewer line in my neighborhood is over 100 years old. A small part of it disintegrated in the last few years, and it took the City four months to replace 90 feet of pipe during which time it closed down the street, destroyed abutting property while jackhammering to remove the pavement,</p>

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			etc. etc. The City simply did not have adequate SPU personnel to promptly fix the sewer line. With an aging infrastructure and increased density such problems will occur with greater frequency, and the Ci
27-Oct-17	Brooke Brod	ADU EIS Scoping Proposals	<p>October 27, 2017 To Whom it May Concern: Seattle is not an island; we are part of a tightly interwoven region that includes other large and small cities, that includes rural areas and farmland, stunning natural resources, open space and parklands, and so much more. The land use decisions we make will have impacts far beyond our city limits and so I am asking that the Accessory Dwelling Units EIS include analysis on the regional impacts of each alternative that are aligned with some of the key planning goals we have set through other planning processes. First the EIS should address some of the key goals of Vision 2040, the regional strategy for creating a sustainable future for the central puget sound region.</p> <ul style="list-style-type: none"> * Environment. The region will care for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, reducing greenhouse gas emissions and air pollutants, and addressing potential climate change impacts. The region acknowledges that the health of all residents is connected to the health of the environment. Planning at all levels should consider the impacts of land use, development patterns, and transportation on the ecosystem. * Development Patterns. The region will focus growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. Centers will continue to be a focus of development. Rural and natural resource lands will continue to be permanent and vital parts of the region. * Housing. The region will preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region will continue to promote fair and equal access to housing for all people. In addition to the regional strategy the EIS should also address how each alternative furthers the goals of the Growth Management Act, which calls up on us to address: <ul style="list-style-type: none"> * Urban growth by encouraging development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner. * Reducing sprawl by limiting the amount of sprawling, low-density development. * Housing by encouraging the availability of affordable housing to all economic segments of the population of this state and promoting a variety of residential densities and housing types while encouraging the preservation of existing housing stock. * Conservation by helping to discourage growth and development into productive forestlands and productive agricultural lands while also retaining our open spaces and protecting habitat for fish and wildlife. * Environment by ensuring our policies and plans state's high quality of life, including air and water quality, and the availability of water. <p>I would like to see the EIS explain how each alternative will help move us closer (or not) to achieving these important goals. What will be the potential impacts to reaching our climate change goals? What will be the potential impacts on sprawl throughout the region? What will be potential impacts of forcing more people to drive into the city from further away? What will be the impact on the preserving public lands and rural lands and overall conservation throughout the wider region? And I believe an EIS that helps both the council members and the public see how our policies in the context of wider regional impacts on the environment, economic opportunity, and equity will be enormously beneficial in making the case for greater density by allowing for smart in-fill development in more of our neighborhoods here in Seattle. A single individual's love for one tree shouldn't trump the opportunity to save 100 trees in the forests that are only an hour or two away from our city center. A single individual's love for</p>

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			one particular block should trump the need prevent the paving over of important rural lands or wildlife habitat to make room for more sprawli
27-Oct-17	Cheri Adams	Comment on EIS for ADU/Backyard Cottages	<p>To Whom it May Concern: I attended the meeting at Hale's Ale's last night. I am against any changes to the existing rules and codes. They were well thought out and create a pathway for more in-city housing. The current codes allow for one additional residence on a single family lot. Why don't you put some energy into promoting and streamlining the current codes to make it easier for people to remodel or develop their properties? The Alternative 2 (O'Brien Proposal) has changes that would very negatively impact livability in Seattle, taking away tree canopy, light, and if you take away the owner occupancy requirement, will change the character of neighborhoods.</p> <p>1. Number of residences allowed on a single family lot: Two is enough (Three is too many). 2. Parking: Keep the parking requirement. Buses do not often go where people need to go, so they will drive, and have cars which will end up on the street. 3. Owner occupancy: Keep the owner occupancy. If you remove this, you are setting up a land grab by investors, many of which have no regard for neighborhood harmony. 4. Minimum lot size: Keep at 4,000 sq'. With three residences on a 3,200 square foot lot - where are the trees and light??? 5. Maximum square footage: Keep existing requirement. 6. Maximum Height: Keep existing limit to not further shadow the neighbors. 7. Lot coverage sq': Keep existing requirements. 8. Rear yard coverage: Keep existing limit. 9. DADU entrances: Keep existing requirement to protect the neighbors. 10. Roof Features: Keep existing rules. 11. Household size: Really? Up to 12 people living in three residences on a 3,200 square foot lot? With no parking? This is crazy!</p> <p>Thank you, Cheri Adams</p>
27-Oct-17	Chinook Book	Please approve proposed ADU changes	<p>Hello,</p> <p>I am a concerned citizen from the Maple Leaf neighborhood who believes this city must increase density and increase rental housing units in order to accommodate growth. This seems like a no-brainer to allow landowners to take more control over options, generate income (and spread income across lower and middle income property owners), and create more units in central neighborhoods.</p> <p>Please approve the changes proposed to the Single Family zoning.</p> <p>Thank you,</p> <p>Aaron</p> <p>Sent from my iPhone</p>
27-Oct-17	Kate Martin	ADUEIS Comments and Scoping Suggestions	<p>Good Afternoon. Here are some comments and suggestions that I'm submitting today for the ADUEIS scoping process.</p> <p>ADUEIS Comments:</p> <ul style="list-style-type: none"> * Keep Owner Occupancy Requirement: I would suggest keeping the owner occupancy requirement. Home ownership provides a stable place to live and containable, predictable costs and helps people build nest eggs. Renting spaces in your own house to others helps pay the bills and expands the number of people we can house on 5,000 sf lots. Often owner-occupants rent rooms out

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			<p>at fair prices. I don't know what you have in mind for dealing with Airbnb, but having the owner-occupied house could keep that in check too. Otherwise, we could wind up with no additional affordable housing for people that actually live in Seattle. Perhaps develop policy about that because I can imagine non-occupant developer folks building the lot out to the max and having them all be Airbnb. I'm not against Airbnb. If it helps someone to say in their house, I'm particularly sympathetic, but no owner occupant could be potentially troublesome revolving door of 12 people all the time, none of whom may live in Seattle. As far as home ownership, which we can see statistically that it has been in decline since the 60s and that is an impact we shouldn't stand by and watch happening. The owner occupancy requirement could help address this. A few people could buy a house together therefore making it way more affordable to get on the homeowner train. If there was both an ADU and a DADU, 3 people or 3 couples or 3 families could pool resources and buy together or even develop together. This would be optimal. We should encourage that. Additionally, having the owner on-site keeps the housing - with up to 12 people living in them - neighborly and the continuity of owner occupancy helps strengthen the social fabric of the blocks in our neighborhoods. Not having an owner occupant with up to 12 people living on a site is potentially disastrous. I live with the maximum number of allowable people, 8, in my home in PhinneyWood that I own and share with 7 others. I don't even have to go away for 2 weeks and things start to fall apart. I get a house sitter now when I go away to keep things in check even though I like my housemates very much. There's just something about when the cat's away the mice will play kind of phenomenon that happens without fail otherwise. Without an owner occupant on site and such large groups proposed to be on one lot, I imagine the tone could easily become likened to the boarding houses in the University District where anything goes and no one cares. That has a huge social impact in that it winds up driving out owners that can't take the mayhem, understandably. Additionally, if developers just start buying up SF lots and putting the maximum allowable structures on them, then investors will buy those properties for their rental portfolios and there likely goes any semblance of affordability or civility for that matter. Owner occupancy (and owner occupied development) of SF lots to include an ADU and DADU are things that can really help keep Seattle a place where families can own and stay for a lifetime and beyond. * Reconsider Rear Yard Coverage Limit: I would suggest deleting that idea of allowing one-story structures in rear yards to cover up to 60% of the rear yard. We shouldn't be encouraging one-story DADUs of that 1000sf size. I do like the idea of not counting garages or storage in the DADU size and that's a nice improvement, but that can be accomplished with a 2-story building with the coverage restriction we already have at 40% of rear yard when an alley is present, which is where DADUs work the best. Perhaps upping the rear lot coverage allowed to 45% or something in that magnitude is more reasonable. Even a decent size 2-car garage is less than 500 sf. Encourage people to build down and up when new construction is involved. Basements only</p>
27-Oct-17	Hans Rasmussen	Public Comment for ADU EIS Scoping	<p>Dear ADU EIS Scoping Committee, Seattle needs more housing and living opportunities. This is a moral and pragmatic imperative. ADU's and DADU's on single-family lots would be a smart, simple, cost-effective way to provide accessible forms of housing spread across the city. Parking requirements for these types of units should be waived because those parking requirements would render many ADU/DADU project infeasible due to existing conditions or constrained spaces. Also, cars impose an overwhelmingly negative environmental</p>

