

APPENDICES.



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CITY OF SEATTLE
Office of Planning & Community Development

— CITYWIDE IMPLEMENTATION OF MANDATORY HOUSING AFFORDABILITY (MHA)

Final Environmental Impact Statement

November 9, 2017



APPENDIX A



CITY OF SEATTLE GROWTH AND EQUITY ANALYSIS.

Available online at:

https://www.seattle.gov/DPD/cs/groups/pan/@pan/documents/web_informational/p2427615.pdf

Seattle 2035

Growth and Equity

Analyzing Impacts on Displacement and Opportunity
Related to Seattle's Growth Strategy



May 2016



Seattle
Office of Planning &
Community Development



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above Seattle Department of Neighborhoods

Growth and Equity

Analyzing Impacts on Displacement and Opportunity Related to Seattle's Growth Strategy

Introduction

The City of Seattle is in the process of updating its Comprehensive Plan, the document that guides how the City will manage the 70,000 housing units and 115,000 new jobs expected to be added in Seattle over the next 20 years, as well as establish what kind of city we want to be. The City has prepared an Environmental Impact Statement (EIS) to evaluate four alternative ways for distributing that amount of growth throughout the city. The EIS informs decisions about selecting a preferred growth pattern and identify methods for addressing undesired impacts. This document is a companion to that EIS, providing analysis of some of the ways that the growth strategies could affect the city's marginalized populations.

Social equity has been one of the core values guiding the Comprehensive Plan since its adoption in 1994. The City's Race and Social Justice Initiative (RSJI) began in 2005. Its mission is to overcome institutional racism by changing City policies and practices. Its vision is a future where:

- Race does not predict how much a person earns or their chance of being homeless or going to prison;
- Every schoolchild, regardless of language and cultural differences, receives a quality education and feels safe and included; and
- African Americans, Latinos, and Native Americans can expect to live as long as white people.

In 2009, the City Council adopted [Resolution 31164](#) directing City departments to focus on achieving racial equity in the community in specific focus areas, including equitable development. In 2014, Mayor Murray issued Executive Order 2014-02 reaffirming the City's commitment to equitable development.

In 2015, the City Council unanimously adopted the Mayor's [Resolution 31577](#) confirming that "the City of Seattle's core value of race and social equity is one of the foundations on which the Comprehensive Plan is built." This resolution advances the goal of reducing racial and social disparities through the City's capital and program investments. The Office of Planning and Community Development (OPCD) and the RSJI Core Team are partnering to implement the resolution's directives by including new policies directly related to achieving equity through growth, developing equity measures of growth, and conducting this equity analysis of the growth alternatives.

*Social equity has been one of the **core values** guiding the Comprehensive Plan since its adoption in 1994.*

The objective of the Growth & Equity Analysis is to inform elected officials and the public about:

- Potential future displacement impacts of the recommended Growth Strategy on marginalized populations; and
- Strategies for mitigating identified impacts and increasing access to opportunity for marginalized populations.

Key Terms

Marginalized populations: Persons and communities of color, immigrants and refugees, English language learners, and those experiencing poverty. These communities are systematically blocked from or denied full access to various rights, opportunities, and resources that are normally available to members of other groups and are fundamental to social integration within that particular group (e.g., housing, employment, healthcare, civic engagement, democratic participation, and due process).

Access to opportunity: Living within walking distance or with transit access to services, employment opportunities, amenities, and other key determinants of social, economic, and physical well-being.

Displacement: The involuntary relocation of current residents or businesses from their current residence. This is a different phenomenon than when property owners voluntarily sell their interests to capture an increase in value. This analysis addresses both physical (direct) and economic (indirect) displacement. Physical displacement is the result of eviction, acquisition, rehabilitation, or demolition of property or the expiration of covenants on rent- or income-restricted housing. Economic displacement occurs when residents and businesses can no longer afford escalating rents or property taxes. Cultural displacement occurs when people choose to move because their neighbors and culturally related businesses have left the area.

Equitable Development: Public and private investments, programs, and policies in neighborhoods taking into account past history and current conditions to meet the needs of marginalized populations and to reduce disparities so that quality of life outcomes such as access to quality education, living wage employment, healthy environment, affordable housing and transportation, are equitably distributed for the people currently living and working here, as well as for new people moving in.

This analysis distinguishes displacement from a related phenomenon, gentrification. Gentrification is a broad pattern of neighborhood change typically characterized by above-average increases in household income, educational attainment, and home values and/or rents. These changes can contribute to displacement, but they can also benefit existing residents. Displacement of existing residents can also occur without gentrification. Displacement and gentrification are the result of a complex set of social, economic, and market forces at both the local and regional scale.

This analysis recognizes that people live multiple and layered identities. All historically marginalized groups — people of color, LGBTQ people, women, people with disabilities, low-income households, to name a few — experience systemic inequity. Many people and communities, such as lesbians of color, live at the intersection of these identities and experience multiple inequities at once. It is important to respond to the intersecting ways that barriers limit opportunities for people to reach their full potential. By focusing on race and racism, the City of Seattle recognizes that we have the ability to impact all communities. This focus is not based on the intent to create a ranking of oppressions (i.e. a belief that racism is “worse” than other forms of oppression). For an equitable society to come into being, government needs to challenge the way racism is used as a divisive issue that keeps communities from coming together to work for change. The institutional and structural approaches to addressing racial inequities can and will be applied for the benefit of other marginalized groups.

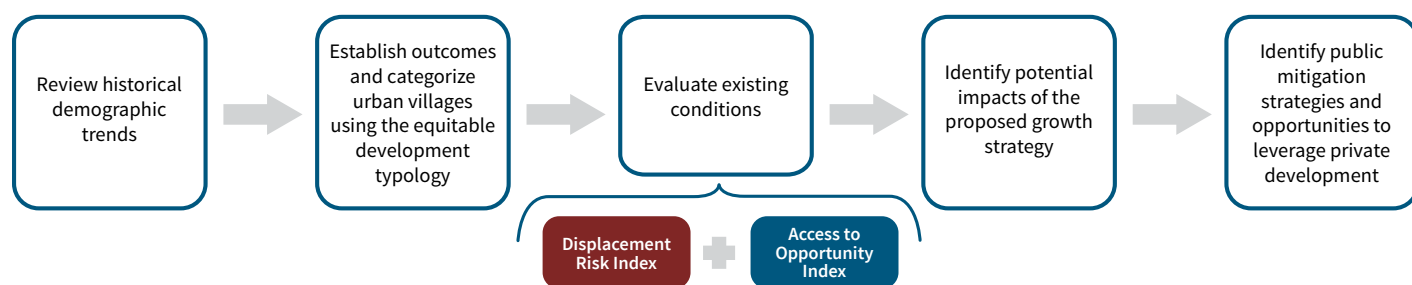
Overarching Analytical Framework

The Growth & Equity Analysis looks at both people and places. It combines a traditional EIS approach of analyzing potential impacts and identifying mitigation with the RSJI Racial Equity Toolkit (RET), which assesses the benefits and burdens of policies, programs, and investments for communities of color. Per the RSJI RET, the analysis includes a thorough description of desired equitable outcomes. In addition to identifying impacts and mitigation associated with the recommended Growth Strategy in the Comprehensive Plan, the Growth & Equity Analysis evaluates the opportunities for equitable development that the Growth Strategy presents or misses.

The analysis seeks to answer the following questions:

- Is the intensity of expected growth in particular urban centers and villages likely to have an impact on displacement of marginalized populations?
- Is the intensity of expected growth in particular urban centers and villages likely to have an impact on marginalized populations' access to key determinants of physical, social, and economic well-being?
- What strategies and levels of investment are necessary to mitigate the impacts of expected growth and to maximize opportunities for equitable outcomes?

Figure 1 Visual representation of the overarching analytical framework



Historical Context

Critical to crafting policy and investment strategies to achieve equity is an understanding of existing disparities and their historical origins.

Throughout Seattle's history, certain populations and neighborhoods prospered at the expense of others. Redlining and racially restrictive covenants limited where racially and culturally distinct communities could live and where banks provided home mortgages. Public subsidies and discriminatory real estate lending and marketing practices gave white households substantial wealth in the form of home equity. Racialized housing patterns and investment practices contributed to the wealth and poverty of households and neighborhoods for multiple generations.

These place-based policies and investments also solidified social structures and cultural identities. Community-based organizations arose to meet the needs of specific cultural groups and neighborhoods. This continues today as immigrants and refugees settle in the city and look to maintain their cultures alongside mainstream American culture.

Both the private and public sectors helped solidify the systemic structure of wealth and poverty in Seattle, and both have roles in influencing growth to achieve equitable outcomes. The private sector builds most of the housing and builds and operates most of the businesses in Seattle, primarily in response to market demand. The public sector's investments and regulations guide, serve, and control development to achieve a variety of goals including an equitable distribution of the benefits and burdens of growth. Supportive public policy and public investments can create community stability and economic mobility opportunities. Public investments can meet the needs of marginalized populations when the market will not and can help them benefit from future growth.

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Demographic Trends

Before evaluating existing conditions and future impacts, it is helpful to take note of some relevant historical trends and at least one example of displacement in Seattle.

DISPLACEMENT OF THE BLACK COMMUNITY IN SEATTLE'S CENTRAL DISTRICT

Though displacement is difficult to track, demographic changes at the neighborhood level suggest when and where it has occurred. A study of the Central District found that in 1990 "there were nearly three times as many black as white residents in the area, but by 2000, the number of white residents surpassed the number of blacks for the first time in 30 years."¹ Given the net decline of 4,407 black residents in Seattle (2,405 from the Central District alone) and the doubling and quadrupling of the black population in Renton and Kent respectively between 1990-2000, the study concluded that "African Americans are moving southeast into Seattle's Rainier Valley or beyond into Renton and other inner suburbs." White residents in the Central District doubled during this period from 2,508 to 5,191.

¹ Henry W. McGee, Jr. Seattle's Central District, 1990-2006: Integration or Displacement. Urban Lawyer, Vol. 39, p. 2, Spring 2007.

Increases in educational attainment and income accompanied this racial demographic inversion. Increases in renter housing cost burden and a dramatic increase in home values were also documented by this report. For example a 1,270 square-foot single family, three bedroom one bathroom home, was assessed by the county at a value of \$5,000 in 1960, \$190,000 in 2001, \$262,000 in 2003, and \$355,000 in 2005.

The report does not determine whether this relocation of African Americans was voluntary or involuntary. However, a closer look at racial trends shows that groups least likely to have the financial stability to absorb steep increases in the cost of housing experienced the sharpest declines; specifically black renters, low-income black households, and young black residents. Black renter-occupied households declined by 26% (460 households) while black owner-occupied households declined by 19% (311 households). There were 965 fewer black households reporting less than \$25,000 in annual income in 2000 than in 1990. This is in contrast to an almost identical increase of 968 white households reporting more than \$75,000 in annual income in 2000 than in 1990. While the white population under 39 years old increased by 2,150, the black population under 39 years of age decreased by 2,070.

Seattle's population is more diverse than in 1990. Decennial Census figures indicate that persons of color increased from about 26 percent of Seattle's population in 1990 to 34 percent in 2010. In King County as a whole, the population of color grew much more dramatically over the same period, from 15 percent to 31 percent.

Seattle has become a more international city. The percentage of Seattle residents born outside the United States increased from roughly 13 percent in 1990 to 18 percent in 2010.

People of color are more likely to live inside an urban center or village. Census data show that since 1990 the population of color has been about 10 percent higher inside urban centers and villages than outside. In 2010, persons of color were 41 percent of the population in urban centers and villages compared to 30 percent of the population outside.

People of color make up a growing share of the population in urban centers and villages as well as in the city as a whole. These increases have been primarily due to growing shares of Asian and Hispanic or Latino populations. While the Black or African American population in urban centers or villages was relatively constant between 1990 (20,048) and 2010 (21,802), it decreased from 14 percent to 11 percent of the total population within urban centers and villages. In Seattle as a whole, the Black/African American population declined in both relative and absolute terms from 51,948 or 10 percent of the population in 1990 to 48,316 or 8 percent in 2010. In King County as a whole, the Black/African American population grew from 5.1 percent to 6.2 percent from 1990 to 2010.

Table 1 Urban centers and villages in Seattle with a decrease in population by race, 1990 to 2010

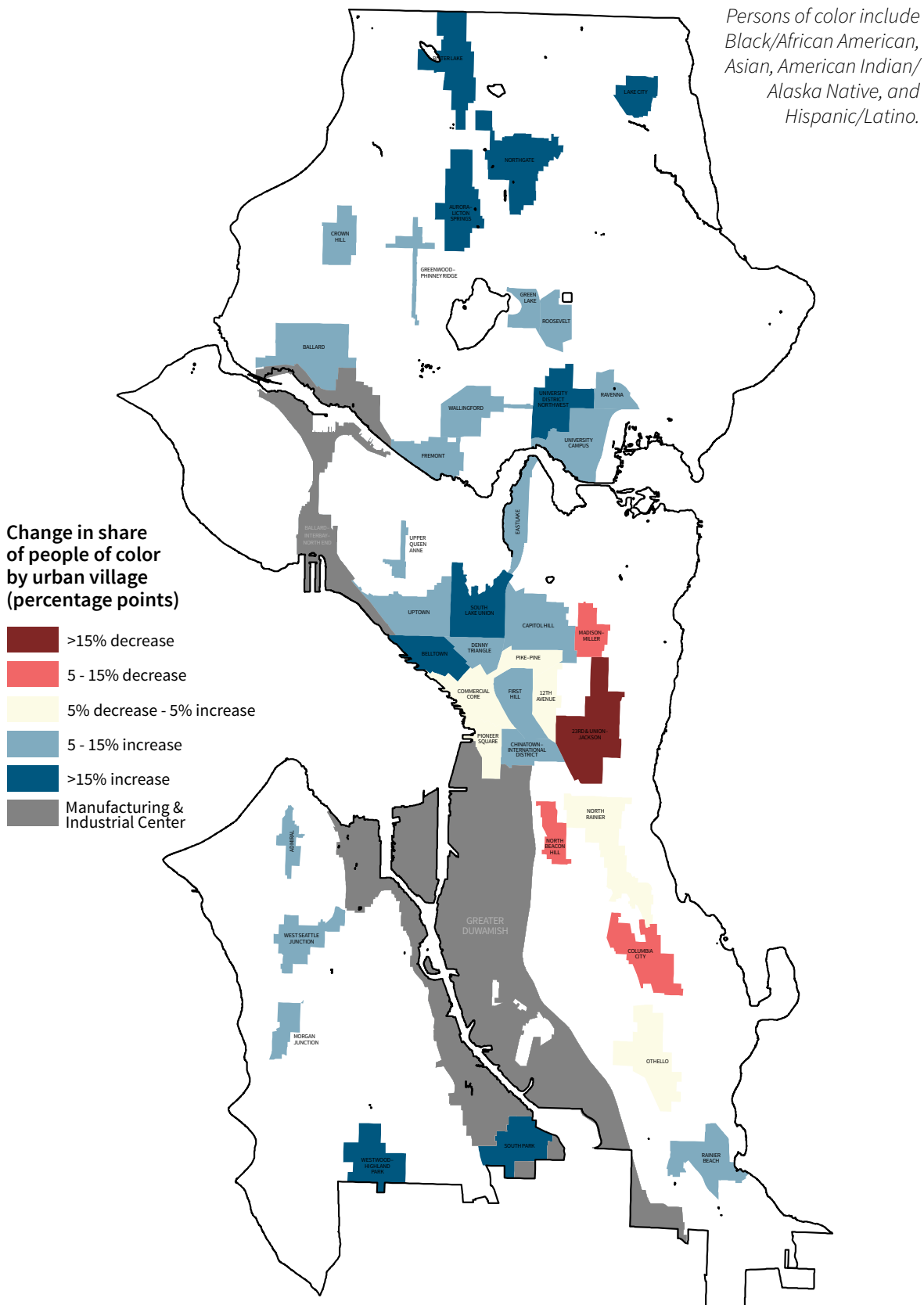
	White	Black or African American	Asian	American Indian or Alaska Native	Hispanic or Latino
Number of urban centers or villages with an absolute decrease in population (out of 30 total)	3	8	1	26	0

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Three urban villages where the Black or African American population decreased substantially both in absolute and relative terms are 23rd & Union-Jackson, Columbia City, and Madison-Miller. In 1990, Black or African American people were between 43 percent and 66 percent of the population in these urban villages; by 2010, their share had fallen to between 16 percent and 31 percent. At the same time, several urban centers and villages experienced significant increases in the share of people of color between 1990 and 2010. These include Northgate (25 percent to 48 percent), Lake City (25 percent to 51 percent), Aurora-Licton Springs (22 percent to 39 percent), South Park (37 percent to 68 percent), and Westwood-Highland Park (40 percent to 61 percent). South Lake Union, where the total population more than tripled over this 20-year period, also saw a large increase in the share of people of color (14 percent to 33 percent).