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			<p>impact and should not be a codified requirement to live in this city. On-site living requirements for owners should be eliminated because they create an economically segregating force, which is more powerful and nefarious than ever in this time of extremely high real estate values. The SF zones have unintentionally become elite enclaves in which the barrier to entry is greater than the lifetime incomes of many Seattle citizens. \$400k for a teardown, or \$500k for a true starter home, + owner occupied requirements means that all sorts of people are de facto prohibited from living in the majority of Seattle (SF zones occupy ~60-70% of land in Seattle, depending on how you crunch the numbers). It is immoral to continue these codified systems or rules that create such a segregated society. Our policy visions need to match the scale of the problem. 50k units in 10 yrs is a start, but doesn't go far enough when looking at population growth trends and projections, and the low carbon footprint unique to habitation in Seattle. Seattle has incredible leverage or potential to reduce GHG/carbon emissions by providing space here for people to live. Our housing/zoning policies are not just about our small corner of the planet, or the comfort of the few at the expense of the many. We need to be thinking about how we can affect a global impact on climate change mitigation, while providing the sorts of lower-cost space solutions that incubate businesses & ideas. Providing more space & flexibility within the planning & zoning boundaries of this city would allow for the growth this city so desperately needs. Below are a few ideas that thoughtful & engaged citizens (MOAR) have generated that could help us move forward. Ideas like these would provide more tools and opportunities to fill our desperate need. Are there additional topics or concerns that you would like to see addressed in this EIS? Given the scarcity of housing and astonishing escalation of rents and home prices, the very minimum is to allow more accessory dwelling units into Single Family zoning. This is a perfect opportunity to look beyond the backyard cottage at what more we could do to solve our housing shortage. Do you have other comments or suggestions related to the scope of the EIS? *</p> <ul style="list-style-type: none"> * Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people. * Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production. * Use Green Building incentives similar to other permit types: Allow 10% increase in size and height for projects on lots over 4000 SF. Allow 20% increase for lots over 5000 SF. * Housing Opportunity Overlay. Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired. Allow Residential Small Lot zoning without MHA in Overlay. Make parking requirements for additional units voluntary * Upgrading non-conforming housing types and uses, such as duplexes, established before 1995. There are 4300 grandfathered duplexes and triplexes within SF zones and they are subject to different rules such as continuing use and limi
27-Oct-17	Bruce A. Finlayson	Proposed ADUs Environmental Impact Statement	<p>Dear Person: I oppose Alternative 2 for the following major reasons. In Alternative 2, an investor can build a home, an attached accessory dwelling unit (AADU) and a detached DADU, and rent out all three of them. That is not appropriate for an area zoned for single family residence. In Alternative 2, no off-street parking is required. That is not reasonable when up to 12 people can live there (with a residence, AADU and DADU). There is absolutely no reason to allow 12 people to come together, and have no parking required at all. The</p>

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			<p>wish that all the new residents in Seattle should ride their bikes to work may pass muster in City Hall, but it certainly isn't visible to me where bicycle improvements have been made. (I rode a bicycle to work for 42 years.) The definition of 'related' has been interpreted by the weak-kneed city inspectors as people living together regardless of the 'relation'; with the city not defining 'related' this allows any number of people to live there, again without parking. I live near the Sisley properties and city inspectors would allow an eighth person in a front porch with plywood walls, no windows, and extension cords hanging down between a window of the house and the front porch so that the eighth person on the porch could have electricity. I do not trust city inspectors. Seattle residents, and voters, have bought houses in areas zoned for single family residence. They contribute to the community and expect the City of Seattle to honor its commitment. While one or two AADU in a block is acceptable to me, making it possible for one AADU in every lot on a block is changing the character of a neighborhood If a block now has 14 dwelling units, with AADU there could be 28 and with an additional DADU there could be 42. That is essentially taking away property rights that were established by the City of Seattle when the single family residence was purchased. If an AADU or DADU is added to a single family residence, it is absolutely essential that the owner must occupy either the main house or the AADU. Alternative 1 should be retained but there needs to be added a maximum density of houses with ADUs in an area. Alternative 2 would degrade the quality of life in Seattle. Bruce A. Finlayson 6315 22nd Ave NE Seattle, WA 09115 bafinlayson@mindspring.com <mailto:bafinlayson@mindspring.com></p>
28-Oct-17	annemarie dooley	ADU-EIS	<p>To Whom it May Concern</p> <p>I live in Wallingford (District #4). I have lived here for 16 years. I am concerned with the proposed rule change to allow all single family units to have 3 units built on them</p> <p>My first concern is that the neighborhoods were not consulted.</p> <p>I am in favor of increased housing availability. I was in favor of the homeless shelter that opened in my kids preschool (40th and Meridian) a few years back. I would love more density and more kids on the street.</p> <p>What I worry is that will become a free for all for developers . This happened 2004-2006 especially. It will also bring many more cars on the street. What I would love to see is more density in terms of bikers and walkers from local residents</p> <p>-Annemarie Dooley 3509 Meridian Ave N Seattle</p>
28-Oct-17	julian perez	Comments after Hales Palladium meeting	<p>I live at 1908 N 35th St in lower Wallingford. We have been resisting out of control developers for a few years now. We saw how Ballard neighborhood turned into condo hell and became too dense too quickly and made</p>

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			<p>getting in and out even harder than it was previously. It began when AMLI bought the plastics factory kitty corner from our house and built a 400+ unit complex and admitted under pressure from the community, that their priority in the project was “profit” not Community. We realized that the neighborhood regulations on development and remodels was an unenforceable document that AMLI did not have to respect. Our concerns then were the following: 1) not enough parking spaces in their planned garage forcing overflow into our narrow already crowded streets 2) Family neighborhood with small children would now be at higher risk of motor vehicle/pedestrian accidents 3) AMLI wanted to build work/live spaces on main floor of new structure on Wallingford Ave which were not successful in our previous neighborhood of Greenlake. Those spots are still not full over a year after completion of this large project and we have no useful amenities like a credit union or Bartells 4) more density on an outdated sewer system. Most of the neighbors on Meridian and Burke are digging up and replacing their sewer lines because they are 100 years old and failing at their own cost. A serious injustice to be responsible for the sewer line after it leaves your property. Please see attached photos for some of the examples of what the proposed O’Brien legislation would do to Family neighborhoods. This was the next addition within 1 block from my house. Built on the site of a historic Seattle home not identified for preservation until after bought by the developer and quickly demolished (we usually have little to no warning when this happens). This violates our unenforceable neighborhood rules and regulations for new development. We are a neighborhood of 100 year old Craftsman style homes. The character is what draws families with children. This builds a core group of parents that organized in years past for strong schools. My fear when this was built is that we would see an influx of single folks or couples without children who would begin to dilute our voice, thus making an inhospitable neighborhood for families with children. The second is an even denser construction project on Wallingford between N 35th St and N 36th St. It is 2 dwellings on a lot with higher roof tops than the original house. Crowded. Cut down old trees. Lost most of the neighborhood character. They added a bit of color to building and did some nice landscaping. There 2 units (second not seen here) with car ports. 3rd photo is another one build even more dense and higher. 3 units this time. On even smaller lot. Characterless. Cut down all the trees on that lot. What about our canopy? What about global warming? What about this neighborhood’s watershed and basement flooding events? Cutting down trees is not going to help that. Where does this end? And the coup d’etat... the latest property sold and demolished. I currently see a similar foundation construction to #1 above. Who knows how dense it will be or how high the rooftops will go. We are all aware of the loop holes developers can use to pay a small fine and build higher to add more units! This is an example of a very nice remodel done on the same street with a rentable basement. This is the spirit of the original O’Brien and HALA proposals where folks could be incentivized to remodel basements, add 2nd stories, or build a mother-in-law and rent to a displaced Seattleite. Across my street is an example of the real life implications of building more units on your back yard. There is a blue complex behind the green house too. Owner has all four structures on 2 adjacent properties. Crowded, poor visibility of neighbors, and this driveway is the highest incidence of accidents</p>
28-Oct-17	Jeannie Hale	RE: ADUs & DADUs	When is the deadline to submit scoping comments? Thanks for your message. Jeannie From: Jeannie Hale [mailto:jeannie.hale@outlook.com] Sent: Thursday, October 26, 2017 11:48 AM To: ADUEIS

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			<p><ADUEIS@seattle.gov <mailto:ADUEIS@seattle.gov> > Cc: Colleen McAleer (billandlin@aol.com <mailto:billandlin@aol.com>) <billandlin@aol.com <mailto:billandlin@aol.com> >; Burgess, Tim <Tim.Burgess@Seattle.gov <mailto:Tim.Burgess@Seattle.gov> >; Johnson, Rob <Rob.Johnson@seattle.gov <mailto:Rob.Johnson@seattle.gov> >; Herbold, Lisa <Lisa.Herbold@seattle.gov <mailto:Lisa.Herbold@seattle.gov> >; Harrell, Bruce <Bruce.Harrell@seattle.gov <mailto:Bruce.Harrell@seattle.gov> >; Bagshaw, Sally <Sally.Bagshaw@seattle.gov <mailto:Sally.Bagshaw@seattle.gov> >; Gonzalez, Lorena <Lorena.Gonzalez@seattle.gov <mailto:Lorena.Gonzalez@seattle.gov> >; Harris-Talley, Kirsten <Kirsten.HarrisTalley@seattle.gov <mailto:Kirsten.HarrisTalley@seattle.gov> >; Juarez, Debora <Debora.Juarez@seattle.gov <mailto:Debora.Juarez@seattle.gov> >; O'Brien, Mike <Mike.OBrien@seattle.gov <mailto:Mike.OBrien@seattle.gov> >; Sawant, Kshama <Kshama.Sawant@seattle.gov <mailto:Kshama.Sawant@seattle.gov> > Subject: ADUs & DADUs Dear Aly, Attached and pasted below are scoping comments from the Laurelhurst Community Club (LCC) and the ADU/DADU issue. Colleen and Jeannie LCC October 26, 2017 Aly Pennucci Legislative Department P.O. Box 34025 Seattle, WA 98124-4025 Re: Comments on Changes for Detached and Unattached Accessory Dwelling Units Dear Ms. Pennucci: The Laurelhurst Community Club (LCC) offers the following environmental scoping comments on the proposed changes to regulations in the Land Use Code removing restrictions on accessory dwelling and detached accessory dwelling units (ADUs and DADUs). We support the "no action" alternative or development of a third alternative that would more adequately preserve and protect single family neighborhoods. The current proposal would essentially duplex or triplex single-family neighborhoods with no assurance that affordable housing would be created. The Laurelhurst neighborhood was developed with many less than standard size lots and before two cars and garages became the norm. Most of our streets are narrow. We are located adjacent to two major institutions. We find we must continually work to maintain the residential character of the neighborhood, minimize the impacts of traffic, continually work on parking issues, and keep the stress of urban living down to a healthful level. The changes proposed at this time threaten to decrease the quality of our living environment. Neighbors are already experiencing the increased pressures from units now permitted. Single-family homes should not be allowed to have both an ADU and a DADU. Alternative 2 would allow a single lot to have both an ADU and a DADU. This raises many issues that must be studied in the environmental impact statement (EIS), including loss of privacy to adjacent property owners, parking issues, shading caused by the DADU and loss of trees, vegetation and the ability of neighbors to garden on their own property. Parking requirement of one space off street for each dwelling unit must be retained. The EIS should inclu</p>
28-Oct-17	Kal Brauner	Comments on an EIS for Accessory Dwelling Units (ADUs)	<p>I submitted these same comments about 20 minutes ago via the on-line comment form at https://www.seattle.gov/council/adu-eis. HOWEVER, when I received the email confirmation a few minutes later I saw that all of my formatting (bullets, extra lines, etc.) had disappeared. :(As I think that this formatting aids in reading (or scanning) my submittal, I thought that I'd resubmit my comments by email with the formatting intact. Kal Brauner ===== Specific comments: * Do not do anything that would increase current height restrictions * Do not do anything that</p>

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			<p>would reduce current setback requirements (setbacks from adjacent properties, streets and alleys. * Do not do anything that would reduce the amount of off-street parking. * Do not Ballard-ize any more of Seattle. Ballard is now an abomination. I used to enjoy Ballard. Poor Ballard. * One accessory dwelling unit (ADU) per single-family-zoned lot is sufficient - perhaps more than sufficient. General comments: * I value Seattle's neighbors as they currently are: lawns, gardens, trees, squirrels, homes with significant setbacks from adjacent properties, homes with modest heights with few (no?) homes greater than two stories above grade level. I want these features preserved in the neighborhoods where these characteristics are the norm. * If you must, increase density in communities that do not enjoy the characteristics I mention in the previous bullet. Among these communities are: Ballard (south of about NW 58th St - that area is already "gone"), Downtown, Belltown, Lower Queen Anne (Uptown), Northgate, Pioneer Square, Capitol Hill (alas Capitol Hill was lost long ago), the International District, and South Lake Union (poor South Lake Union). * I don't want Seattle to turn into Manhattan (NYC), San Francisco, or Daly City (a suburb of San Francisco). * I personally know (at least) seven people/couples (Gary & Mark, Patti King, Don Goodman, Jan Ott, Ken Small, Joe Catellani, Dick Beckenbaugh, Dick Fuhr) who have moved away from Seattle primarily because of population pressures and its attendant congestion problems. Beginning about three years ago, my wife and I have begun thinking of joining these "expats." As we both love Seattle, we don't take lightly thoughts of leaving our city -- we have lived here for over 40 years. Bottom-line: * I understand that there is now great demand for housing and that this demand is causing housing to be unaffordable for many. I regret this, but I am not willing to sacrifice the city I love to mitigate this problem. Strive to find solutions other than those that would destroy the character of our lovely neighborhoods. Kalman Brauner 2603 Queen Anne Ave N Seattle WA 98109</p>
29-Oct-17	Hans Rasmussen	Re: Public Comment for ADU EIS Scoping	<p>you should consider sending something similar to this (or a copy of it) to the ADU Environmental Impact Scoping committee of the City's Office of Planning & Community Development. The parts after the bolded verbiage are from MOAR - More Opportunities for Accessory Residences, which I think is an offshoot of Seattle for Everyone ----- Forwarded message ----- From: Hans Rasmussen <jhans.rasmussen@gmail.com <mailto:jhans.rasmussen@gmail.com> > Date: Fri, Oct 27, 2017 at 2:54 PM Subject: Public Comment for ADU EIS Scoping To: adueis@seattle.gov <mailto:adueis@seattle.gov> Dear ADU EIS Scoping Committee, Seattle needs more housing and living opportunities. This is a moral and pragmatic imperative. ADU's and DADU's on single-family lots would be a smart, simple, cost-effective way to provide accessible forms of housing spread across the city. Parking requirements for these types of units should be waived because those parking requirements would render many ADU/DADU project infeasible due to existing conditions or constrained spaces. Also, cars impose an overwhelmingly negative environmental impact and should not be a codified requirement to live in this city. On-site living requirements for owners should be eliminated because they create an economically segregating force, which is more powerful and nefarious than ever in this time of extremely high real estate values. The SF zones have unintentionally become elite enclaves in which the barrier to entry is greater than the lifetime incomes of many Seattle citizens. \$400k for a teardown, or \$500k for a true starter home, + owner occupied requirements means that all sorts of people are de facto prohibited from living in the majority of Seattle (SF zones occupy ~60-70% of land in Seattle, depending on how you crunch the</p>

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			<p>numbers). It is immoral to continue these codified systems or rules that create such a segregated society. Our policy visions need to match the scale of the problem. 50k units in 10 yrs is a start, but doesn't go far enough when looking at population growth trends and projections, and the low carbon footprint unique to habitation in Seattle. Seattle has incredible leverage or potential to reduce GHG/carbon emissions by providing space here for people to live. Our housing/zoning policies are not just about our small corner of the planet, or the comfort of the few at the expense of the many. We need to be thinking about how we can affect a global impact on climate change mitigation, while providing the sorts of lower-cost space solutions that incubate businesses & ideas. Providing more space & flexibility within the planning & zoning boundaries of this city would allow for the growth this city so desperately needs. Below are a few ideas that thoughtful & engaged citizens (MOAR) have generated that could help us move forward. Ideas like these would provide more tools and opportunities to fill our desperate need Are there additional topics or concerns that you would like to see addressed in this EIS? Given the scarcity of housing and astonishing escalation of rents and home prices, the very minimum is to allow more accessory dwelling units into Single Family zoning. This is a perfect opportunity to look beyond the backyard cottage at what more we could do to solve our housing shortage. Do you have other comments or suggestions related to the scope of the EIS? * Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people. * Waive building permit fees for 5 years for AADUs and DADUs. Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production. * Use Green Building incentives similar to other permit types: Allow 10% increase in size and height f</p>
29-Oct-17	Hans Rasmussen	Re: Public Comment for ADU EIS Scoping	<p>Woops, please disregard this last e-mail, it was intended for my friend who feels & thinks very similarly on this issue. Thanks On Sun, Oct 29, 2017 at 8:25 PM, Hans Rasmussen <jhans.rasmussen@gmail.com <mailto:jhans.rasmussen@gmail.com> > wrote: you should consider sending something similar to this (or a copy of it) to the ADU Environmental Impact Scoping committee of the City's Office of Planning & Community Development. The parts after the bolded verbiage are from MOAR - More Opportunities for Accessory Residences, which I think is an offshoot of Seattle for Everyone ----- Forwarded message ----- From: Hans Rasmussen <jhans.rasmussen@gmail.com <mailto:jhans.rasmussen@gmail.com> > Date: Fri, Oct 27, 2017 at 2:54 PM Subject: Public Comment for ADU EIS Scoping To: adueis@seattle.gov <mailto:adueis@seattle.gov> Dear ADU EIS Scoping Committee, Seattle needs more housing and living opportunities. This is a moral and pragmatic imperative. ADU's and DADU's on single-family lots would be a smart, simple, cost-effective way to provide accessible forms of housing spread across the city. Parking requirements for these types of units should be waived because those parking requirements would render many ADU/DADU project infeasible due to existing conditions or constrained spaces. Also, cars impose an overwhelmingly negative environmental impact and should not be a codified requirement to live in this city. On-site living requirements for owners should be eliminated because they create an economically segregating force, which is more powerful and nefarious than ever in this time of extremely high real estate values. The SF zones have unintentionally become elite enclaves in which the barrier to entry is greater than the lifetime</p>