[Attachment A](#) provides population counts by race for each urban center and village in 1990 and 2010. Figure 2 on the following page illustrates the change in the percentage of the population of color between 1990 and 2010 in each urban center and village.

Figure 2 Urban centers and villages in Seattle with a decrease in population by race, 1990 to 2010



An Equitable Development Framework for Growth

This section defines equitable outcomes and introduces a framework for mitigating and leveraging growth to achieve these outcomes.

Defining an Equitable City

Establishing an equitable outcome and strategies to reduce disparities are a critical component of the Racial Equity Toolkit. The following is the vision for an equitable Seattle

Equitable growth will be achieved when Seattle is a city with people of diverse cultures, races and incomes and all people are thriving and able to achieve their full potential regardless of race or means. Seattle's neighborhoods will be diverse and will include the community anchors, supports, goods, services, and amenities people need to lead healthy lives and flourish.²

All marginalized people can attain those resources, opportunities, and outcomes that improve their quality of life and enable them to reach their full potential. The city has a collective responsibility to address the history of inequities in existing systems and their ongoing impacts in Seattle communities, leveraging collective resources to create communities of opportunity for everyone, regardless of race or means.

Population and employment growth is a dynamic force that introduces change into the urban environment and can help transform Seattle into a more equitable city. Influencing the locations and types of development can contribute to achieving equitable outcomes.

In an equitable approach to growth, the City views all policy, programs, and investments through a race and social equity lens. This approach would manage growth to minimize displacement of marginalized populations and increase their access to opportunity.

An Equitable Development Framework

A **framework to achieve racial and social equity** identifies two goals: strong communities and strong people

A framework to achieve racial and social equity identifies two goals: (1) strong communities and people and (2) great places with equitable access. This means community stability and resilience in the face of displacement pressures and great neighborhoods throughout the city that provide equitable access to all.

In Seattle's current context of rapid growth and escalating cost of living, market forces alone will not be able to produce equitable growth. Displacement risk exists for marginalized populations and will worsen without government action to create the conditions for community stability and economic mobility. A scan of key determinants of social, physical, and economic well-being indicates they are not equitably distributed and that many already do not have the means to access what is necessary to flourish. This limited access to resources for some will persist without government intervention to fill gaps and leverage market strength to create equitable access to all neighborhoods.

² Excerpt from Resolution 31577.

Achieving equitable growth will require:

- Implementation of programs and investments that are designed to create community stability and economic mobility for current residents in areas where new development could lead to displacement and where marginalized populations currently lack access to opportunity.
- Leveraging private-sector development to increase the supply and variety of housing options to create equitable access to neighborhoods that already have key determinants of well-being.
- A public investment strategy that reflects need rather than a distribution based solely on numbers of people or households.

Mitigation measures described in this analysis were derived from the Puget Sound Regional Equity Network's Principles of Equitable Development. Seattle and other public institutions have some of the tools to operationalize this equitable development framework. However, new tools are necessary to fill gaps. Detailed sub-measures are provided in the Equitable Development Implementation Plan.

The measures are designed to mitigate harm and improve outcomes for marginalized populations. They operationalize many of the City's "goals and policies for capital investments and the provision of public services...to eliminate racial and social disparities."³ This requires coordinating and targeting City policies and investments first in neighborhoods with the highest displacement risk and/or the lowest access to opportunity.

A mitigation strategy to distribute resources equitably, rather than equally, is necessary to produce equitable outcomes. Though targeted to specific neighborhoods with the greatest need, these measures will benefit all neighborhoods throughout the city. Similarly, some measures should target specific marginalized populations with the greatest disparities, such as unemployment among Black youth. These measures can and will be deployed to also improve outcomes for the benefit of other marginalized populations.

Goal 1: Strong communities and people. Community stability and economic mobility in the face of displacement pressures.

Strategy 1: Advance economic mobility and opportunity. Promote economic opportunities for marginalized populations and enhance community cultural anchors. Provide access to quality education, training, and living-wage career path jobs for marginalized populations.

Strategy 2: Prevent residential, commercial, and cultural displacement. Enact policies and programs that allow marginalized populations, businesses, and community organizations to stay in their neighborhoods.

Strategy 3: Build on local cultural assets. Respect local community character, cultural diversity, and values. Preserve and strengthen cultural communities and build the capacity of their leaders, organizations, and coalitions to have greater self-determination.

Strategy 4: Promote transportation mobility and connectivity. Prioritize investment in effective and affordable transportation that supports transit-dependent communities and provides equitable access to key determinants of well-being.

Goal 2: Great places with equitable access. A city with an equitable distribution of great neighborhoods full of strong amenities that provide equitable access throughout.

Strategy 5: Develop healthy and safe neighborhoods. Create neighborhoods that enhance community health through access to public amenities (schools, parks, open spaces, complete streets, health care and other services), healthy affordable and culturally relevant food, and safe and inviting environments for everyone.

Strategy 6: Equitable access to all neighborhoods. Leverage private redevelopment to expand the supply and variety of housing and employment choices, fill gaps in amenities, and create equitable access to neighborhoods with high access to opportunity.

Existing Conditions

Data and Analytical Framework for Equity Analysis

The Growth & Equity Analysis combines data about demographics, economic conditions, and the built environment. As shown in Figure 3, the analysis integrates these indicators into composite indices of displacement risk and access to opportunity. The displacement risk index identifies areas of Seattle where displacement of marginalized populations is more likely to occur. The access to opportunity index identifies disparities in marginalized populations' access to some key determinants of well-being.

Figure 3 Indicators combined to create a composite index of displacement

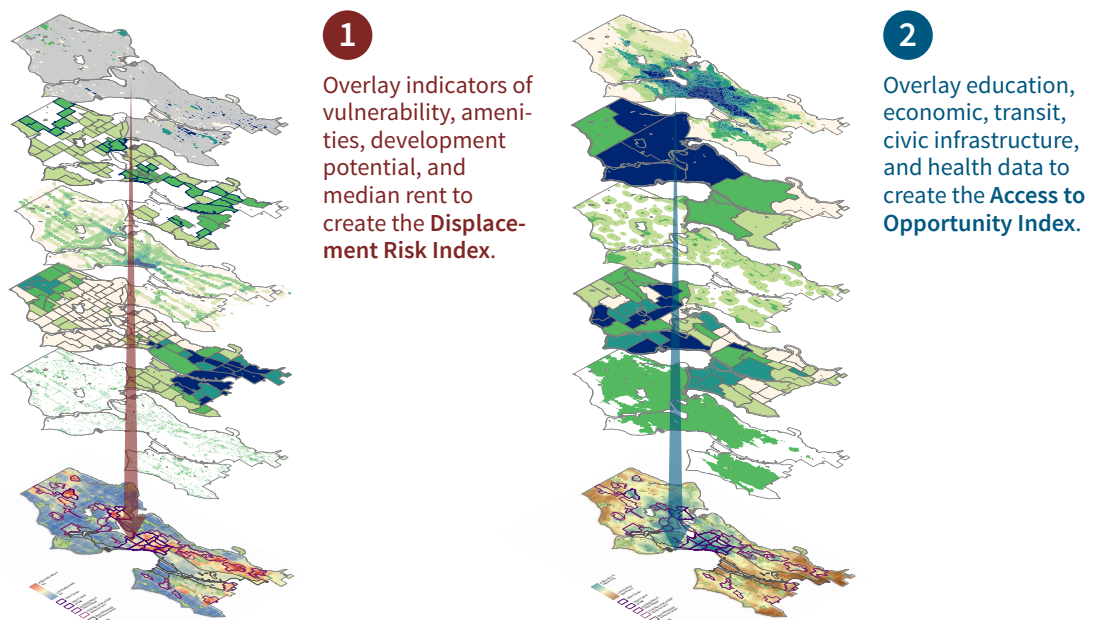


Table 3 and Table 4 describe the data used in this analytical model. The maps that follow illustrate the variation in displacement risk and access to opportunity across the city.

Table 3 Displacement Risk Index indicators

Indicator	Description	Source
1 People of color	Percentage of the population that is a race other than non-Hispanic White	2010 Census
2 Linguistic isolation	Percentage of households in which no one 14 and over speaks English only or no one 14 and over speaks both a language other than English and English "very well"	2008–2012 American Community Survey
3 Educational attainment	Percentage of the population 25 years or older who lack a Bachelor's degree	2008–2012 American Community Survey
4 Housing tenancy	Percentage of households that are renters	2010 Census
5 Housing cost-burdened households	Percentage of households with income below 80% of area median income (AMI) that are cost burdened (paying > 30% of income on housing)	Consolidated Housing Affordability Strategy (CHAS) (based on 2007–2011 American Community Survey)
Severely housing cost-burdened households	Percentage of households with income below 80% of area median income (AMI) that are or severely cost burdened (> 50% of income on housing)	
6 Household income	Percentage of the population whose income is below 200% of poverty level	2008–2012 American Community Survey
7 Proximity to transit	Number of unique transit trips within a quarter-mile walking distance	King County Metro General Transit Feed Specification (GTFS)
8 Proximity to current or future Link light rail and streetcar	Location near a current and future light rail stations and streetcar stops, measured by walking distance	Sound Transit
9 Proximity to core businesses	Location within a certain distance of supermarket/grocery (0.5 mi), pharmacy (0.25 mi), and restaurant/café/diner (0.25 mi)	City of Seattle
10 Proximity to civic infrastructure	Location within a certain distance of a public or private school (0.25 mi), community center (0.25 mi) or park of at least 0.25 acre (distance varies based on park size), or library (0.5 mi)	ReferenceUSA
11 Proximity to high-income neighborhood	Census tracts that (a) have a median household income < 80% of AMI and (b) about a tract where median household income is > 120% of AMI	King County GIS
12 Proximity to job center	Travel time to designated King County Urban Centers and Manufacturing/Industrial Centers	City of Seattle
13 Development capacity	Parcels that allow residential uses identified as likely to redevelop in City development capacity model	2008–2012 American Community Survey
14 Median rent	Ratio of rent per net rentable square foot by tract to the Seattle average for rent per net rentable square foot	Dupre + Scott (Spring 2016)

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Table 4 Access to Opportunity Index indicators

Indicator	Description	Source
1	Elementary school math and reading proficiency scores by attendance area	Washington Office of Superintendent of Public Instruction (OSPI)
School performance		
2	Middle school math and reading proficiency scores by attendance area	
3	Graduation rate	High school graduation rate by attendance area
4	Access to college or university	Location within 30 minutes of a college or university by transit (bus and/or light rail)
		City of Seattle King County Metro GTFS Sound Transit
5	Proximity to a library	Location within quarter-mile walking distance to a library
		City of Seattle
6	Proximity to employment	Number of (by census tract centroid) jobs accessible in 30 minutes by transit
		Puget Sound Regional Council 2013 Covered Employment Estimates
7	Property appreciation	Change in median home value 2000–2013
		2000 Census 2009-2013 American Community Survey
8	Proximity to transit	Number of unique transit trips within 0.25-mile walking distance
		King County Metro General Transit Feed Specification (GTFS)
9	Proximity to current or future Link light rail and streetcar	Location near a current and future light rail stations and streetcar stops, measured by walking distance
		Sound Transit City of Seattle
10	Proximity to a community center	Location near a City-owned and City-operated community center, measured by walking distance (Proximity determined by the size of the park. Larger parks have larger service areas.)
		City of Seattle
11	Proximity to a park	Location near a public open space, measured by as-the-crow-flies distance
		City of Seattle
12	Sidewalk completeness	Percentage of block faces within a quarter mile missing a sidewalk (excluding those SDOT has not identified should be improved)
		City of Seattle
13	Proximity to a health care facility	Location near a health care facility, measured by walking distance
		King County Public Health (2010)
14	Proximity to a location that sells produce	Location near a supermarket, produce stand, or farmers market, measured by walking distance
		ReferenceUSA Washington State Farmers Market Association

Limitations

The indices and maps in the Growth & Equity Analysis should be used with caution. This is a first attempt to understand equity effects of broad City policies, and results of the analysis depend on the selection and weighting of indicators.

All data sources have limitations. These indices are high-level assessments that can inform (but should not predetermine) decisions about growth, investment, and policy. Greater historical and qualitative context is needed to avoid simplistic conclusions. Engagement with those most affected by the equity issues evaluated here should complement this analysis and inform policy makers' decisions.

The indices present “snapshots in time” based on the best currently available data and on research indicating relationships between that data and both displacement risk and access to opportunity. It is important to recognize that anomalies exist in both indices. Furthermore, these indicators will change over time. For example, late in 2015 bus service significantly expanded in Seattle, increasing the number of bus trips within walking distance for many locations in the city.

Income, behavior, and physical proximity affect opportunity in complex and nuanced ways. Some neighborhoods that appear at the lower end of the access to opportunity index may in fact have desirable neighborhood amenities such as a walkable business district or other determinants of well-being not measured by this index. Unique neighborhood characteristics can affect the outcomes of the indices; for instance, the large student population in the University District skews census data for that neighborhood, and findings about displacement risk there are less reliable as a result.

Marginalized populations exist across the entire city, including outside neighborhoods identified as high risk on the displacement risk index. These populations are at risk to have to relocate due to rising housing costs, whether these increases are due to limited housing putting upward pressure on prices or due to particular development in their neighborhood.

The displacement risk index is an assessment of susceptibility, not a predictor of future outcomes. Whether displacement occurs depends on several factors, such as the timing and intensity of growth and the public investments that precede or accompany it.