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			<p>incomes of many Seattle citizens. \$400k for a teardown, or \$500k for a true starter home, + owner occupied requirements means that all sorts of people are de facto prohibited from living in the majority of Seattle (SF zones occupy ~60-70% of land in Seattle, depending on how you crunch the numbers). It is immoral to continue these codified systems or rules that create such a segregated society. Our policy visions need to match the scale of the problem. 50k units in 10 yrs is a start, but doesn't go far enough when looking at population growth trends and projections, and the low carbon footprint unique to habitation in Seattle. Seattle has incredible leverage or potential to reduce GHG/carbon emissions by providing space here for people to live. Our housing/zoning policies are not just about our small corner of the planet, or the comfort of the few at the expense of the many. We need to be thinking about how we can affect a global impact on climate change mitigation, while providing the sorts of lower-cost space solutions that incubate businesses & ideas. Providing more space & flexibility within the planning & zoning boundaries of this city would allow for the growth this city so desperately needs. Below are a few ideas that thoughtful & engaged citizens (MOAR) have generated that could help us move forward. Ideas like these would provide more tools and opportunities to fill our desperate need Are there additional topics or concerns that you would like to see addressed in this EIS? Given the scarcity of housing and astonishing escalation of rents and home prices, the very minimum is to allow more accessory dwelling units into Single Family zoning. This is a perfect opportunity to look beyond the backyard cottage at what more we could do to solve our housing shortage. Do you have other comments or suggestions related to the scope of the EIS? * Change zone name from 'Single Family' to 'Residential.' Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people. *</p>
29-Oct-17	Erin Bell	Increasing square footage in garages with ADU	<p>I would like to see the square footage to be increased in garages with upstairs Andy's. We are building on for our mother-in-law and would like to have less restrictions.</p> <p>Erin Bell</p> <p>Sent from Yahoo Mail on Android <https://overview.mail.yahoo.com/mobile/?src=Android></p>
29-Oct-17	David Moehring <dmoehring@consultant.com>	ADU lot coverage confusion	<p>Please help to clarify confusion among neighbors regarding two parameters of the proposed Accessory Dwelling Units EIS Scope:</p> <p>I don't believe anyone has a clear idea of the differences in Lot Coverage (as shown in SMC exhibit 23.84A.024 B) and Rear Lot Coverage.</p> <p>A) Everyone I speak with, including those who were in attendance at Oct 26th Hales Brewery presentation, currently believes that with or without ADU (whether attached or detached), the lot coverage will not exceed 35% on SF-zoned sites. Is it true</p>

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			<p>that the total primary dwelling, AADU, and DADU, and other accessory structures may not exceed covering just 35% of the site?</p> <p>B) Seattle's ADU EIS website has an Alternative 1 (no change) verses Alternative 2. Item 7 for lot coverage limit shows no change in either option:</p> <p style="text-align: center;">35 percent of lot area for lots 5,000 square feet and larger and 15 percent of lot area plus 1,000 square feet</p> <p>g 40 percent of a rear yard can be covered by a DADU and other accessory structures (like a garage). This limit applies in addition to the overall lot coverage limit. 60 percent of a rear yard can be covered by a DADU and other accessory structures (like a garage). This limit applies in addition to the overall lot coverage limit. only one story and if rear yard is attached to the main house.</p> <p>C) Seattle's ADU EIS website shows an increase of 40 percent to 60 percent in Rear Lot Coverage. What does this mean specifically?</p> <ul style="list-style-type: none"> • Does it mean that within the total lot area coverage maximum of 35%, 60% of that 35% may be covered by an AADU, DADU, garage or other accessory structures? • Does it mean that the current code allows up to 40% of the total lot to be covered by the principle dwelling, one ADU, a garage and other structures? • Does it mean the proposed code will not allow up to 60% of the total lot to be covered by the principle dwelling, one ADU, a garage and other structures? • Does it mean as stated in SDCI Tip 116b "The floor area of the backyard cottage is no more than 40 percent of the total floor area on the lot that is used for residential purposes, excluding garages, storage sheds, and other inhabitable spaces." • Does it mean that in the proposed code that ADU (attached or detached) are excluded from the 35% lot area coverage limit? If so, a single story detached ADU may cover up to 60% of the rear yard area? • What is the measure of the "rear yard"? is it from the rear setback to the rear property line (typically 20% of the lot depth)? Or is the rear yard measured from

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			<p>the back of the principle dwelling to the rear property line - being inconsistent from property to property?</p> <p>This definition has significant implications relative to the scope of the study.</p> <p>David Moehring AIA referencing http://www.seattle.gov/council/adu-eis</p> <p>EIS FORM: All comments are due by 5:00 p.m., November 1, 2017, and may be submitted:</p> <ul style="list-style-type: none"> • Online at: seattle.gov/council/adu-eis • Via e-mail to: ADUEIS@seattle.gov • In writing to: Aly Pennucci, City Council Central Staff, PO Box 34025 Seattle, WA 98124- <p>* Link to the City's Formal Announcement Beginning the EIS Process <http://web6.seattle.gov/DPD/LUIB/Notice.aspx?BID=1283&NID=26192></p>
29-Oct-17	Mark Holland <solarholland@gmail.com>	ADU/DDU EIS SCOPING COMMENTS	<p>ADUEIS,</p> <p>Additional Comments:</p> <p>Sewer line upgrade to 6 inch diameter should not be required for ADU/DADU's in single family zones.</p> <p>Architectural style should be compatible with the existing house.</p> <p>DADU's should have the first floor at ground level and be ADA accessible.</p>

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			<p>1. Number of ADU, DADU on a lot.</p> <p>I support alternative 2, to allow one ADU and one DADU on a lot, as space allows.</p> <p>2. Parking.</p> <p>I support alternative 2.</p> <p>3. Owner occupancy.</p> <p>I do not support alternative 2.</p> <p>Removing the owner occupancy requirement could lead to speculative development that could turn people against the whole concept of ADU/DADU's.</p> <p>The owner occupancy requirement should be reduced to 3 months, instead of eliminated, to allow more flexibility for owners, prevent speculative development, and maintain neighborhood character.</p> <p>4. Minimum lot size.</p> <p>I support alternative 2.</p> <p>5. Maximum square footage.</p> <p>I support alternative 2.</p> <p>6. Maximum Height.</p> <p>I do not support alternative 2.</p> <p>I do not support raising the maximum height limit, except for narrower lots that would need the extra height to get a second floor.</p> <p>23 feet is more than enough height for a 2 story structure, so there is no need to go higher.</p> <p>Raising maximum heights will lead to bulkier structures that will upset neighborhoods and sour attitudes toward ADU/DADU development.</p> <p>8. Rear yard coverage limit.</p>

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			<p>I do not support alternative 2.</p> <p>I am concerned the change to 60% coverage from 40% will result in the loss of too much green space and tree canopy coverage.</p> <p>An increase to 60% coverage will also reduce outdoor open space for building occupants.</p> <p>Lot coverage should be remain at 40%, and instead encourage 1.5 to 2 story structures for extra interior space, and more outdoor ground level open space.</p> <p>9. Location of entries.</p> <p>I partly support alternative 2 with exceptions.</p> <p>The change to "any facade" is good, but the ten foot requirement from the lot side line is too wide a requirement, given that building side setbacks are only 5 feet in most houses.</p> <p>Side setback requirements should be 5 feet for entrances, and rear setbacks should remain at 10 feet.</p> <p>10. Roof Features.</p> <p>I do not support alternative 2. which seems redundant with 6. Maximum Heights.</p> <p>The reason given for raising heights for roof features, like dormers, does not make sense because dormers are generally no higher than the roof peak, making a height increase unnecessary for most roof features.</p> <p>Again, as with 6. Maximum Height, 23 feet is plenty for a two story structure. Increased height should only be allowed on narrower lots where the added height is needed to get a two story structure.</p> <p>11. Household size.</p> <p>I support alternative 2. Thank you,</p> <p>Mark Holland</p>

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SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Why was the OWNER living on site
Requirement taken away?
This then becomes a commercial area

Do you have other comments or suggestions related to the scope of the EIS?

name Tamsen Spengler

email tamsenspengler@outlook.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Do you have other comments or suggestions related to the scope of the EIS?

side yard should be an option
for ADU.

name Wendy Kenzell

email wendy@providingchoice.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Do you have other comments or suggestions related to the scope of the EIS?

what I heard from most tonight is;
Fear of Developers
Partly concerns
Drastic changes in character of neighborhoods

name Brian D Pope
email bdpope32@gmail.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Is there a pathway to legalize the many ADUs and no-threshold-law units already in existence without having to bring all things up to current code? The structures are structurally sound.

Do you have other comments or suggestions related to the scope of the EIS?

name Bill Boldeon
email ukseattle.bill@gmail.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Do you have other comments or suggestions related to the scope of the EIS?

Removing owner occupancy is a great way to bring affordability and flexibility to the Plan. I hope understand the resistance but I think we can work together to find compromises that will work for those against this proposed change.

name William
email do.william@yahoo.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

ELIMINATE THE REQUIREMENT FOR SEPARATE
UTILITY METERING FOR ADU'S

Do you have other comments or suggestions related to the scope of the EIS?

IMPACT ON SCHOOLS
IMPACT ON TREE CANOPY COVER
WEST SEATTLE BRIDGE CAPACITY
& TRANSIT

name SUSAN RHODES

email s.rhodes@Ltwire.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Allow flexibility to assign DA DU designation to existing structure if it is net < 1000 sq ft

& allow construction of new large primary structure with ADU on remainder of lot.

Do you have other comments or suggestions related to the scope of the EIS?

name Karen Schmidt

email karen.h.schmidt@gmail.com

SCOPING COMMENT FORM

①

Are there additional topics or concerns that you would like to see addressed in this EIS? WHAT IS IMPACT OF

Helping Homeowners AFFORD to build a DADA or convert a space into an ADU.

VS. Outsourcing it to investors by removing owner occupancy requirement

WHAT is impact of outsourcing the ~~ADU~~ ADU/DADU to an investor ~~who does not live on-site~~ who does not live on-site.

Do you have other comments or suggestions related to the scope of the EIS?

You can build them ^{ADU/DADU} now.