The relationship between growth and potential displacement is not straightforward. Displacement has many interrelated causes that are difficult to quantify. In areas where current rents are below average, the higher price of new market-rate development can exert upward pressure on the rents in the immediate vicinity, even as overall housing supply increases. Yet while new development in certain areas can exacerbate displacement pressures, new development is critical for absorbing the increasing citywide housing demand that leads to displacement. Growth can also reduce transportation costs, attract new customers to local businesses, and bring in infrastructure and service investments.

The displacement risk index does not directly assess displacement risk for businesses or cultural organizations that are also sometimes forced to relocate as a result of market pressures. Many of the same vulnerability and market indicators could make it difficult for an existing business or community organization to remain. Their displacement can also further destabilize communities of marginalized populations. This displacement may occur at a faster rate than housing displacement since more protections exist for affordable housing than for businesses and cultural anchors.

Displacement Risk Index

This analysis focuses on both physical (direct) and economic and cultural (indirect) displacement that affects marginalized populations. By combining data on vulnerability, amenities, development potential, and rents, the displacement risk index identifies areas where displacement of marginalized populations may be more likely.

- **Vulnerability:** Populations less able to withstand housing cost increases and more likely to experience discrimination or other structural barriers to finding new housing.
- **Amenities:** Potential contributors to real estate demand. Some factors include access to transit, proximity to certain core businesses, and adjacency to gentrifying or affluent neighborhoods.
- **Development capacity:** A measure of how much future development could exist parcel by parcel under current zoning. This roughly suggests the potential location and scale of future development, but it is not a reliable predictor of when development will occur in a given place.
- **Median rent:** Comparing a neighborhood's median rent to the citywide average can suggest the extent to which new market-rate development could affect current rents in that neighborhood.

Figure 4 integrates the vulnerability indicators (the first six indicators in Table 3) into a single map. These are just some of the factors that contribute to the level of displacement risk across Seattle, which is shown in Figure 5.

Access to Opportunity Index

The analysis also considers marginalized populations' access to key determinants of social, economic, and physical well-being. Access to economic opportunity depends on not only physical proximity to quality jobs but also the ability to attain the skills and experience needed to acquire such jobs. Shown in Figure 6, the access to opportunity index integrates a broad range of indicators, but it is not an exhaustive assessment of the factors that contribute to well-being and allow individuals to flourish.

The access to opportunity index includes measures related to education, economic opportunity, transit, civic infrastructure, and public health.

Figure 4 Composite vulnerability indicators

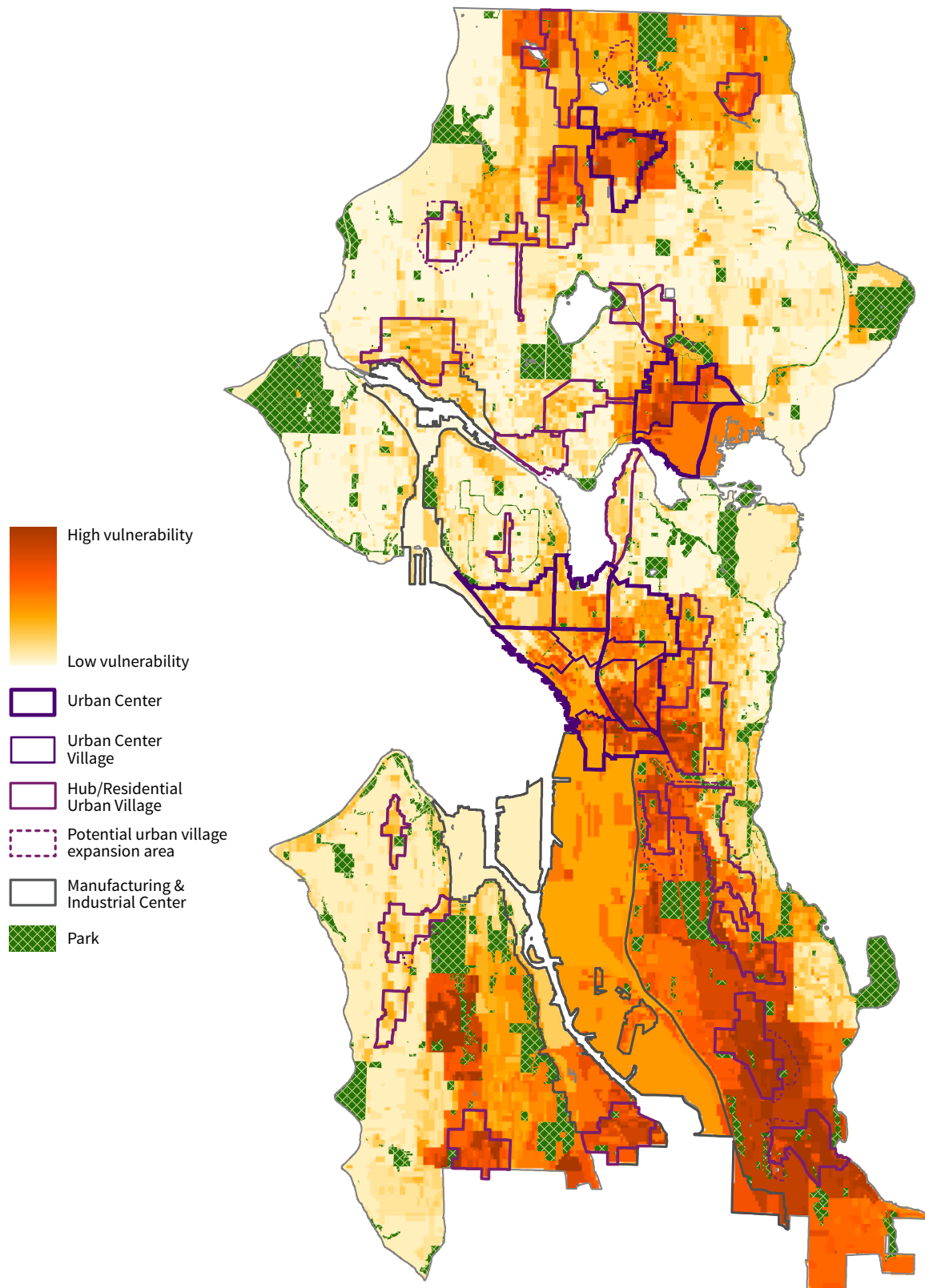


Figure 5 Displacement Risk Index

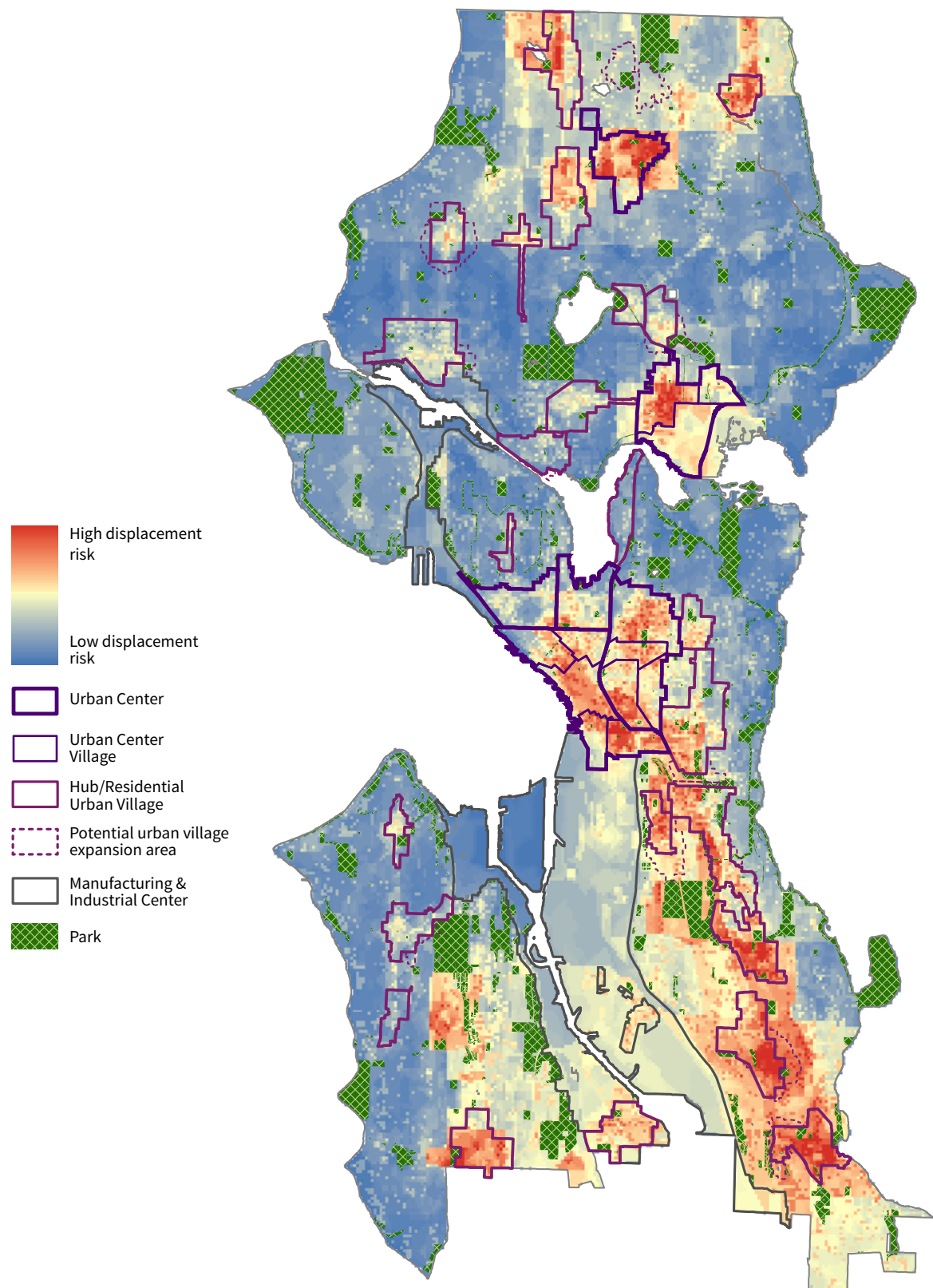
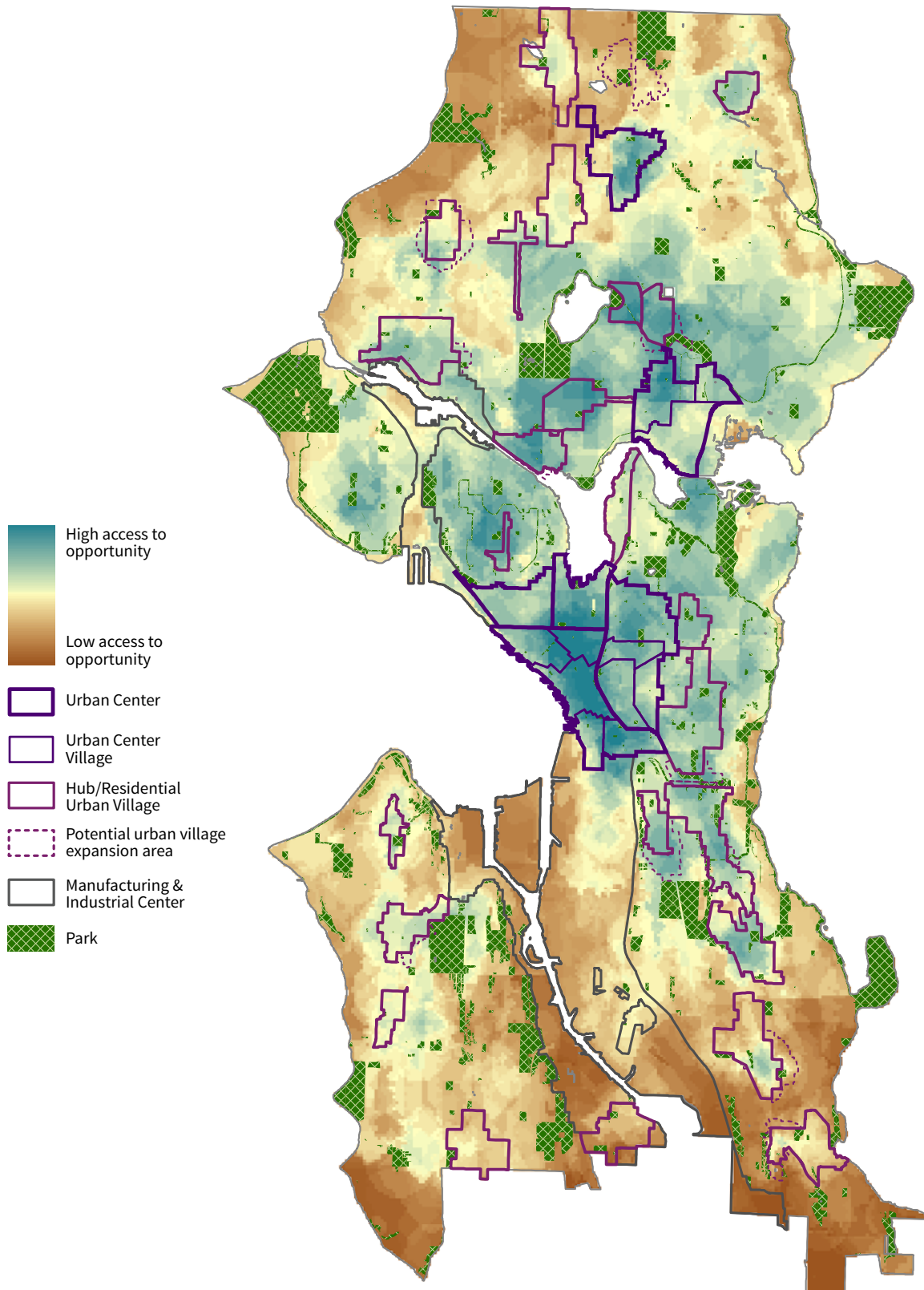


Figure 6 Access to Opportunity Index



Together, the indicators in Table 4 produce an index that assesses access to social, physical, and economic opportunity. The indicators measure access to some of the resources people need to succeed and thrive. Because these resources can attract private development and influence residents' decisions about where to live, communities with more of these resources also have some of Seattle's highest housing costs. Note that some of the access to opportunity indicators are also factors that increase the potential for displacement, such as access to transit and jobs.

In 2010, the Kirwan Institute for the Study of Race and Ethnicity released [The Geography of Opportunity](#), an opportunity mapping report for King County. While that research has informed our analysis, Kirwan uses a larger set of education, economic opportunity, and housing indicators that includes both determinants (such as proximity to jobs) and outcomes (such as unemployment rate). Other outcome measures in the Kirwan work are crime rate and neighborhood poverty rate. Since this analysis is intended to inform Seattle's long-range growth strategy, it focuses on place-based determinants that could lead to unwanted changes in a neighborhood, rather than on outcomes.

The access to opportunity index also incorporates some of the neighborhood amenities identified in the Seattle Planning Commission's [Seattle Transit Communities](#) report. The index does not catalog amenities such as locally owned stores that sell culturally appropriate food or cultural organizations.