I would like to see assistance from the city to make it less expensive & simpler ~~for~~ for a homeowner to add an ADU or DADU.

name MIRANDA BERNER

email mirandasfia@yahoo.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

I'm very concerned about removing the owner-occupancy requirement completely from homes with AADU/PADUs as it creates an incentive for developers to create three rental units in SF zones at a fast pace.

Having a 1 or 2 year occupancy rule could address this

If like to see credits for rainfall runoff management on sewer hookup fees.

name

Lawrence Brennan

email

LSBRENNAN@gmail.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Do you have other comments or suggestions related to the scope of the EIS?

Which part of the Queen Anne lawsuit did you not understand?

name Nisa Coon

email _____

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Owner Occupancy is top of my list. This is a must to preserve character of Single Family neighborhoods. If the lot is in an Urban Village or Multi-family Zone maybe this Requirement doesn't need to exist. But it's no longer a SF Zone neighborhood (not just the physical structure) if ~~not~~ the nature & spirit of a "Neighborhood" is not there.

Do you have other comments or suggestions related to the scope of the EIS?

1) Anticipate ways whatever 'use changes' you come up with can be exploited or loop holes than could potential be exploited.

Anticipate and write the code accordingly.
~~When parking becomes a competitive sport~~^{Parking}: when parking becomes a competitive sport it changes the friendliness of a neighborhood.

name

Val Sparleder

email

vsparl@yahoo.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Affordability is key. It is intertwined with homeownership, for mother-in-law apartments. The initial investment is low, likely self-financed & trustworthiness of a renter in your house counts more than ~~it~~ maximizing rent. MILs are naturally affordable,

Do you have other comments or suggestions related to the scope of the EIS?

Without homeownership, a mother-in-law apartment is just a duplex.

I don't understand the drive to eliminate homeownership - who wants this?

A mother-in-law with homeownership will be more affordable, less than market.

name

Sarajane Diegfueht

email

Sarajane3h@comcast

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

- PARKING MUST BE PROVIDED OR PROHIBIT OCCUPANTS FROM OWNING CARS
- NEED TO CODIFY TAX PROTECTIONS FOR CURRENT SFR THAT THEY WILL NOT BE TAXED ON WHAT COULD BE ON THE PROPERTY US WHAT IS ACTUALLY THERE

Do you have other comments or suggestions related to the scope of the EIS?

- WILL CHANGES FORCE MORE DISPLACEMENT OF FAMILIES/CURRENT RESIDENTS?
 - IMPACT ON WATER, SEWER, STREETS PARKS, SCHOOLS, SHADE/LIGHT, MORE CONSTRUCTION = ↑ FLOODING, LACK OF DRAINAGE DUE TO MORE DEVELOPMENT
- ASSESS IMPACT FEES ON NEW DEVELOPMENT

name

BUILD CONDOS - NEED A PATH TO

email

HOME OWNERSHIP

BENITA BUCHANAN

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Using ACRONYMS is not conducive to communications with non-professionals

Do you have other comments or suggestions related to the scope of the EIS?

Eliminate ACRONYMS
ADU / DADU / SADU
from the document

name Sarajane Siegfriedt
email Sarajane3h@comcast.net

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

- OVERALL LAND COVERAGE OF LAND
- NOT RESERVING ADDITIONAL PARKING FOR ADDITIONAL HOUSING IS WRONG
- ENGAGE THE NEIGHBORS NOT JUST THE DEVELOPERS

Do you have other comments or suggestions related to the scope of the EIS?

I'D LIKE TO SEE SOME AERIAL (SAT) PHOTOS OF LAND IN SEA. THAT HAS BEEN COVERED BY BUILDINGS IN THE LAST 10 YEARS. (NOT JUST WHAT YOU THINK MAY HAPPEN WITH FUTURE ADUS) PHOTOS LIKE BEFORE NOW AFTER CAL. FIRES

name ANNE NOONAN

email NOONANDERSON@COMCAST.NET

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Do you have other comments or suggestions related to the scope of the EIS?

I encourage:

- ① Allow both DADU i ADU on same prop
- ② remove owner occupancy requirement
- ③ remove off street parking requirement

name Lucas Roth

email lucas@raincityproperty.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Allow DADU to be an RV or RV like unit including Tiny Houses built to RV / DOT code
RV must be fully licensed & ~~have~~
lot must have water, sewer & power hook-ups.

Do you have other comments or suggestions related to the scope of the EIS?

People live in nice RVs & Tiny houses that have a value of \$30,000 - \$100,000
these are nice neighbors!

name Karen Schmidt

email karen.h.schmidt@gmail.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Do you have other comments or suggestions related to the scope of the EIS?

I am heartily in favor of the ADU/DADU changes for single family zones.

To be clear, I do not favor widespread upzoning in large single family zones, but ADUs/DADUs can be added while retaining sf zone character, as per the Junctiona Neighborhood Plan.

name Sarah McCaghren

email scttlesarah2020@yahoo.com

COMMENT FORM

EVENT: Comprehensive Plan Amendments and ADU EIS Scoping

OPTIONAL:

First Name	Last Name	Neighborhood
Allan	Goldman	Georgetown
Phone	Email	Council District
<input checked="" type="checkbox"/> CELL <input type="checkbox"/> OTHER 206-465-4314	ajgoldman@a-mac.com	

my son Lee Goldman (206-999-4552) just completed renovating a 7100 yr. old 4 plex in Georgetown. The original building had a garage in the front yard. He would like to build a DADU in the space where the garage used to be.

I spoke at this meeting. to Aly Penhucci regarding this issue.

Thank,



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COMMENT FORM

EVENT: Comprehensive Plan Amendments and ADU EIS Scoping

OPTIONAL:

First Name	Last Name	Neighborhood
CATHERINE DONALDSON		Loyal Heights
Phone	Email	Council District
CELL OTHER	Catherinemdonaldson@gmail	

ADU EIS scoping needed for —

TRANSPORT
On-street / off street parking
what alternatives exist for managing on-street parking?

1 ADU + 1 DADU + 1 main = 3-6 cars in the street

1 main = 2 cars in the street (demand ↑)

large cars (trucks, SUVs) = congestion like Brooklyn, NY.

Is it reasonable to assume residents won't own vehicles?

- who lives in ADUs, do they own cars? Do they really use transit? Can residents of ADUs be required to be carless? (and main house w/o owner occupancy (Alternative 2))

UTILITIES

infrastructure - is city planning to build more stormwater, water, sewer resources in existing streets?

PTO →

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Rental Registration

How will PROPERTY OWNERS be obliged to register for inspections?

Thank you for addressing these issues in the EIS.

COMMENT FORM

EVENT: Comprehensive Plan Amendments and ADU EIS Scoping

OPTIONAL:

First Name	Last Name	Neighborhood
Wendy	Kenzell	HighPoint
Phone	Email	Council District
CELL OTHER	Wendy@providingchoice.com	

I support 2 ADU's
 on property if
 property has 4000 sf
 for detached DADU.

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COMMENT FORM

EVENT: Comprehensive Plan Amendments and ADU EIS Scoping

OPTIONAL:

First Name	Last Name	Neighborhood
Louis	Manuta	WS Junction
Phone	Email	Council District
CELL 206-402-2057 OTHER	inlouof@verizon.net	

1- Any increase in density must include increases in infrastructure → transit, roads, sewer, water, schools, etc. To date, this has not been done adequately in our neighborhood.

2- For each new dwelling unit, there must be at least one parking space for that unit, including and especially including the urban village.

- *Lou Manuta*
4533A 40th Ave SW

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COMMENT FORM

EVENT: Comprehensive Plan Amendments and ADU EIS Scoping

OPTIONAL:

First Name	Last Name	Neighborhood
Michelle	Eggert	All South I-90
Phone	Email	Council District
CELL OTHER	michelle@blurei.com	

where is the map of the ADU/DADU available online? I have never seen it online - it is not with the EIS options

(alternatives page 3 map)

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COMMENT FORM

EVENT: Comprehensive Plan Amendments and ADU EIS Scoping

OPTIONAL:

First Name	Last Name	Neighborhood
Lucas	Rath	Highland Park
Phone	Email	Council District
CELL OTHER	lucas@raincityproperty.com	

we need more housing
release the restrictions on ADUs

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Andy Kato - D3 9/8/22
(More options for Accessory Dwelling Units)
(Capitol Hill North Portland)

Are there additional topics or concerns that you would like to see addressed in this EIS?

Given the scarcity of housing and astonishing escalation of rents and home prices, the very minimum is to allow more accessory dwelling units into Single Family zoning. This is a perfect opportunity to look beyond the backyard cottage at what more we could do to solve our housing shortage. Please expand EIS scope to include an Alternative 3 that addresses these other forms of missing-middle gentle-infill housing!

Do you have other comments or suggestions related to the scope of the EIS?