Methodological Updates

In response to public comments on the Draft Growth & Equity Analysis, these maps of the displacement risk and access to opportunity reflect several minor methodological updates. Table 5 summarizes these changes. Most methodological updates occurred in order to use the most current datasets available. Individual maps for each factor in the displacement risk and access to opportunity models are available in [Attachment B](#).

Introducing a Displacement Risk / Access to Opportunity Typology

The maps of existing conditions show that disparities exist. Displacement risk is greater in some neighborhoods than others, and Seattle's geography of opportunity is uneven. Some neighborhoods, such as southeast Seattle, present a very high level of displacement risk and very low access to opportunity. Key determinants of social, physical, and economic well-being are not equitably distributed, leaving many marginalized populations without access to factors necessary to succeed in life.

Figure 7 illustrates a typology that categorizes each of the city's urban centers and villages according to its relative position on the displacement risk and access to opportunity indices. The typology helps identify the potential impacts of future growth and suggests which mitigation measures could address the differential needs and opportunities present

Table 5 Methodological changes between the Draft and Final Growth & Equity Analysis

Indicator	Change in methodology
Linguistic isolation	Previously this indicator was English-speaking ability. The linguistic isolation indicator captures households where adults do not speak English very well, even if children in that household do speak English very well.
Proximity to transit	This indicator was updated to reflect the most current transit service data available.
Proximity to light rail	This indicator was updated to reflect University Link service, which came online in March 2016.
Proximity to regional job center	This indicator now includes designated Manufacturing and Industrial Centers.
Median rent	This indicator was updated to reflect the most current rent data available. Previously, median rent data was gathered at the census tract level, but for many tracts no data was available for a given unit type. To address this, the updated version incorporates median rent data at the neighborhood scale.
School performance	Previously this indicator reflected elementary and middle school reading and math proficiency scores relative to a citywide average. In the updated model, school performance data is classified according to the percentage of students at grade level. This changes only how the data are visualized; it does not have an effect on the results.
Graduation rate	Previously this indicator reflected high school graduation rates to a citywide average. In the updated model, each high school's graduation rate is classified as an absolute percentage. This changes only how the data are visualized; it does not have an effect on the results.
Access to college or university	This indicator now incorporates University Link service, which increases the area in certain parts of the city that can access a college or university within 30 minutes by transit.
Proximity to employment	This indicator was updated to reflect the most recent employment dataset available. Previously this indicator used as-the-crow-flies distance to assess proximity. In the updated model, it uses access via the transit network.
Sidewalk completeness	This is a new indicator added in response to public comment that sidewalk connectivity influences the level of access to services and amenities.
Proximity to a location that sells produce	The dataset for this indicator has been adjusted. Previously it reflected an outdated and unreliable dataset. The updated model includes supermarkets, produce stands, and farmers markets.

in urban centers and villages. For certain urban villages whose boundaries are proposed to change, their placement on the typology reflects the expanded geography. This analysis builds on the Puget Sound Regional Council's (PSRC) *Growing Transit Communities* work, which also accounts for both the physical and social conditions of communities.

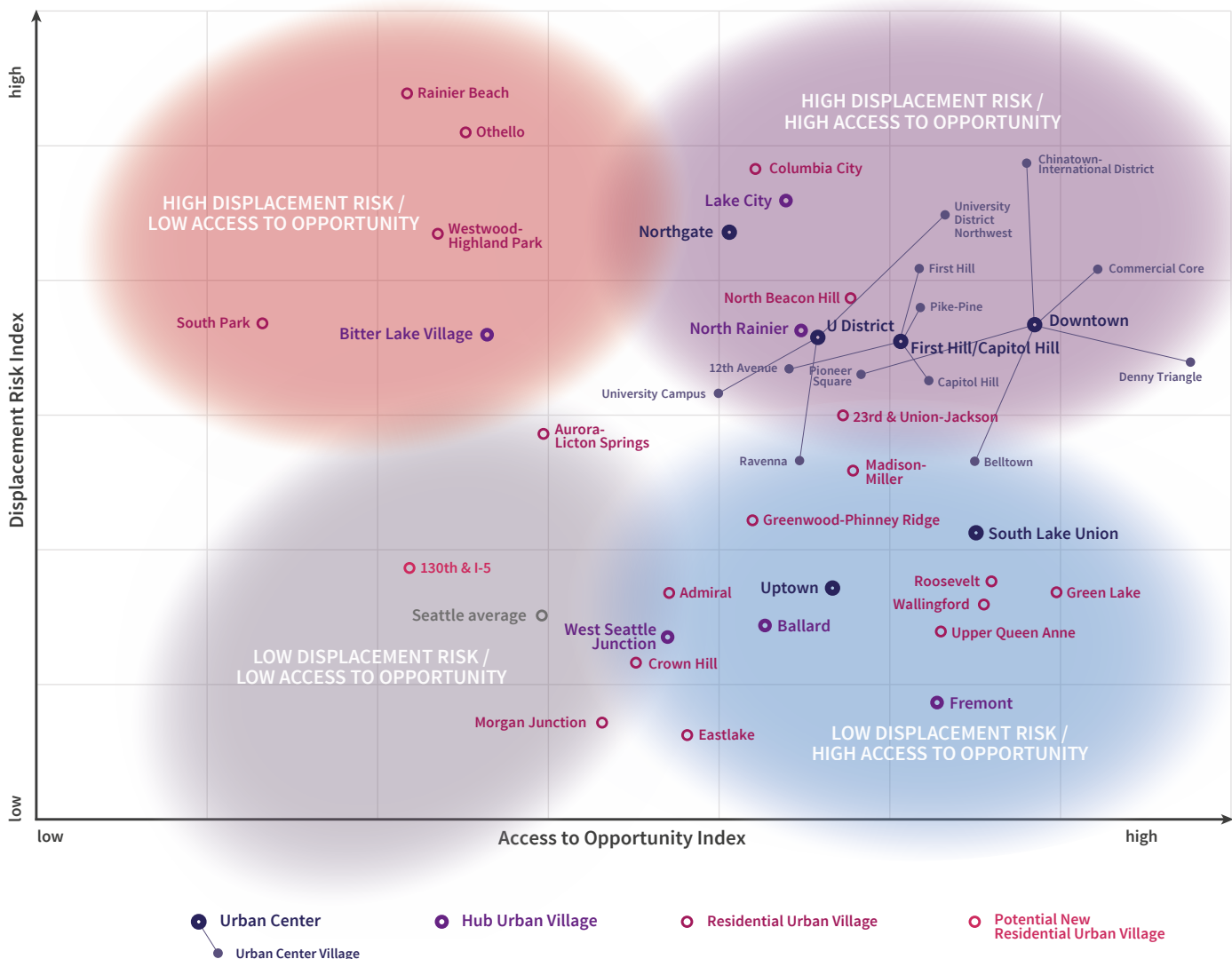
This typology informed the development of the recommended Growth Strategy. Similar to the emphasis on higher relative growth near high capacity transit, slightly lower growth estimates reflect areas with high displacement risk and low access to opportunity. The typology also informs the mitigation strategies appropriate for each type of urban village, as outlined in the Equitable Development Implementation Plan. The methodological changes described in Table 4 did not change the categorization of any urban village, but it slightly refines their relative position on the typology.

The general clustering of urban villages into four distinct categories is a more meaningful pattern than the precise relationship of any single urban village to another. Because many

factors contribute to a neighborhood's position on this diagram, it is critical to examine carefully the underlying data layers before adopting investments or programs to mitigate displacement or increase access to opportunity. Two urban villages may coincide on the typology diagram but for different reasons. For example, because this analysis integrates several inputs into a single result, an urban village with marginalized populations and fewer amenities could occupy a very similar position on the displacement risk axis of the typology as an urban village with inverse characteristics. In this case, a similar result for displacement risk in two urban villages masks their dissimilar socioeconomic conditions that investments and policy decisions must consider.

We can see this phenomenon at work in Seattle's urban centers — six large, populous areas with a varied social and economic landscape. To address this, the typology not only classifies urban centers but also their component urban center villages according to the average

Figure 7 Displacement Risk / Access to Opportunity Typology



level of displacement risk and access to opportunity each presents. This granular level of analysis allows us to distinguish, for example, subareas of the Downtown Urban Center, such as Chinatown-International District, where displacement risk is very high, and Belltown, where it is very low.

[Attachment B](#) presents a series of maps that illustrate each of the individual factors used in the displacement risk and access to opportunity indices. These are important resources to consult whenever the typology informs investment or policy decisions because they provide context behind the high-level categorization of an urban village on the typology.

The following discussion explores the characteristics of each type of urban village, their role in an equitable growth strategy, and the strategies and interventions necessary to create an equitable city.

HIGH DISPLACEMENT RISK/LOW ACCESS TO OPPORTUNITY

As they grow, some areas with high displacement risk and low access to opportunity are transitioning to higher levels of desirability. Several have light rail service that is beginning to attract private market investment. However, some still do not have all the amenities and services found elsewhere in Seattle. Urban villages in this category are often adjacent to neighborhoods that have already experienced physical and demographic change.

Growth can benefit these communities because it leads to new services, amenities, and opportunities. Furthermore, at the citywide level, new housing is critical to addressing upward pressure on housing costs due to employment growth and increasing demand for housing. However, in certain areas rapid private-market-led development without mitigation will lead to displacement of marginalized populations. Where displacement risk is higher, mitigation strategies must accompany market-rate housing growth to ensure that new development benefits the neighborhood and limits displacement of existing residents.

Even without growth, these areas need significant assistance to provide more opportunities for current residents. Strategies to address equity in these neighborhoods lead with public investments in physical and social infrastructure and public- and non-profit-led development that serves the needs of the existing community. For example, investments to foster new quality job centers and the new post-secondary education facilities that train local residents to fill those jobs. These interventions are the same as those required to mitigate growth impacts in neighborhoods with high displacement risk. Therefore, early interventions can also serve as mitigation for additional growth allocation.

HIGH DISPLACEMENT RISK/HIGH ACCESS TO OPPORTUNITY

Neighborhoods with high risk of displacement and high levels of access to opportunity are often highly desirable because of the amenities they contain and can have relatively lower housing costs. The desirability of these neighborhoods attracts new development that could displace marginalized populations in these places.

An equitable development strategy for these neighborhoods is to stabilize existing marginalized populations while also providing opportunities for economic mobility. This approach would lead with public and non-profit investment in affordable housing and stabilization of small businesses and cultural organizations to allow market-rate development to occur with minimal displacement.

LOW DISPLACEMENT RISK/HIGH ACCESS TO OPPORTUNITY

Neighborhoods with low risk of displacement and high access to opportunity are desirable and have fewer marginalized populations. These areas generally offer good access to economic and educational opportunities. In these neighborhoods, housing costs tend to be high, housing choices limited, and market-rate housing unaffordable to lower-income households. With relatively few marginalized populations, these areas may also lack the cultural services and community organizations geared to those populations.

An equitable approach to development in these places expands pathways into the neighborhood for people who currently cannot afford to live, work, or operate a business there and leverages market demand to welcome new residents, jobs, and businesses.

This approach calls for allowing the private market to meet the high levels of demand for housing in these neighborhoods by increasing the supply and variety of housing options available. Because they have lower displacement risk and higher access to opportunity, these urban villages can welcome higher levels of growth in order to expand access for marginalized populations without displacement. Incentives for private market housing that serves a range of incomes and household sizes could make it possible for marginalized populations to live and work in these areas and take advantage of the opportunities that exist there. This means allowing and encouraging a denser and broader range of housing types, such as duplexes, triplexes, rowhouses, flats, and other forms appropriate for a range of incomes and household sizes, within and adjacent to these urban villages beyond what current zoning allows.

LOW DISPLACEMENT RISK/LOW ACCESS TO OPPORTUNITY

Few urban villages fall in this category. All could absorb growth with minimal displacement risk, but access to opportunity in these places is also limited.

Currently, constrained capacity for growth in these areas limits the possibility for expanded housing supply, new affordable housing, and a greater variety of housing options. Depending on the market, these areas may need public intervention to encourage growth. An equitable development strategy could also make investments to improve access to key determinants of well-being in these areas where there are gaps.

Table 6 broadly outlines approaches to producing more equitable conditions in different village types. The Equitable Development Implementation Plan contains more detailed strategies for each of the general approaches.

Table 6 Equitable development measures for each type of urban center and village

High Displacement Risk/Low Access to Opportunity	High Displacement Risk/High Access to Opportunity
<ul style="list-style-type: none"> • Advance Economic Mobility and Opportunity • Prevent Residential, Commercial, and Cultural Displacement • Build on Local Cultural Assets • Promote Transportation Mobility and Connectivity • Develop Healthy and Safe Neighborhoods 	<ul style="list-style-type: none"> • Advance Economic Mobility and Opportunity • Prevent Residential, Commercial, and Cultural Displacement • Build on Local Cultural Assets
Low Displacement Risk/Low Access to Opportunity	Low Displacement Risk/High Access to Opportunity
<ul style="list-style-type: none"> • Develop Healthy and Safe Neighborhoods • Equitable Access to all Neighborhoods 	<ul style="list-style-type: none"> • Advance Economic Mobility and Opportunity • Equitable Access to all Neighborhoods

Analysis of the Recommended Growth Strategy

The City's Comprehensive Plan describes how and where the City plans to accommodate expected growth. Between 2015 and 2035, Seattle expects to add 70,000 housing units and 115,000 jobs. Because Seattle is a fully built city, most new development will occur on sites that already contain some existing residences or businesses. The City's primary approach to accommodating growth is to locate new housing and jobs in the urban villages well served by light rail or bus transit. Table 8 lists the housing and employment growth estimates for urban centers.

Table 7 Expected growth in housing units and jobs for the six urban centers

Urban Center	Expected housing growth	Expected employment growth
Downtown	12,000	35,000
First Hill / Capitol Hill	6,000	3,000
University District	3,500	5,000
Northgate	3,000	8,000
South Lake Union	7,500	12,000
Uptown	3,000	2,000

Table 8 indicates the growth rate for different categories of urban villages, with hub villages expected to have a higher growth rate than residential urban villages. Villages with very good transit service are expected to grow faster than those without. However, recognizing the potential for displacement of marginalized populations and small businesses, the City

proposes a moderate rate of growth in those villages that have both a high risk of displacement and low access to opportunity and aims to make near-term public investments to stabilize and create economic mobility opportunities. The accompanying Equitable Development Implementation Plan details these investments. The map on the following page identifies villages by category and illustrates the growth rates shown below.

Table 8 Proposed growth estimates by urban village types

	Expected housing growth rate*	Expected employment growth rate*
Hub Urban Villages		
Fremont	40%	50%
Lake City		
Hub Urban Villages with very good transit service		
Ballard	60%	50%
Mount Baker (North Rainier)		
West Seattle Junction		
Hub Urban Villages with high displacement risk and low access to opportunity, regardless of the level of transit service	40%	50%
Bitter Lake Village		
Residential Urban Villages		
Admiral		
Eastlake		
Greenwood-Phinney Ridge	30%	not applicable
Madison-Miller		
Morgan Junction		
Upper Queen Anne		
Wallingford		
Residential Urban Villages with very good transit service		
23rd & Union-Jackson		
Aurora-Licton Springs		
Columbia City	50%	not applicable
Crown Hill		
Green Lake		
North Beacon Hill		
Roosevelt		
Residential Urban Villages with high displacement risk and low access to opportunity, regardless of the level of transit service		
Othello	30%	not applicable
Rainier Beach		
South Park		
Westwood-Highland Park		

* Percentage growth above the actual number of housing units or jobs in 2015, except as limited by zoning capacity.

The recommended Growth Strategy continues the Comprehensive Plan's urban village strategy, with varying rates of growth expected among the city's urban centers and villages to reflect multiple policy goals, such as densifying the city's urban centers, locating more growth near high-capacity transit service, and addressing the risk of displacement for marginalized populations.

Summary of Growth Alternatives Analyzed in the DEIS

The City of Seattle expects to add 70,000 housing units and 115,000 jobs over the next 20 years. In the Draft Environmental Impact Statement, the City analyzed four growth alternatives for distributing the 70,000 housing units and 115,000 jobs expected over the next 20 years. In brief, the Draft Growth & Equity Analysis of the four alternatives made the following conclusions:

Alternative 1 Continue Current Growth Trends (No Action)	Alternative 2 Guide Growth to Urban Centers	Alternative 3 Guide Growth to Urban Villages near Light Rail	Alternative 4 Guide Growth to Urban Villages near Transit
What level of public investment is necessary for marginalized populations to benefit from growth without displacement?			
Required public investment is in the middle compared to other alternatives because growth is more evenly distributed in both high- and low-displacement risk urban villages.	Potentially lower levels of investment needed because less growth is allocated in high-displacement risk areas. However, more growth would be in expensive high-rise construction.	Highest level of growth in high-displacement risk areas like Rainier Beach, Othello, and North Beacon Hill, requiring the greatest degree of anti-displacement mitigation.	Substantial anti-displacement investments required in the southeast Seattle urban villages with light rail stations where displacement risk is high.
How much does the alternative expand access to opportunity for marginalized populations?			
Allocates significant growth to a few urban villages where displacement risk is low and access to opportunity is high.	Does the least to expand access for marginalized populations because less growth is allocated to areas with high opportunity and low displacement risk.	Potential to expand access to opportunity in some, but not most, areas with low displacement risk and high access to opportunity.	Greater potential to grow in areas with high access to opportunity than Alternative 3, but limited potential to expand access to other high-access urban villages.

Each of the growth alternatives studied in the DEIS reflected the same estimates of the new housing units and jobs expected in Seattle over the next 20 years. The alternatives did not address the timing of growth during that period or specify the type of development that could occur. Yet timing and type could determine the impact that new development would have on marginalized populations with respect to displacement and access to opportunity.

Difference between Existing Units and Expected Growth

To understand the potential impacts of the recommended Growth Strategy, the Growth & Equity Analysis focuses on the expected rate of housing growth for an urban village in the context of its current stock of housing units. The analysis then examines this relative growth rate with the degree of displacement risk and access to opportunity for the urban village.

The proportional difference in magnitude between existing units and expected growth is important. 500 new housing units in an urban village that currently has 1,000 housing units, a 50 percent increase over the current housing stock, is likely to have a greater impact on current real estate prices in that submarket than 500 new units in an urban village that already has 5,000 housing units, a 10 percent increase.

Figure 8 illustrates the expected housing growth rates for each urban village as listed in Table 8.

Impacts of the Recommended Growth Strategy on Displacement Risk and Access to Opportunity

This section analyzes how the recommended Growth Strategy affects displacement risk and access to opportunity for marginalized populations and identifies how managed growth and equitable investments can lower the risk of displacement and expand access to opportunity to create an equitable city. This analysis cannot account for many of the factors that contribute to these outcomes, such as market dynamics and the timing of development in individual urban centers and villages. Instead, it assumes that growth will occur evenly over time and distributed to different villages according to the assumptions in the Comprehensive Plan. Numerous policy choices must accompany the recommended Growth Strategy, and additional study is necessary to understand more fully the specific actions to take and their full costs.

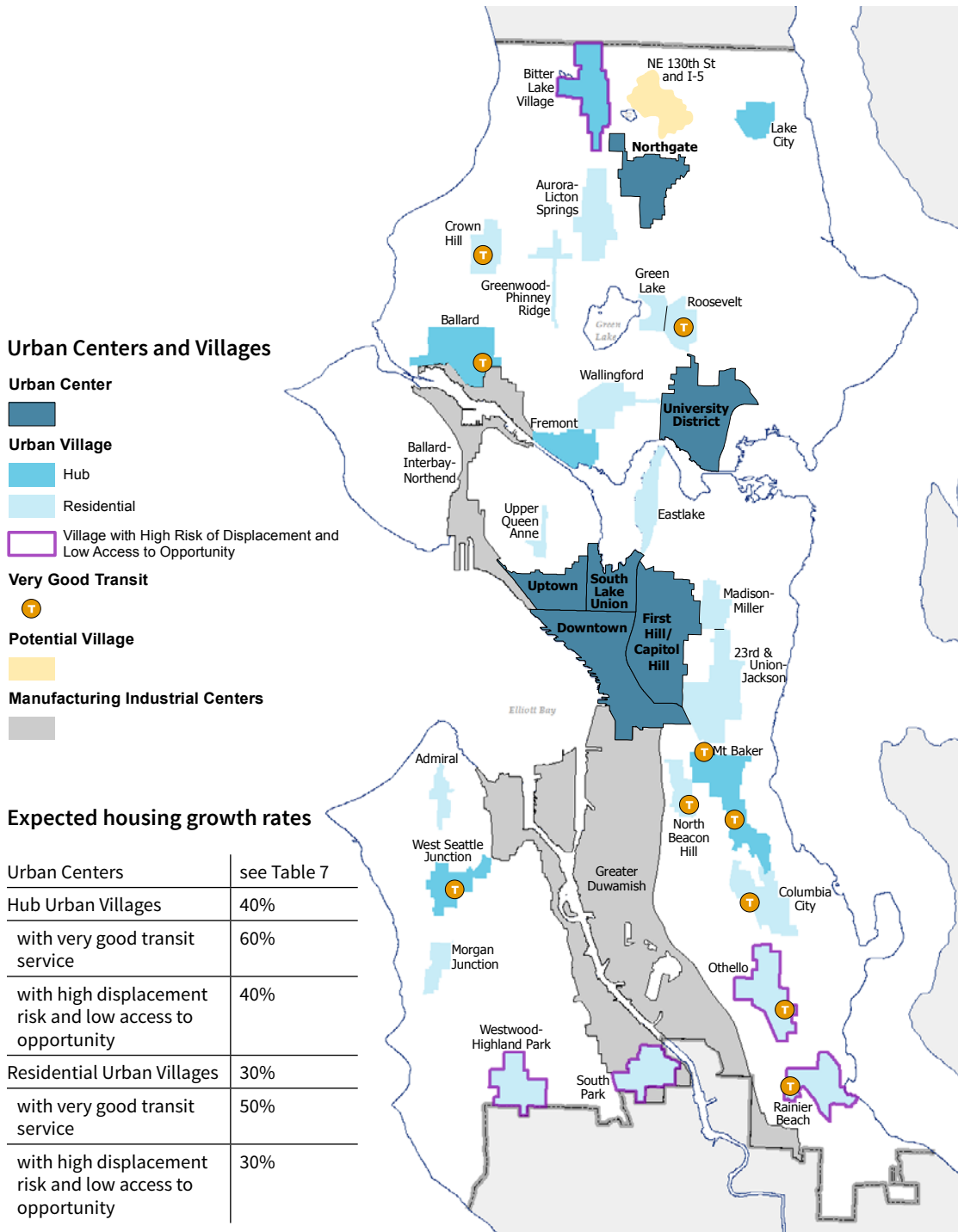
For achieving equity, how growth unfolds is much more important than the amount of growth.

To achieve equity, how growth unfolds is as important as the amount of growth. The relative growth expected for a particular neighborhood is not the only determinant of whether the neighborhood will develop equitably. The timing and pace of redevelopment can also influence the likelihood of displacement. Rapid changes can be more destabilizing for a neighborhood real estate market and therefore more likely to displace existing residents than a steady rate of growth that allows time for accompanying offsetting investments to be effective.

If unmitigated, rapid market-rate redevelopment in high displacement risk areas is likely to exacerbate displacement pressures. Limited housing choice and supply in areas with low displacement risk and high access to opportunity is likely to continue to inhibit equitable access for marginalized populations.

In the recommended Growth Strategy, the City anticipates a higher rate of growth in urban villages with good transit service and a relatively lower rate of growth in urban villages with

Figure 8 Expected housing growth rates relative to existing housing units



high displacement risk and low access to opportunity, as shown in Table 8. This addresses the existing conditions reflected in the displacement risk and access to opportunity indices and builds into the Plan a key strategy for mitigating displacement risk. However, in certain areas, displacement is a concern regardless of the level of growth and is likely to have disproportionate impacts on marginalized populations. The Equitable Development Implementation Plan identifies near-term investments in anti-displacement strategies that the City can use to ensure equitable growth in neighborhoods with high displacement risk and low access to opportunity. With sufficient public resources, neighborhoods with the highest risk of displacement could experience significant private-sector housing development without displacement, provided that appropriate public investment in the associated mitigation strategies accompany or, ideally, precede that growth. For neighborhoods identified in the previous section as having low access to opportunity, some intervention is necessary to make them more equitable communities, even without any growth.

A higher rate of growth in areas with frequent transit service can help expand access and housing choices for marginalized populations. Because access to transit can help to offset higher housing costs, substantial investment in affordable housing close to light rail and frequent bus service can increase access to education and employment opportunities and help to stem displacement, especially as expanded transit service attracts new residents to these areas. Without increased access to transit, marginalized populations may experience only the market pressures associated with living in a desirable neighborhood and not the benefits.

Similar to the relatively lower growth rates for areas where displacement risk is high, the recommended Growth Strategy takes a complementary approach for some urban villages with low displacement risk and high access to opportunity where very good transit service is present: Roosevelt, Crown Hill, and Ballard. As previously discussed, urban villages with high access to opportunity and low displacement risk often have higher real estate values, fewer housing choices for lower-income households, and fewer marginalized populations. In these areas, higher rates of redevelopment could accommodate more of the city's expected 20-year growth, absorbing citywide housing demand, without increasing displacement risk. Higher rates of growth can also increase options for a broader range of people and households to live and work in these high-opportunity neighborhoods. Leveraging new development to expand access for marginalized populations without displacement beyond the growth estimates in the recommended Growth Strategy would advance the City's goal of equitable development. These policy changes could be considered during future Comprehensive Plan annual amendment cycles.

Roughly half of the 20-year housing growth in the recommended Growth Strategy is expected to occur in the six urban centers. Many of these 35,000 housing units will be in high-rise buildings, which are inherently more expensive to construct than the wood-frame construction typical in, for example, low-rise multifamily zones. Higher construction costs generally yield higher rents. The high access to opportunity found in urban centers can partially offset some of the added cost of housing in these areas. Further, construction of housing tar-

geted for high-income households absorbs demand that otherwise puts upward pressure on housing costs elsewhere in the city. Policies such as the proposed Mandatory Housing Affordability (MHA) program can help to ensure that growth in expensive building types nonetheless contributes to affordability and inclusion.

Urban Village Boundary Changes

The Draft Growth & Equity Analysis considered expanded urban village boundaries for several urban villages, which would affect future use and density levels in areas predominantly zoned for single-family residential use currently. The displacement risk and access to opportunity typology reflects these expanded urban villages, which would include land within a 10-minute walk of frequent transit facilities. These potential boundary changes largely fall into two categories:

LOW DISPLACEMENT RISK/HIGH ACCESS TO OPPORTUNITY URBAN VILLAGES: BALLARD, FREMONT, CROWN HILL, ROOSEVELT, AND FREMONT

Adding development capacity to areas in close proximity to frequent transit is consistent with a strategy to create more multifamily development, expand housing choice and supply, and increase the possibility of having more affordable housing in these neighborhoods.

HIGH DISPLACEMENT RISK URBAN VILLAGES: OTHELLO, COLUMBIA CITY, NORTH RAINIER, NORTH BEACON HILL AND RAINIER BEACH

It is not clear that expanding urban village boundaries supports the equitable development strategies outlined for these villages. New development may put upward pressure on rents before community stabilizing investments take effect. A well-resourced mitigation strategy coupled with expansion of housing choices over time could prove successful, but further community engagement and analysis should be undertaken to determine the feasibility and details of such a strategy.