1. **Change zone name from 'Single Family' to 'Residential.'** Our current 'Single Family' has a long history of duplexes, triplexes, corner stores and apartments, prior to downzoning, and renaming the zone removes a mental roadblock about what residential areas are for: people.
2. **Waive building permit fees for 5 years for AADUs and DADUs.** Portland uses this incentive to permit nearly one per day, 6 times the rate of Seattle's accessory dwelling unit production.
3. **Use Green Building incentives similar to other permit types:** Allow 10% increase in size and height for projects on lots over 4000 SF. Allow 20% increase for lots over 5000 SF.
4. **Housing Opportunity Overlay.** Create a ring overlay within 10 minute walkshed of schools, parks, urban villages, arterials and frequent transit, where additional housing is desired. Allow Residential Small Lot zoning without MHA in Overlay. Make parking requirements for additional units voluntary
5. **Upgrade non-conforming housing types and uses, such as duplexes, established before 1995.** There are 4300 grandfathered duplexes and triplexes within SF zones and they are subject to different rules such as continuing use and limitations on expansion/upgrades. They should have the same flexibility under the code that applies to their neighbors in SF zones.
6. **Buffer detached houses from higher zones:** If adjacent zoning is not SF 5000 zoning, allow flexible increase in height, or setbacks to help with transition to other zones (LR, NC)
7. **Make accessory dwelling units easier to build.** Allow exceptions for handrails and parapets over height limit. Decks over 18" and covered areas should not count toward accessory use square footage, but should have stand-alone total. Allow separate metering of utilities. When expanding a garage/existing non-conforming use, allow vertical expansion in line with existing structure, rather than to setbacks. Allow extra height for flat roofs when used as a green roof.
8. **Study using Floor Area Ratio to restrict size of development and incentivize additional housing units.** Currently we are seeing many new single dwellings that dwarf the house that was torn down. On a 5000 SF lot, with lot coverage at 35%, and a height limit of 30', we currently allow a house to be 5250 SF. Using a .5 FAR for single dwelling unit properties, allowing .7 for two dwelling units and .8 for three dwellings per lot, the same property would allow 2500 SF, 3500 SF or 4000 SF. Restricting maximum FAR will make teardowns/McMansions less viable, apply

brakes to gentrification, and insure that many more housing units and options are built. FAR limitations will create many lots with dwellings with mix of sizes and prices.

9. **Double Ownership.** Allow split ownership of lots with existing house and new cottage, like a fee simple subdivision, provided the cottage was legally established. Create template for condominium-like agreements to share lot ownership between existing house and new cottage. Seattle has no starter homes and this would create new opportunity for ownership. If we agree ownership is an aspiration, creating more affordable options such as this would be desirable.
10. **Allow homeowners to qualify for small loans from Office of Housing from pool of MHA payments when creating additional dwellings.** One of the key criticisms of MHA is whether affordable housing created will be well distributed, and by making the available loans applicable at residential scale, on a parcel by parcel basis, there will be new affordable housing integrated into every neighborhood. The other difficulty most people face when creating a DADU is securing financing, and having an additional source would help many owners create their own.



March 6, 2016

Seattle Mayor Ed Murray
 Seattle City Council Members
 Nick Welch, Office of Planning and Community Development
 Thomas Whittemore, Department of Neighborhoods
 Seattle City Hall
 600 Fourth Ave. 2nd Floor
 Seattle, WA 98104

Re: Backyard cottage development; online community survey and PRCC position on proposed changes

via: US Mail and email

Dear Mayor Murray, Council Members, Mr. Welch and Mr. Whittemore,

We are writing on behalf of the Phinney Ridge Community Council (PRCC), and the community we represent, to comment on proposed changes to backyard-cottage (or "DADU") development rules contained in the Department of Planning and Development report, "Removing Barriers to Backyard Cottages."

Our response is based on discussions within our organization, as well as an online survey, which we distributed in our neighborhood and beyond. In our survey, we asked respondents to provide their opinions concerning each of the recommendations contained in the DPD report. Possible choices were "strongly support," "mildly support," "neither support nor oppose," "mildly oppose," or "strongly oppose." The survey also provided respondents with the opportunity to comment on the proposals if they wished.

We received 363 responses to our survey; 269 of those came from ZIP codes 98103, 98107 and 98117--the ZIP codes that include the area that the PRCC represents. In this letter we cite the survey responses from these three ZIP codes; however, responses from the broader community were largely consistent with those received from our area. We are happy to share the details of our survey with the City. We believe the responses to our survey results demonstrate a need for the City to proceed cautiously and judiciously in implementing any changes.

The attached report details the response to our survey and our recommendations. In summary, we find that the **owner occupancy requirement must be maintained**; the **present minimum lot size must be maintained**; new flexibility requires **contextual evaluations of parking and design elements**; new **design guidelines** must be implemented; three units on single-family lots (e.g., both an “in-law” apartment and a backyard cottage) should only **be permitted in limited numbers in each area**; and no additional density should be permitted unless **enforceable prohibitions against short-term rentals (“Airbnb”)** are in place.

Thank you for the opportunity to comment. We Hope the City will take a thoughtful approach to this issue, and work with neighborhoods to find housing solutions that work for everyone. We would be happy to meet with City representatives to further discuss this issue, and our recommendations.

Sincerely,

Ted Inkley
Andra Bell
John Bito
Jessica Dixon
Mark Phillips
Kelly Powers
Marilyn Smith
Mike Veitenhans
Jan Weldin

Committee on Backyard Cottage Development
Phinney Ridge Community Council

Attachment



Phinney Ridge Community Council Response to “Removing Barriers to Backyard Cottages” March 12, 2016

Summary

The PRCC's response to the potential code changes acknowledges value in making some changes that allow additional cottage development in single-family zones. Our response to individual proposals and the survey results are presented in the sections that follow.

We summarize our positions as follows:

1. The PRCC and our community are strongly opposed to eliminating the owner-occupancy requirement for accessory units, no matter what other changes are made.
2. We also oppose reducing the minimum lot size for backyard-cottage development. Under the present rules fully 60 percent of single-family lots in the City are eligible for cottages, which is ample for any anticipated growth. We are also against raising height limits above one-and-one-half stories, as we believe this would negatively impact adjoining properties.
3. The PRCC does believe that other modifications to rules concerning accessory-dwelling units could be made. As we explain below, however, we believe that the rules applying to development should depend on context, including lot size, parking issues and the like. The City should use backyard-cottage regulations as an opportunity to move away from its “one-size-fits-all” cookie-cutter zoning policies to develop a more nuanced approach toward density—one that will result in more attractive development and increase neighborhood acceptance of zoning changes.
4. Good design is critical. We note that both Portland and Vancouver, B.C., used as examples in the DPD report, have strict design standards for backyard cottages to ensure that they harmonize with the principal dwelling and surrounding neighborhood. Seattle does not have such regulations, and must enact them as part of any zoning changes.

5. Although the DPD report speculates that the proposed zoning changes won't overwhelm neighborhoods, no one can accurately predict what will happen were the changes to be enacted. The City thus should take an incremental approach, so results can be gauged. We also recommend a rule (such as that in Boulder, CO) limiting the number of accessory-dwelling units in a given area, at least initially. It is much easier, and more sensible, to loosen rules as results unfold rather than to radically change the rules and then try to tighten them once the unexpected occurs.
6. If the rationale for encouraging more accessory dwelling units is affordable housing, then there should be enforceable prohibitions against their use as short-term rentals, e.g. "Airbnb's". The idea is to increase housing stock, not create speculative investment opportunities.

Potential Code Changes

The PRCC responses to the potential code changes set out in the DPD report are as follows:

1. Owner-occupancy requirement

First and foremost, the PRCC and our community strongly oppose eliminating the owner-occupancy requirement for those who build accessory dwelling units. We believe that eliminating this requirement would actually *decrease* the affordability of single-family neighborhoods and harm the quality of life in them without accomplishing the City's stated aims.

Our survey respondents were strongly opposed to eliminating the owner-occupancy rule. About 59 percent were against changing this requirement, while only about 32 percent favored it—by far the highest negative response to any of the potential code changes.

A number of survey respondents expressed the same concerns felt by the PRCC board: that loosening the rules governing accessory dwelling units while also allowing absentee ownership would drive up the price of single-family houses, encouraging speculative developers and investors to buy existing houses and either tear them down for bigger duplex-type units with backyard cottages, or use the property as an investment because of the increased development capacity. Many respondents also expressed the fear that allowing absentee ownership would decrease the incentive for landlords to maintain their property or ensure that their renters were good neighbors. Fears were also expressed that this change would lead to single-family properties being increasingly used as "Airbnb" type rentals. As one respondent noted:

Eliminating owner-occupancy invites treating properties simply as financial investment opportunities, which fuels speculation and contributes to

runaway housing costs. When owners live on a property, they're personally and socially invested in their community, and tend to better maintain their property and manage their tenants.

To reiterate: Of all the City's proposals, this is the one that we, and the community, most strongly oppose.

2. Eliminating off-street parking requirements

In our survey, a bare majority of survey respondents (about 51 percent) opposed eliminating the off-street parking requirement, while only about 39 percent supported it.

We believe that there is not a "one-size-fits-all" answer to the off-street parking requirement, and that the rules should be clear but flexible to take neighborhood context into account. For example, some single-family neighborhoods have large lots, garages and relatively few cars parked at the curbside. Others—including Phinney Ridge—have older homes on small lots, often without any off-street parking. In addition, parking is tighter in those single-family neighborhoods near commercial districts or dense multi-family areas than it is in relatively more isolated neighborhoods.

Thus, we recommend that parking requirements should vary depending upon the area, and number of accessory units on a property. Stricter requirements should be maintained for neighborhoods near commercial areas or "urban villages," since spillover parking is already a problem. In addition, any property owner who plans to build both an "in-law" apartment and backyard cottage should be required to provide one off-street parking space. Finally, property owners who construct accessory units should not be allowed to decrease the number of off-street parking spaces on their property in the process (a requirement which we understand is contained in Portland's backyard-cottage policies). However, we do not oppose eliminating the requirement for additional off-street parking for homeowners who construct *either* an "in-law" apartment *or* backyard cottage in other areas, where on-street parking is more likely to be adequate.