May 2016

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Attachment A

Decennial Census Population Estimates by Race and Hispanic/Latino Origin

	TOTAL POPULATION		WHITE				BLACK (1990); BLACK OR AFRICAN AMERICAN (2010)				ASIAN OR PACIFIC ISLANDER (1990); ASIAN (2010)				AMERICAN INDIAN, ESKIMO, OR ALEUT (1990); AMERICAN INDIAN & ALASKA NATIVE (2010)				HISPANIC (1990); HISPANIC OR LATINO (2010)				PERSONS OF COLOR			
	1990	2010	1990		2010		1990		2010		1990		2010		1990		2010		1990		2010		1990 (of a race other than White and/or of Hispanic origin)		2010 (of a race other than White alone and/or of Hispanic/Latino origin)	
King County	1,507,319	1,931,249	1,278,532	85%	1,325,845	69%	76,289	5%	119,801	6%	118,784	8%	282,075	15%	17,305	1.1%	16,147	0.8%	44,337	3%	172,378	9%	273,124	18%	852,327	44%
City of Seattle	516,259	608,660	388,858	75%	422,870	69%	51,948	10%	48,316	8%	60,819	12%	84,215	14%	7,326	1.4%	4,809	0.8%	18,349	4%	40,329	7%	135,836	26%	205,082	34%
Outside Urban Centers/ Villages	365,931	399,870	285,003	78%	291,445	73%	31,479	9%	26,270	7%	40,946	11%	33,654	8%	4,226	1.2%	2,589	0.6%	11,333	3%	22,596	6%	86,453	24%	119,730	30%
All Urban Centers/Villages	146,662	206,068	101,313	69%	129,587	63%	20,048	14%	21,802	11%	19,397	13%	50,395	24%	2,979	2.0%	2,138	1.0%	6,724	5%	17,286	8%	48,126	33%	84,300	41%
URBAN CENTERS	69,857	102,883	52,805	76%	68,355	66%	6,213	9%	7,684	7%	8,263	12%	17,813	17%	1,381	2.0%	1,164	1.1%	3,226	5%	6,870	7%	18,565	27%	38,189	37%
Northgate	5,136	6,369	3,942	77%	3,600	57%	279	5%	580	9%	752	15%	1,353	21%	59	1.1%	89	1.4%	256	5%	679	11%	1,303	25%	3,063	48%
South Lake Union	1,116	3,774	1,001	90%	2,663	71%	45	4%	394	10%	39	3%	410	11%	16	1.4%	36	1.0%	57	5%	235	6%	156	14%	1,257	33%
University District Northwest	10,552	13,654	8,206	78%	8,318	61%	273	3%	386	3%	1,852	18%	3,756	28%	106	1.0%	73	0.5%	319	3%	714	5%	2,523	24%	5,705	42%
Ravenna	2,850	3,323	2,171	76%	2,199	66%	117	4%	93	3%	449	16%	754	23%	48	1.7%	11	0.3%	115	4%	194	6%	722	25%	1,219	37%
University Campus	4,598	5,727	3,014	66%	3,282	57%	211	5%	101	2%	1,202	26%	1,784	31%	58	1.3%	25	0.4%	211	5%	291	5%	1,666	36%	2,646	46%
University Community	18,000	22,704	13,391	74%	13,799	61%	601	3%	580	3%	3,503	19%	6,294	28%	212	1.2%	109	0.5%	645	4%	1,199	5%	4,911	27%	9,570	42%
Uptown	4,472	7,300	3,943	88%	5,824	80%	186	4%	258	4%	206	5%	720	10%	61	1.4%	55	0.8%	162	4%	457	6%	611	14%	1,739	24%
Belltown	4,116	11,961	3,490	85%	8,404	70%	300	7%	871	7%	168	4%	1,703	14%	105	2.6%	166	1.4%	152	4%	789	7%	691	17%	4,016	34%
Denny Triangle	732	3,248	562	77%	2,240	69%	65	9%	253	8%	43	6%	475	15%	55	7.5%	57	1.8%	32	4%	229	7%	185	25%	1,143	35%
Commercial Core	3,898	5,917	2,613	67%	3,996	68%	979	25%	1,031	17%	135	3%	538	9%	134	3.4%	107	1.8%	182	5%	288	5%	1,361	35%	2,096	35%
Pioneer Square	1,485	2,252	943	64%	1,385	62%	389	26%	464	21%	40	3%	137	6%	74	5.0%	80	3.6%	164	11%	187	8%	637	43%	954	42%
Chinatown-ID	1,962	3,466	728	37%	868	25%	222	11%	351	10%	888	45%	1,977	57%	70	3.6%	64	1.8%	159	8%	177	5%	1,274	65%	2,670	77%
Downtown	12,193	26,844	8,336	68%	16,893	63%	1,955	16%	2,970	11%	1,274	10%	4,830	18%	438	3.6%	474	1.8%	689	6%	1,670	6%	4,148	34%	10,879	41%
Capitol Hill	16,334	18,279	13,714	84%	14,493	79%	1,294	8%	832	5%	825	5%	1,464	8%	229	1.4%	161	0.9%	699	4%	1,276	7%	2,993	18%	4,532	25%
Pike/Pine	2,624	4,413	1,971	75%	3,261	74%	328	13%	277	6%	193	7%	515	12%	85	3.2%	55	1.2%	123	5%	292	7%	711	27%	1,322	30%
First Hill	7,568	8,681	5,081	67%	5,220	60%	1,050	14%	1,230	14%	1,096	14%	1,396	16%	209	2.8%	124	1.4%	404	5%	682	8%	2,658	35%	3,749	43%
12th Avenue	2,414	4,519	1,426	59%	2,602	58%	475	20%	563	12%	375	16%	831	18%	72	3.0%	61	1.3%	191	8%	380	8%	1,074	44%	2,078	46%
First/Capitol Hill	28,940	35,892	22,192	77%	25,576	71%	3,147	11%	2,902	8%	2,489	9%	4,206	12%	595	2.1%	401	1.1%	1,417	5%	2,630	7%	7,436	26%	11,681	33%
HUB URBAN VILLAGES	22,264	30,906	17,030	76%	20,912	68%	1,823	8%	2,730	9%	2,612	12%	4,186	14%	409	1.8%	318	1.0%	825	4%	2,302	7%	5,579	25%	11,006	36%
Ballard	7,311	10,078	6,602	90%	8,551	85%	128	2%	218	2%	294	4%	578	6%	168	2.3%	89	0.9%	263	4%	557	6%	848	12%	1,839	18%
Bitter Lake Village	3,175	4,273	2,711	85%	2,642	62%	96	3%	523	12%	284	9%	626	15%	50	1.6%	49	1.1%	112	4%	290	7%	530	17%	1,754	41%
Fremont	3,153	3,960	2,740	87%	3,249	82%	92	3%	104	3%	193	6%	326	8%	68	2.2%	23	0.6%	107	3%	173	4%	456	14%	800	20%
Lake City	2,111	3,899	1,603	76%	2,108	54%	142	7%	462	12%	288	14%	763	20%	22	1.0%	63	1.6%	88	4%	494	13%	533	25%	1,985	51%

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Growth and Equity

Analyzing Impacts on Displacement and Opportunity Related to Seattle's Growth Strategy

May 2016

continued from previous page

TOTAL POPULATION			WHITE				BLACK (1990); BLACK OR AFRICAN AMERICAN (2010)				ASIAN OR PACIFIC ISLANDER (1990); ASIAN (2010)				AMERICAN INDIAN, ESKIMO, OR ALEUT (1990); AMERICAN INDIAN & ALASKA NATIVE (2010)				HISPANIC (1990); HISPANIC OR LATINO (2010)				PERSONS OF COLOR			
	1990	2010	1990		2010		1990		2010		1990		2010		1990		2010		1990		2010		1990 (of a race other than White and/or of Hispanic origin)		2010 (of a race other than White alone and/or of Hispanic/Latino origin)	
North Rainier	3,629	4,908	877	24%	1,371	28%	1,227	34%	1,281	26%	1,404	39%	1,633	33%	59	1.6%	57	1.2%	132	4%	472	10%	2,779	77%	3,686	75%
West Seattle Junction	2,885	3,788	2,497	87%	2,991	79%	138	5%	142	4%	149	5%	260	7%	42	1.5%	37	1.0%	123	4%	316	8%	433	15%	942	25%
HUB URBAN VILLAGES	22,264	30,906	17,030	76%	20,912	68%	1,823	8%	2,730	9%	2,612	12%	4,186	14%	409	1.80%	318	1.00%	825	4%	2,302	7%	5,579	25%	11,006	36%
23rd & Union-Jackson	6,926	9,468	1,077	16%	4,191	44%	4,407	64%	2,617	28%	1,207	17%	1,429	15%	85	1.2%	74	0.8%	296	4%	962	10%	5,930	86%	5,634	60%
Admiral	1,186	1,528	1,087	92%	1,260	82%	27	2%	56	4%	44	4%	89	6%	21	1.8%	18	1.2%	32	3%	96	6%	120	10%	324	21%
Aurora-Licton Springs	4,709	6,179	3,812	81%	4,065	66%	258	5%	469	8%	460	10%	845	14%	96	2.0%	58	0.9%	218	5%	704	11%	1,013	22%	2,418	39%
Columbia City	3,617	3,937	822	23%	1,271	32%	1,646	46%	1,210	31%	977	27%	1,005	26%	112	3.1%	29	0.7%	146	4%	375	10%	2,819	78%	2,798	71%
Crown Hill	2,109	2,459	1,886	89%	1,934	79%	46	2%	95	4%	99	5%	126	5%	55	2.6%	23	0.9%	56	3%	271	11%	250	12%	641	26%
Eastlake	3,602	5,084	3,286	91%	4,173	82%	93	3%	128	3%	166	5%	459	9%	31	0.9%	22	0.4%	83	2%	249	5%	364	10%	1,040	20%
Green Lake	2,119	2,904	1,951	92%	2,361	81%	33	2%	53	2%	102	5%	292	10%	17	0.8%	15	0.5%	49	2%	126	4%	200	9%	619	21%
Greenwood-Phinney Ridge	2,016	2,927	1,750	87%	2,232	76%	33	2%	180	6%	128	6%	228	8%	38	1.9%	27	0.9%	92	5%	221	8%	297	15%	799	27%
Madison-Miller	2,829	4,066	1,407	50%	2,697	66%	1,228	43%	658	16%	112	4%	326	8%	35	1.2%	16	0.4%	90	3%	295	7%	1,463	52%	1,495	37%
Morgan Junction	1,667	2,046	1,448	87%	1,596	78%	76	5%	122	6%	89	5%	118	6%	32	1.9%	19	0.9%	53	3%	171	8%	242	15%	538	26%
North Beacon Hill	2,531	2,900	534	21%	1,079	37%	324	13%	208	7%	1,450	57%	932	32%	98	3.9%	43	1.5%	224	9%	769	27%	2,028	80%	2,056	71%
Othello	4,570	7,267	643	14%	908	12%	1,953	43%	2,792	38%	1,638	36%	2,932	40%	168	3.7%	35	0.5%	260	6%	390	5%	3,950	86%	6,492	89%
Rainier Beach	2,703	3,583	616	23%	629	18%	1,211	45%	1,618	45%	637	24%	733	20%	133	4.9%	53	1.5%	157	6%	583	16%	2,097	78%	3,127	87%
Roosevelt	2,008	2,384	1,812	90%	1,964	82%	53	3%	51	2%	114	6%	207	9%	10	0.5%	9	0.4%	76	4%	132	6%	245	12%	506	21%
South Park	2,161	3,448	1,470	68%	1,516	44%	156	7%	386	11%	282	13%	596	17%	72	3.3%	62	1.8%	314	15%	1,212	35%	794	37%	2,337	68%
Upper Queen Anne	1,921	2,143	1,745	91%	1,809	84%	58	3%	48	2%	75	4%	147	7%	12	0.6%	10	0.5%	65	3%	98	5%	206	11%	394	18%
Wallingford	4,102	5,350	3,722	91%	4,437	83%	82	2%	152	3%	197	5%	418	8%	42	1.0%	19	0.4%	153	4%	277	5%	468	11%	1,088	20%
Westwood-Highland Park	3,765	4,606	2,410	64%	2,198	48%	328	9%	545	12%	745	20%	773	17%	132	3.5%	124	2.7%	309	8%	1,183	26%	1,496	40%	2,799	61%
MFG./INDUSTRIAL CENTERS	3,666	2,722	2,542	69%	1,838	68%	421	11%	244	9%	476	13%	166	6%		0.0%		0.0%	292	8%	447	16%	1,257	34%	1,052	39%
Ballard-Interbay-Northend	1,316	1,658	1,106	84%	1,214	73%	81	6%	131	8%	66	5%	109	7%	44	3.3%	24	1.4%	86	7%	176	11%	261	20%	526	32%
Greater Duwamish	2,350	1,064	1,436	61%	624	59%	340	14%	113	11%	410	17%	57	5%	77	3.3%	58	5.5%	206	9%	271	25%	996	42%	526	49%

Notes:

Census questionnaire changes limit comparability of 1990 Census estimates on race and ethnicity with later Census estimates. Small differences over time may be due to changes in the questionnaire, but larger differences are more likely to represent actual demographic shifts.

One of the most changes was the option respondents were given, beginning with the 2000 Census questionnaire, to select more than one race.

Population estimates by race are shown for non-Hispanic/Latino individuals in each of the major race categories listed. The Census collects information on Hispanic/Latino ethnicity in a separate question from race.

Persons of color include persons of any race other than white alone (other than white in 1990) as well as persons of any race who are of Hispanic /Latino (Hispanic in 1990) origin.

Sources: 1990 and 2000 Decennial Census estimates, (100% count datasets), U.S. Census Bureau.
Estimates for Urban Villages produced by the City of Seattle's Department of Planning and Development based on combinations of census blocks approximating Urban Villages.

Attachment B

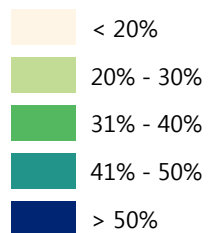
Displacement Risk and Access to Opportunity Indicators

May 2016

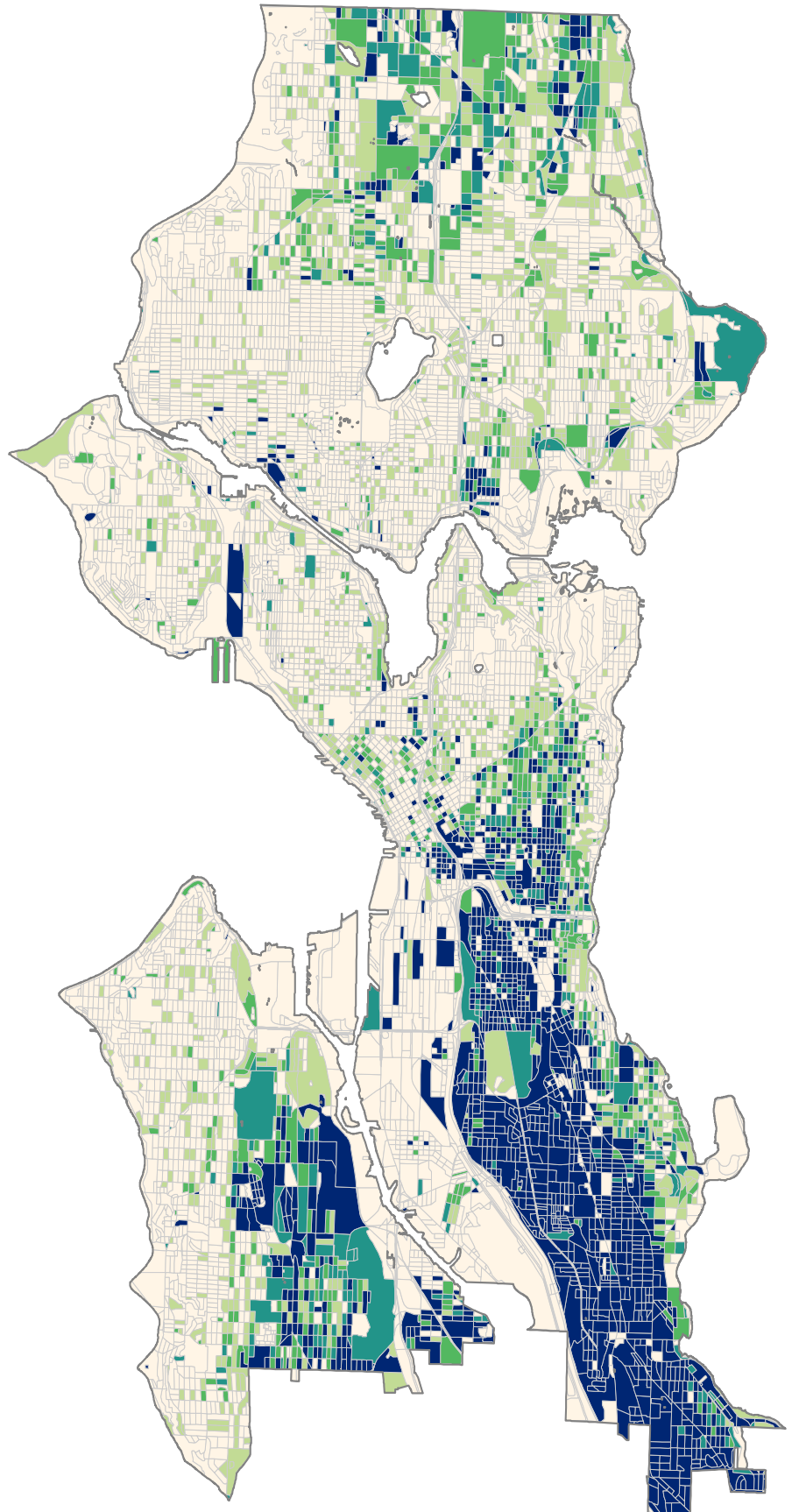
Displacement Risk Index

- People of color
- Linguistic isolation
- Educational attainment
- Housing tenancy
- Housing cost-burdened households
- Severely housing cost-burdened households
- Household income
- Proximity to transit
- Proximity to current or future Link light rail and streetcar
- Proximity to core businesses (supermarket/grocery, pharmacy, and restaurant)
- Proximity to civic infrastructure (location within a certain distance of a school, park, community center, or library)
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- Proximity to regional job center
- Development capacity
- Median rent

Percentage of population that is a race other than non-Hispanic White (Census block)



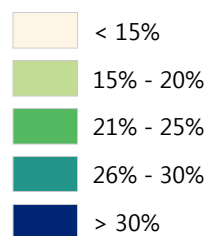
Source: 2010 Census



Displacement Risk Index

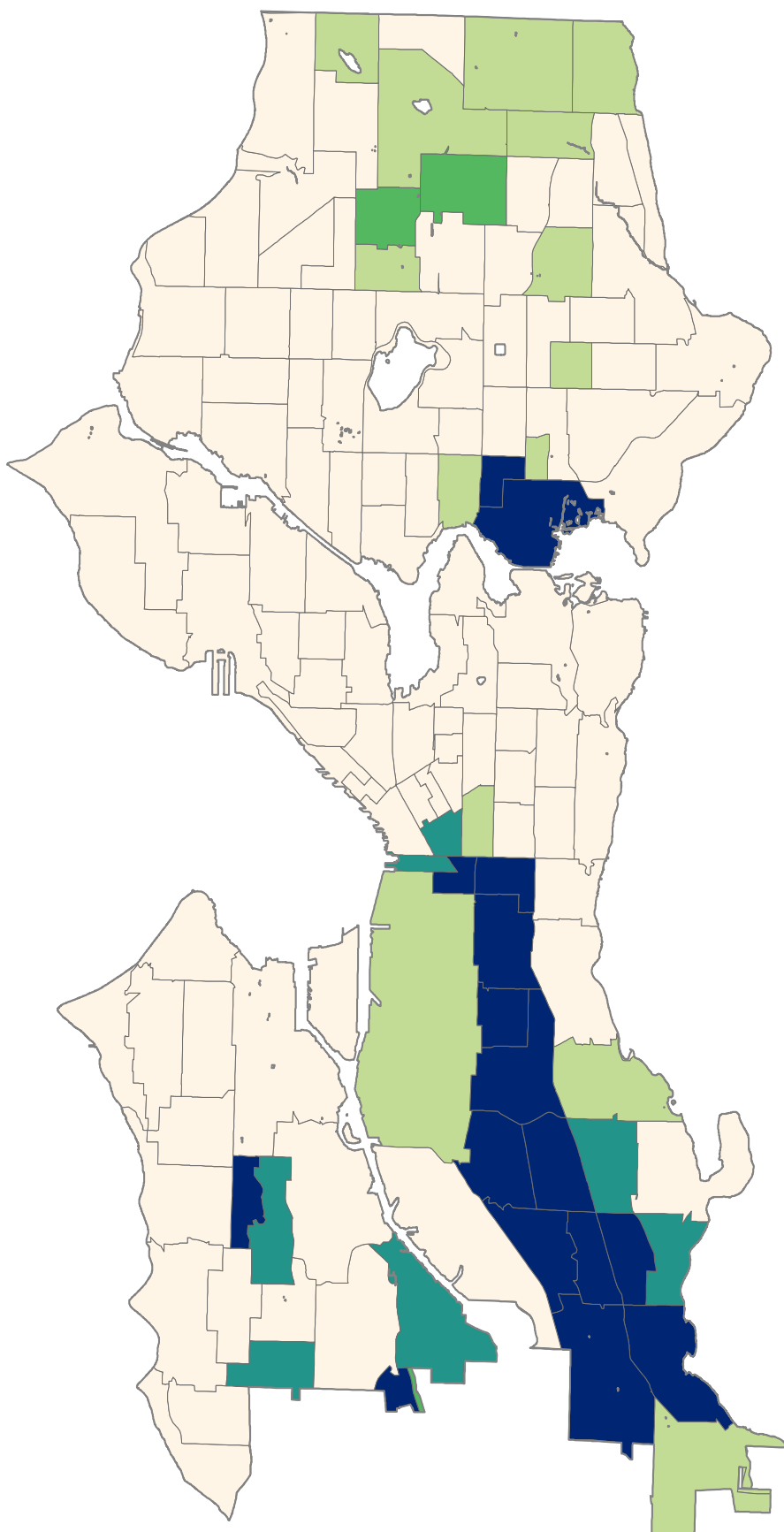
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Percentage of households that are linguistically isolated (Census tract)



Source: 2008-2012 American Community Survey

A linguistically isolated household is one in which no one 14 years and older speaks English only or no one 14 years and older speaks both a language other than English and English "very well."

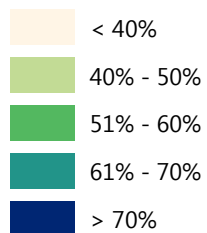


May 2016

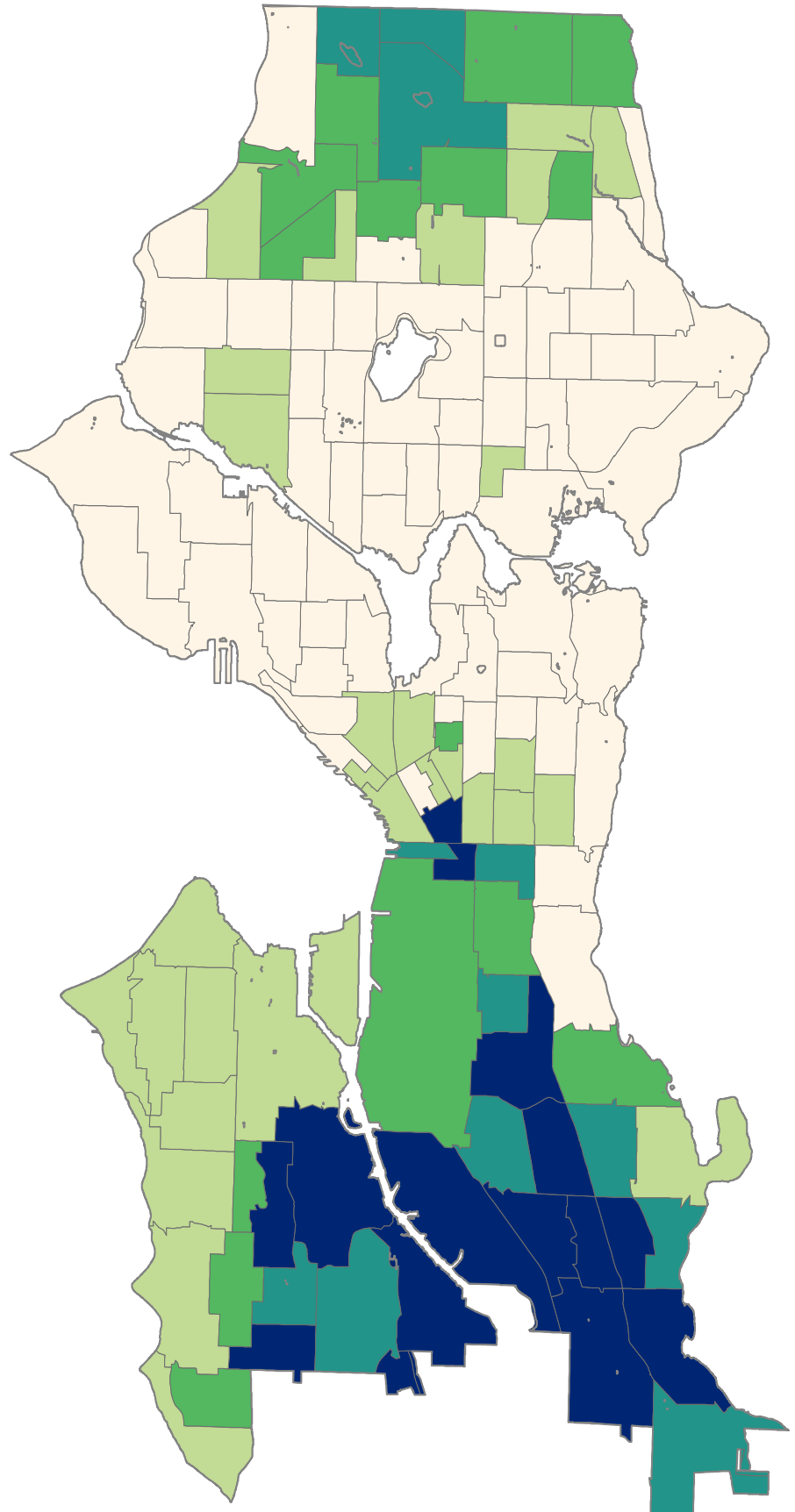
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Percentage of population 25 years and older who does not have a Bachelor's degree (Census tract)



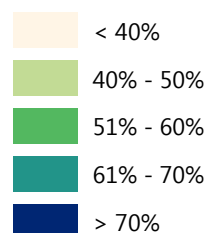
Source: 2008-2012 American Community Survey



Displacement Risk Index

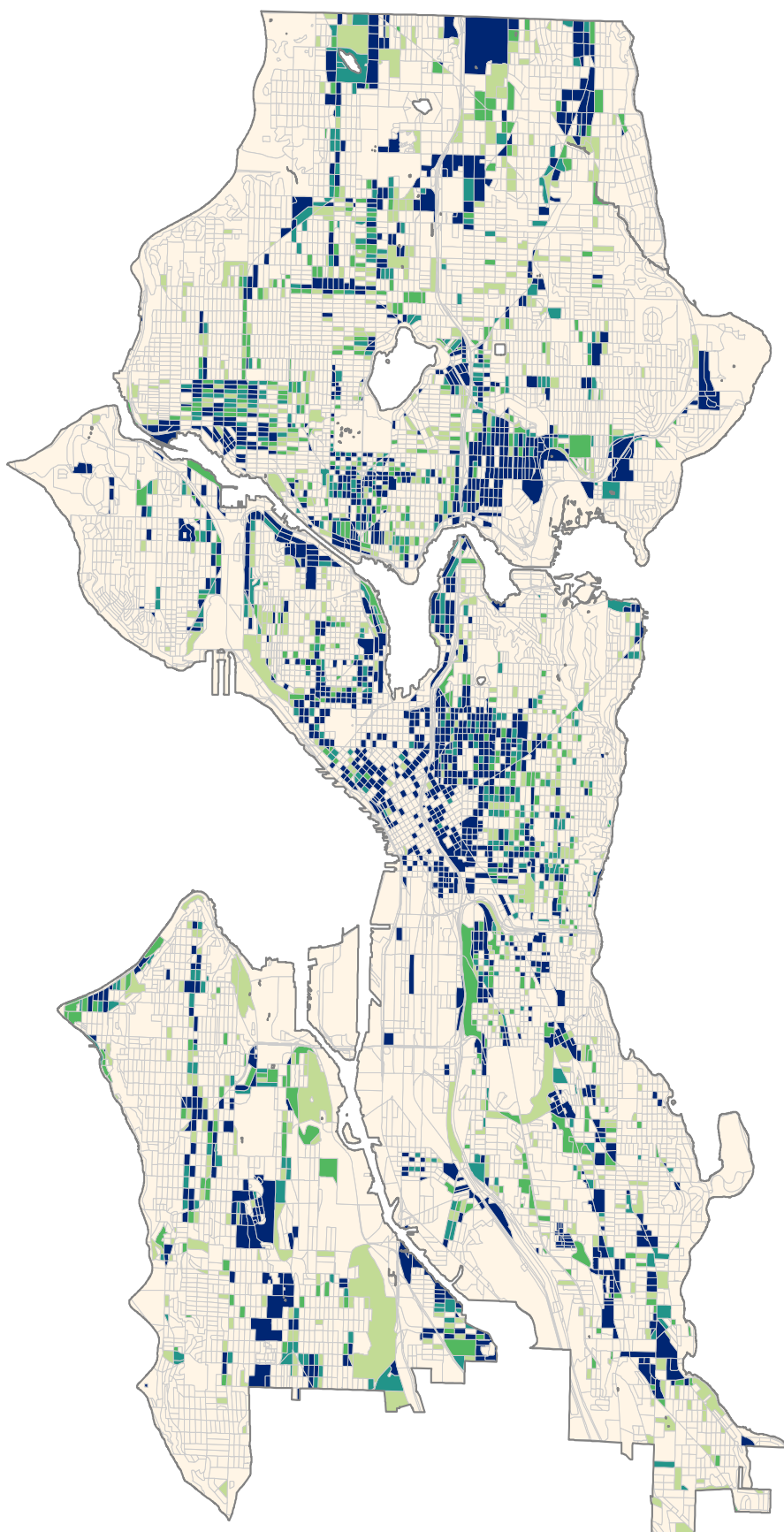
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Percentage of population in occupied housing units that are renters (Census block)



Source: 2010 Census

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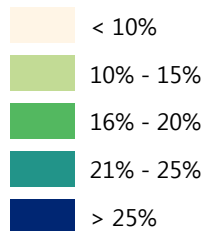