3. Reducing minimum lot size to 3,500 square feet

The PRCC is opposed to any reduction in the lot size on which backyard cottages may be built, an opinion reflected by a solid majority of those who took our survey. **About 55 percent of survey respondents opposed this change, while only about 31 percent favored it.**

To begin with, we do not see the present 4,000 square-foot minimum as being a hindrance to backyard-cottage development. As the Department of Planning and Development Report ("Removing Barriers to Backyard Cottages") notes, almost

75,000 of Seattle's single-family lots are eligible for backyard cottages under the present rules. This number is more than sufficient.

Moreover, the 4,000-square-foot-minimum rule serves several purposes. One is to help ensure that cottages do not impinge on neighbors' privacy. Another is the protection of vegetation and green space in the City. This is important for flood prevention, mitigation of pollution from runoff, and reducing global-warming inducing gasses. For example, A U.S. Forest Service-sponsored inventory has estimated that Seattle's trees store about 2 million metric tons of carbon, and sequester about 140,000 additional metric tons of carbon each year. And according to one estimate, half of Seattle's tree canopy exists on single-family lots. As one commentator has observed, to preserve those trees, you must preserve the yards.

4. Allowing both "in-law" apartments and backyard cottages on the same lot

A plurality--about 48 percent--of survey respondents opposed allowing both types of accessory dwelling units on the same lot, while about 38 percent of respondents favored this change.

The PRCC also does not believe in a "one-size-fits-all" answer to this question. Recall that every property-owner in a single-family zone is currently allowed to add an "in-law" apartment; thus there is a large capacity for accessory units in all neighborhoods regardless of backyard-cottage development.

Because of potential neighborhood impacts, we believe that three units (e.g., both an "in-law" apartment and a backyard cottage in addition to the principal dwelling) on single-family lots should only be permitted in limited numbers in each area. The number allowed should depend on context—for example, present housing density, lot size and parking issues. We believe it is best for the City to proceed cautiously with this change, so that its impact can be evaluated.

5. Changing design standards

a. Removing garage and storage space from maximum floor-area calculation

In our survey, about 52 percent of respondents opposed this change, while only about 32 percent favored it.

Once more, we believe that context is important and a "cookie cutter" approach is not appropriate. If the City were to raise height limits to two stories in addition to excluding garage and storage space from area calculations, it could lead to structures that overwhelm adjacent properties. On the other hand, more modest changes could encourage homeowners to add housing while at the same time alleviating neighborhood parking problems. We believe that the change in square-

footage calculations should be allowed on larger lots only; for example, those over 5,000 square feet.

b. Raising height limits

The PRCC and our community oppose the height-limit increases proposed in the DPD report (essentially, allowing two-story “cottages” on any 40-foot-wide lot). **About 54 percent of those who responded to our survey opposed this change, while only about 36 percent supported it.**

We believe that two-story structures might exceed reasonable expectations of the size of a “cottage” and would instead (especially if garage and storage areas were excluded from square-footage calculations) become additional, full-size houses. Especially on 40-foot lots, they could overwhelm yards, intrude on neighbors’ privacy and block access to sunlight.

Thus, we believe that height limits for wider lots should be at most one-and-a-half stories, allowing for gabled roofs but not a full-sized second floor. We also believe that design standards should ensure that cottages under no circumstances exceed the height of the principal dwelling unit or adjacent houses, or place neighbors’ lots in shadow. Strict design guidelines, such as those in Portland and Vancouver, would also help maintain compatibility and should be instituted.

c. Changing standards for the location cottage entrances

In our survey, about 47 percent of respondents opposed modifying standards for cottage entrances, while about 35 percent favored this change. Those who opposed this change expressed concerns about privacy and noise.

The DPD report notes that the present standards are designed to help respect privacy, but states that these standards “constrain” cottage design by forcing entrances to be somewhere other than the “optimal location.” The DPD report does not explain how this restriction reduces the number of cottages built or for whom another location might be “optimal.”

As with other proposals made by DPD in its report, we believe there is not a single answer and there should be a way to take context into account. Factors to be considered should include lot size and configuration, and the location of adjacent homes. Emphasis should be placed on protecting neighbors’ privacy.

###

COMMENT FORM

EVENT: Comprehensive Plan Amendments and ADU EIS Scoping

OPTIONAL:

First Name	Last Name	Neighborhood
Lisa	McChesney	Rainier/Maple Leaf
Phone	Email	Council District
CELL OTHER	lisa@zwhnmed.com	

Our city needs an increase in affordable housing, therefore I support the new alternatives to the AADU / DADU.

My one concern involves owner occupancy - I feel that if there is no owner occupancy requirement, developers may end up owning neighborhoods, rather than homeowners.

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COMMENT FORM

EVENT: Comprehensive Plan Amendments and ADU EIS Scoping

OPTIONAL:

First Name	Last Name	Neighborhood
PAUL	CHAPMAN	Wallingford
Phone	Email	Council District
CELL OTHER 206-307-4866	PaulFChapman@hotmail.com	4

- ~~Reduce~~ Please study how to reduce permitting fees for ADU + DADU. Remove full permit process for ADUs
- Please study how to reduce/rebate/eliminate the sewer hookup fees so that more DADU can be built @ lower cost
- Please study how to increase lot coverage limits so that more DADUs can be built. e.g. don't include permissible structures like decks in the lot coverage calculation.

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COMMENT FORM

EVENT: Comprehensive Plan Amendments and ADU EIS Scoping

OPTIONAL:

First Name	Last Name	Neighborhood
Eddie	Inffitts	Wallingford
Phone	Email	Council District
CELL 206-898-5168 OTHER	eddiearwon@gmail.com	

From

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Office of Planning and Community Development. PO Box 94649 . 600 4th Ave, 5th Floor, Seattle, WA 98124 . 2035@seattle.gov

COMMENT FORM

EVENT: Comprehensive Plan Amendments and ADU EIS Scoping

OPTIONAL:

First Name	Last Name	Neighborhood
Elaine	Nonneman	Miller-Madison
Phone 206 325-6762	Email	Council District
CELL	enonneman@yahoo.com	3
OTHER n/o		

- Don't make homeless #'s the excuse for the city's Grand Bargain w developers
- This city allows massive development by outside + foreign investors to remain virtually vacant. Amazon is providing space for homeless in its complex. Make that a condition for ALL investor building.
- When property owners are footing the bill for ADU/DADU density, they should have design + scale latitude according to features of their lot. One-size-fits-all WILL NOT HELP!
- Keep requirement for owners to live on ADU/DADU properties. I'm surrounded by properties with absentee landlords + all need better maintenance!

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Dept of Neighborhoods sponsored meeting at Hale's Thursday, October 26, 2017, 6 – 7:30pm

Accessory Dwelling Units (ADU) - The City of Seattle is asking for ideas on what Environmental Impact Statement (EIS) that will study the effects of removing barriers to creating accessory dwelling units (ADUs) and backyard cottages. 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.

Janis Fulton
4336 Baker Ave NW
Seattle WA 98107

1. HALA and Comprehensive Plan and Mandatory Housing Affordability (MHA). What's the difference?

2. HALA is promoting more ^{density} in the city. There are many instances in my zoned single family neighborhood of modest homes that are to my mind perfectly "affordable and livable" being bought, razed and "McMansions" extending from lot-line to lot-line being built in their stead. Why doesn't HALA repeal the regulations that allow developers to do this? Why do people with the means to buy a huge home get to be the ones that have a single family home, get to preserve their privacy and not share the lot with others? Why do they get to ruin their neighbors' privacy by looking down into their neighbors back yards from their 2nd story windows and blocking the sun that shines on their gardens and fuels their solar panels. The "McMansion" owners don't have to give up much at all compared to more modest homeowners.

Less affluent homeowners are being asked if not told to give up privacy, collegiality, cohesiveness, neighborliness, light for our gardens or solar panels, on street parking and the essence that defines a Neighborhood.

2. How many ADU's are rented as Bed and Breakfast's? How much money are these B&B's making for their owners compared to ADU's being rented long term. Hearsay has it that renting the units as B&B's makes more money than long-term rentals. What evidence do the architects of HALA give that ADU's will be rented long term when more money is to be made by renting them as B and B's and how does this help increase density?

3. The city touts ADU's as a way to increase affordable housing. When apartments, even ones of only 345 square feet, are renting for huge sums of money, why would an 800-1000 sq. ft. ADU with somewhat more privacy in a neighborhood rent for less?

2. Will the zoning designation change? And will that affect any of the regulations that presently define a single family zoned area?

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

- You need to be transparent with the public-
- Needs to be a thorough environmental review
- Voters should have a say in this large transformation of Seattle - Let's have a referendum vote

Do you have other comments or suggestions related to the scope of the EIS?

- Need to have a realistic plan for mitigating increased waste water run-off that will result from increased ground coverage - West AT is already unable to deal with existing run-off - This infrastructure needs to be →

name

Eliot Brenowitz

email

brenowitz(at)gmail.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Thank you for this Event. I'm a Resident in Ballard Renting living on a basemant \$1,600 having a lot of problems with parking and tickets because not enough parking anymore. Beautiful friendly Neighborhood safe for me and my daugthes, Library, cinemas, Restaurant everything walking distances, but Developers are changing our City

Do you have other comments or suggestions related to the scope of the EIS?



I'm learning so much from differents opinions and people about why this is not good in our city and to our Neigborhood. Spanish is my first language, Latinos also have a VOTE but if is no education or information to our communities; will not be able to stand up or have idea why or for what we are voting

name

email

fybarra 42@gmail.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

neighborhoods need to be fully engaged in discussing alternatives. One alternative is to do nothing.

Do you have other comments or suggestions related to the scope of the EIS?

Multiple ADUs on any given block w/ no requirement for off street parking is totally unworkable in most neighborhoods in Seattle. If ADU EIS is passed as is, the neighborhoods will look like rats in a maze!

name

Marty Miller

email

marty.miller.cissp@gmail.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Exceptional tree Removal Not allowed in ADU's under any exemption.

Do you have other comments or suggestions related to the scope of the EIS?

This is the biggest land grab by Developers + the City yet. Like no neighborhood can pass please.

name

Richard Ellison

email

climbwall@msn.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

- 1. unit size too large - mother-in-laws need to stay small size
- 2. keep hts low - all neighbors won't hate you forever after
- 3.

Do you have other comments or suggestions related to the scope of the EIS?

name Pat Carroll - Grippen
email patutie@a.comcast.net

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Please DO NOT require parking. Parking is not an intrinsic part of housing and this req. suppresses affordable housing.

Do you have other comments or suggestions related to the scope of the EIS?

YES. NO owner-occupied requirement. Let ADU's be a flexible option for young homeowners, empty-nesters, etc. - make them easy + cheap.

name E. Johnson

email enjohnson2@gmail.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

- 1. more loss of mature trees & difficulty replanting if building lot line to lot line
- 2. Loss of light surrounding neighbors
- 3. ↑ traffic congestion, if parking not mandated
- 4. Need owners on site - many new apts in Seattle have neglected green space, as developers/managers

Do you have other comments or suggestions related to the scope of the EIS?

only want \$ from rent

name

Pat Carroll Crippen

email

patuties@a.comcast.net

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Do you have other comments or suggestions related to the scope of the EIS?

I SUPPORT RELAXING OWNER OCCUPANCY REQUIREMENT.
I SUPPORT DAOU & AADU ONE ONE LOT.
PLEASE DON'T CHANGE HEIGHT LIMITS ON DAOU.
PLEASE DON'T CHANGE LOT COVERAGE REQ'NT.
THIS WILL RESULT IN LESS TREE CANOPY, & MORE =
RUNOFF.

name Omar Jepperson

email omarwj@hotmail.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Do you have other comments or suggestions related to the scope of the EIS?

PLEASE CONSIDER REDUCING SIZE
OF LOT ACCEPTABLE FOR
DADU TO 3000 SF

name ERIC

email ericaman01@hotmail.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Please also study putting duplexes & triplexes in SF zones.

Do you have other comments or suggestions related to the scope of the EIS?

Please be mindful of the future! Don't listen to the people of the past.

name Zachary Lubarsky

email zach.lubarsky@outlook.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

I would like the EIS to address how each alternative ~~also~~ helps further (or not) the following goals from the GROWTH MANAGEMENT ACT -
concentrated urban growth, sprawl reduction, affordable housing, regional transportation, open space & recreation, environmental protection.

Do you have other comments or suggestions related to the scope of the EIS?

Additionally, I think the EIS needs to look at the impacts BOTH within the city and the larger county.

~~How~~ How will each option impact our region in terms of pushing affordability out & increasing transportation/commute times & climate impacts

name Brooke Brod

email brooke.brod@gmail.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Will there be specific "occupancy" requirements associated with ADU's.

What construction "criteria" will be applied.

Pest control programs

Waste management

Traffic control

Do you have other comments or suggestions related to the scope of the EIS?

It seems to me that the scope of owner-occupancy of off-street parking are "separate" issues or should be dealt with separately.

name Lawrence Bush

email lbush1953@comcast.net

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

PLEASE STUDY IMPACT OF FAILING TO ALLOW MORE HOUSING IN SINGLE FAMILY ZONES AND HOW IT WILL INCREASE DISPLACEMENT & GENTRIFICATION

Do you have other comments or suggestions related to the scope of the EIS?

SINGLE FAMILY ZONING WAS FOUNDED AS A MEANS TO EXCLUDE POOR HOUSEHOLDS AND SHOULD BE ABOLISHED

name MIKE ELIASON

email _____

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

look at many houses
on one lot.

Do you have other comments or suggestions related to the scope of the EIS?

name clementine F

email Briason

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

WHAT ARE THE COMPETING ECONOMIC ELEMENTS OF CHANGING FROM FAMILY HOMES TO INVESTOR-OWNED RENTAL UNITS
WHAT WILL THE COST OF "HOME" BUYING DO WITH AN INCREASE IN PROSPECTIVE BUYERS

Do you have other comments or suggestions related to the scope of the EIS?

name Gregory Hill
email greg.hill@ibigroup.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Consider leaving the ADU & DADU policy the way it is now!

- The proposed changes do NOT increase affordable housing. They will rent at Market rate!

Do you have other comments or suggestions related to the scope of the EIS?

- Must have owner occupancy
- Must have restrictions (current) on size, scale, distance from neighbors, etc
- Limit ADUs per lot
- Require parking for each ADU

name Michael Richards

email [REDACTED]

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Strengthened permitting process, maybe over-the-counter /STFI for ADUs under a certain threshold?

Do you have other comments or suggestions related to the scope of the EIS?

Strongly support the study of Alternative 2 points. Especially re of-street parking.

name _____

email _____

SCOPING COMMENT FORM

Alternative 1 only

Are there additional topics or concerns that you would like to see addressed in this EIS?

START Planning with each community residents, parking, infrastructure and costs to support growth, older housing cost of loss to middle income and less in city

Do you have other comments or suggestions related to the scope of the EIS?

go back to start and do ground up, not top down

name Steve Rabstelle

email steverabstelle@yahoo.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Do you have other comments or suggestions related to the scope of the EIS?

YES TO ALL OF ALT 2
AND ADD MORE RSL & L ZONES
AROUND GREENWOOD NEIGHBORHOOD
THAT AREA CAN INCREASE URBAN
VILLAGE.

name ji yun

email chrys_kim@yahoo.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

I Endorse beyond backyard cottages proposals!

Do you have other comments or suggestions related to the scope of the EIS?

① would like to study third option that rezones single family housing to something denser like residential small lot

name Erin Sterling

email erin.sterling@gmail.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Current setbacks create restriction or reduce scale of potential DADU's. Why not 5' from property line? This also would prevent elimination of existing trees.

Do you have other comments or suggestions related to the scope of the EIS?

DADU's + ADU's shift some development costs to property owners, so decisions on them should defer to property owners.
KEEP required occupancy of owners.

name Elaine Nonneman

email enonneman@yahoo.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

I endorse the MOAR recommendations for Beyond Backyard cottages and

Do you have other comments or suggestions related to the scope of the EIS?

Please consider an Option 3 where we increase the density further than an ADU/DADU - for example, replace existing SFS000 with RSH.

name

Ben Anderson

email

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

Removing all off-street parking is not recommended. There should be at least one space required for pick-up, drop off, the elderly and children + friends (assuming you want families to live in these zones) in ALL zones.

Do you have other comments or suggestions related to the scope of the EIS?

Why have things be black/white + remove all barriers, I think owner occupancy of one unit is needed. Too often you are generating "cash cows" for people rather than creating community + responsible ownership. Keep the requirement for owner occupancy.

name _____

email _____

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

- impact on the tree canopy
- study whether recent developments that have not required any off street parking. ~~Do~~ residents have what percentage of residents have/do not have vehicles? What has been the impact?
- Study impact of covering increased percentage of

Do you have other comments or suggestions related to the scope of the EIS?

- the lot. ~~Need~~ Need for permeable materials. Ensure that runoff water does not damage other lots.
- What is impact of increased density to adequacy of ~~the~~ sewer system? Water pressure?
- importance of rigorous design review to make

name

Judie Clarridge

compatible with neighborhood

email

dclarridge@aol.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

What about middle class housing for teachers restaurant workers etc

Do you have other comments or suggestions related to the scope of the EIS?

name Rosemary Byrne

email rose.seabuck@msn.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

1. Measurement of impacts yearly, not just in 5-7 years or more
 2. effect on tree canopy, transit and walkability and requirements for mitigation/amenities for livability as density increases
 3. Consider incentivizing ADUs for homeowners as we have
- Do you have other comments or suggestions related to the scope of the EIS? with solar, etc.

2. Look closely at impacts of:
 - a. raising size of DADA (1000sq' is almost as big as on house!!)
 - b. reducing min. lot size
 - c. return owner occupancy - if you don't, what is impact on community?
- Displacement of seniors?

name LINDA CLIFTON

email lclifton4@mindspring.com

SCOPING COMMENT FORM

Are there additional topics or concerns that you would like to see addressed in this EIS?

or eliminating

Consider reducing^{or eliminating} setback requirements for decks. — ~~the~~ setback requirements for car storage are looser than requirements for housing. This is poor prioritization.

Do you have other comments or suggestions related to the scope of the EIS?

We need to encourage greater density in the vast expanse of single-family zones. Consider reducing permitting fees for ADUs & DADUs.

name _____

email _____