May 2016

Displacement Risk Index

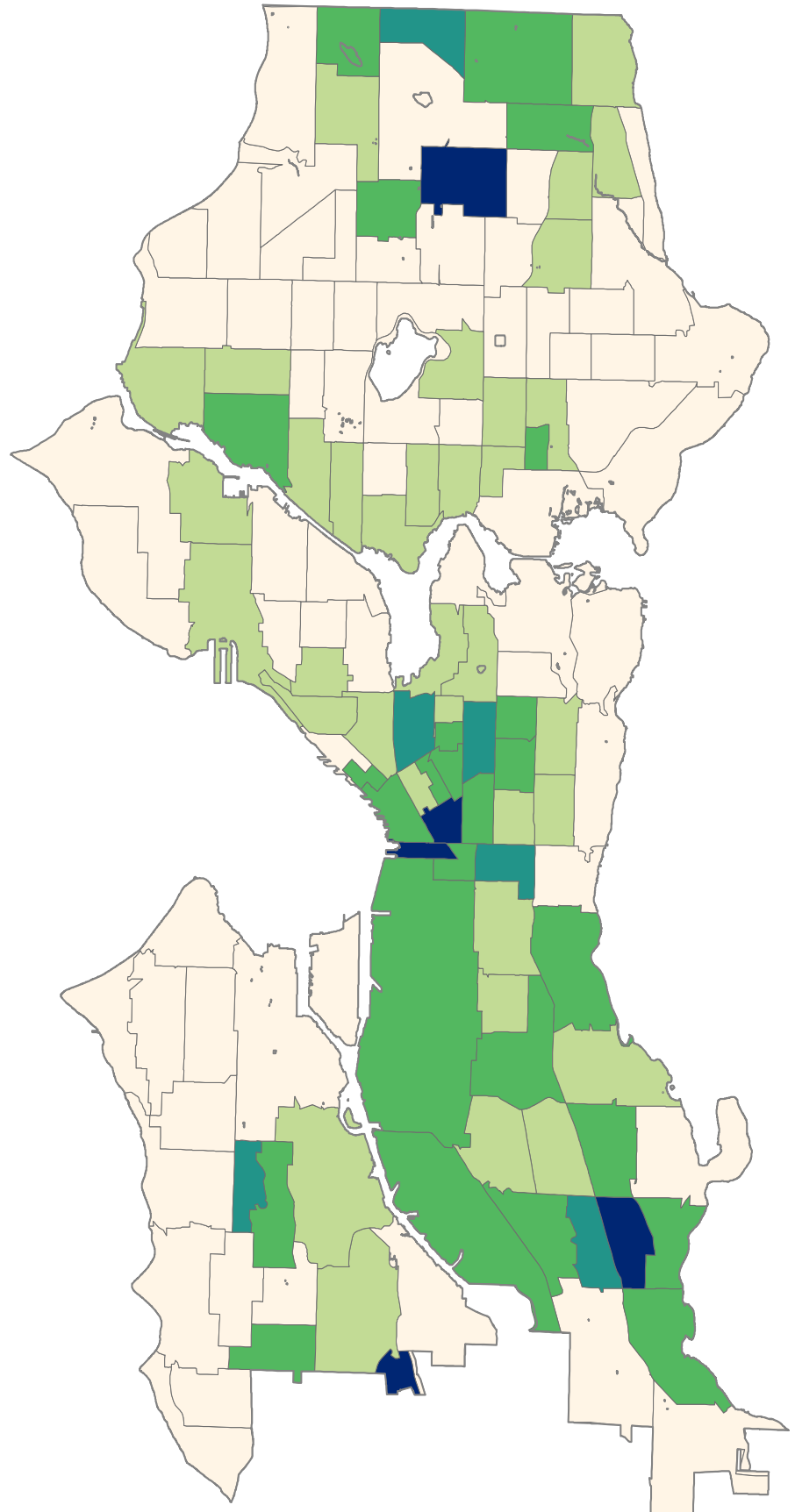
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Percentage of households with income below 80% of the Area Median Income that are cost burdened (Census tract)



Source: Comprehensive Housing Affordability Strategy (based on 2007-2011 American Community Survey)

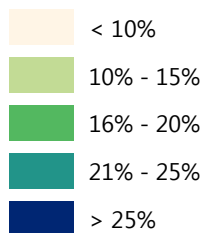
A cost-burdened household is one that pays between 30 and 50 percent of its income on housing costs.



Displacement Risk Index

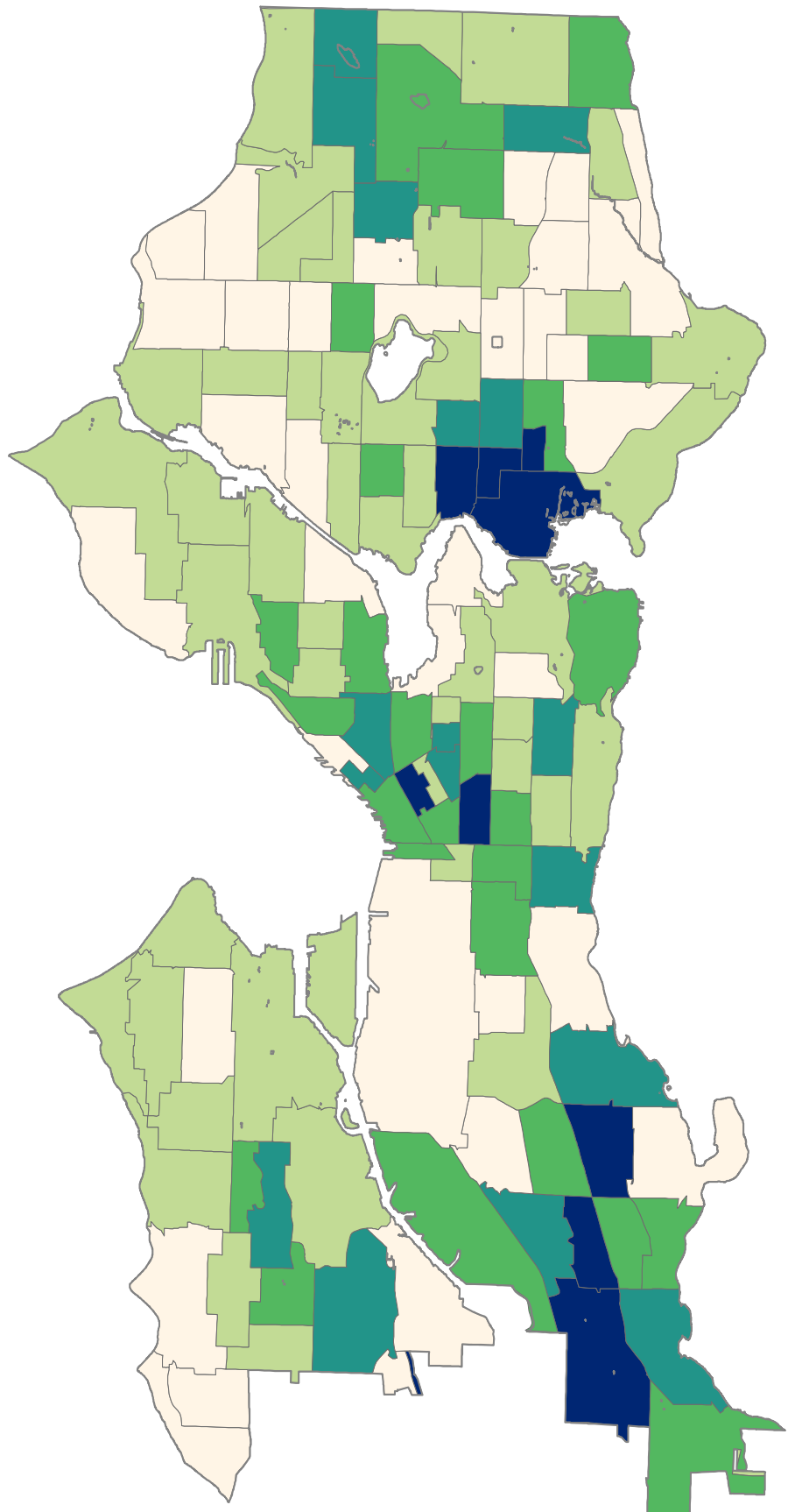
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Percentage of households with income below 80% of the Area Median Income that are severely cost burdened (Census tract)



Source: Comprehensive Housing Affordability Strategy (based on 2007-2011 American Community Survey)

A severely cost-burdened household is one that pays more than 50 percent of its income on housing costs.

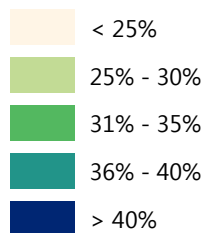


May 2016

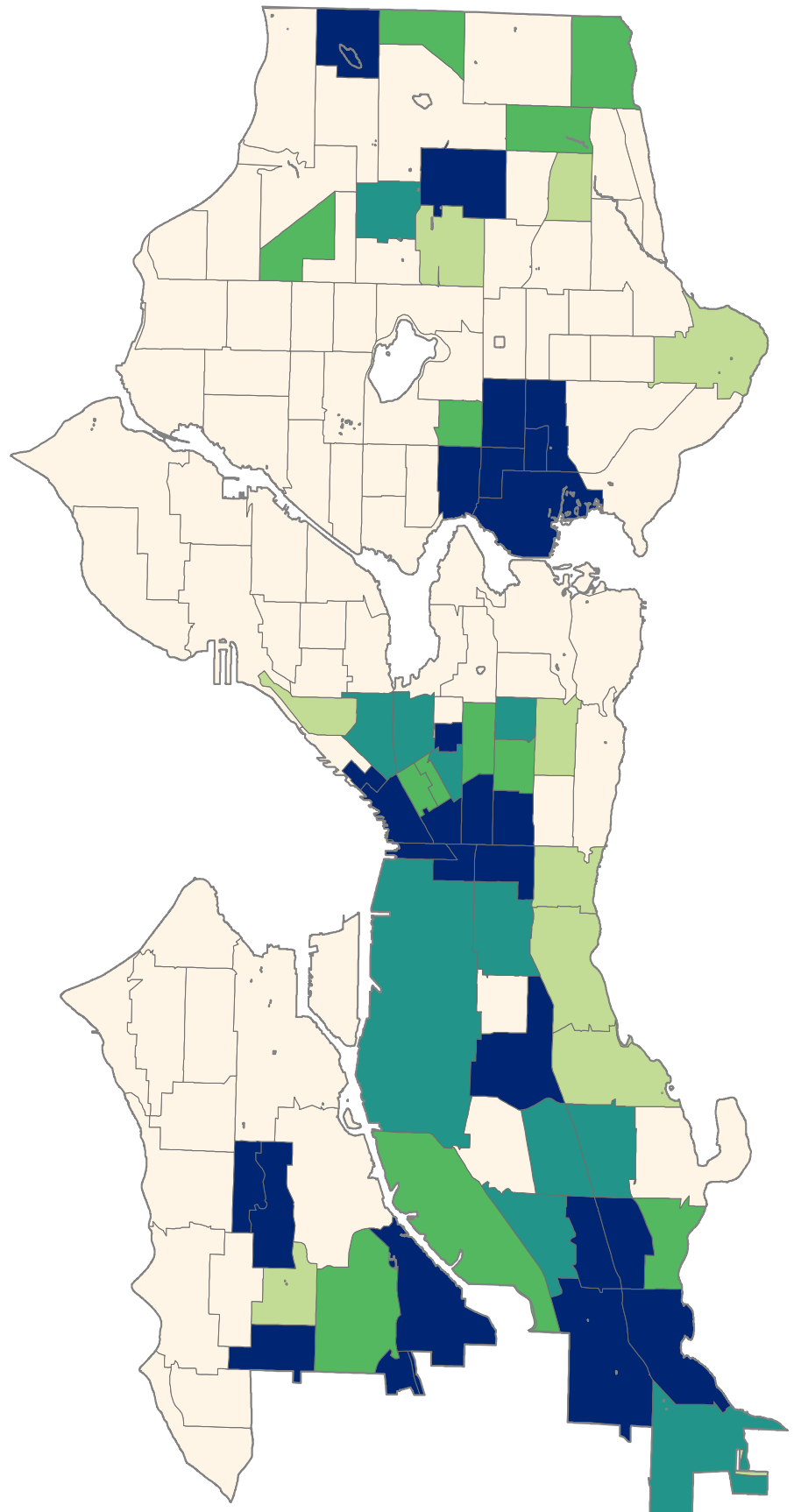
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Percentage of the population with income below 200% of the Federal poverty level (Census tract)



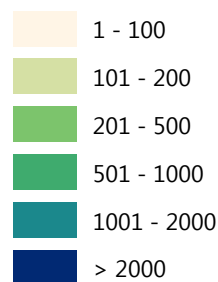
Source: 2008-2012 American Community Survey



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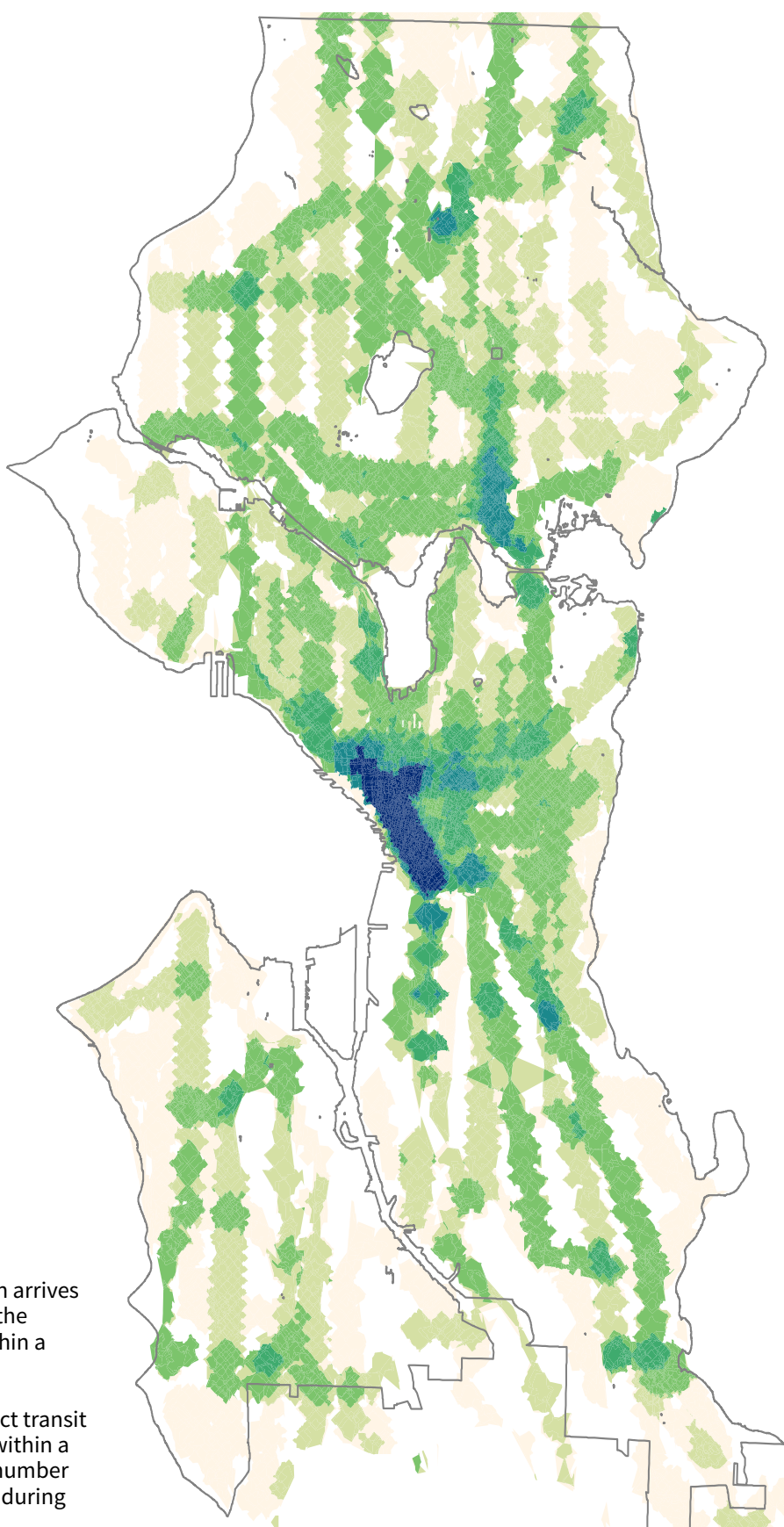
Number of daily unique transit trips within a quarter-mile walking distance of a location



Source: King County Metro

A transit “trip” occurs each time a bus or train arrives at and departs from a stop. This map shows the number of unique transit trips that occur within a quarter-mile along the walking network.

It does not double count when the same exact transit vehicle stops at two locations that are both within a quarter-mile walk. Instead, it quantifies the number of unique bus trips that someone can access during an entire weekday.

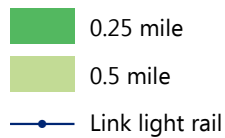


May 2016

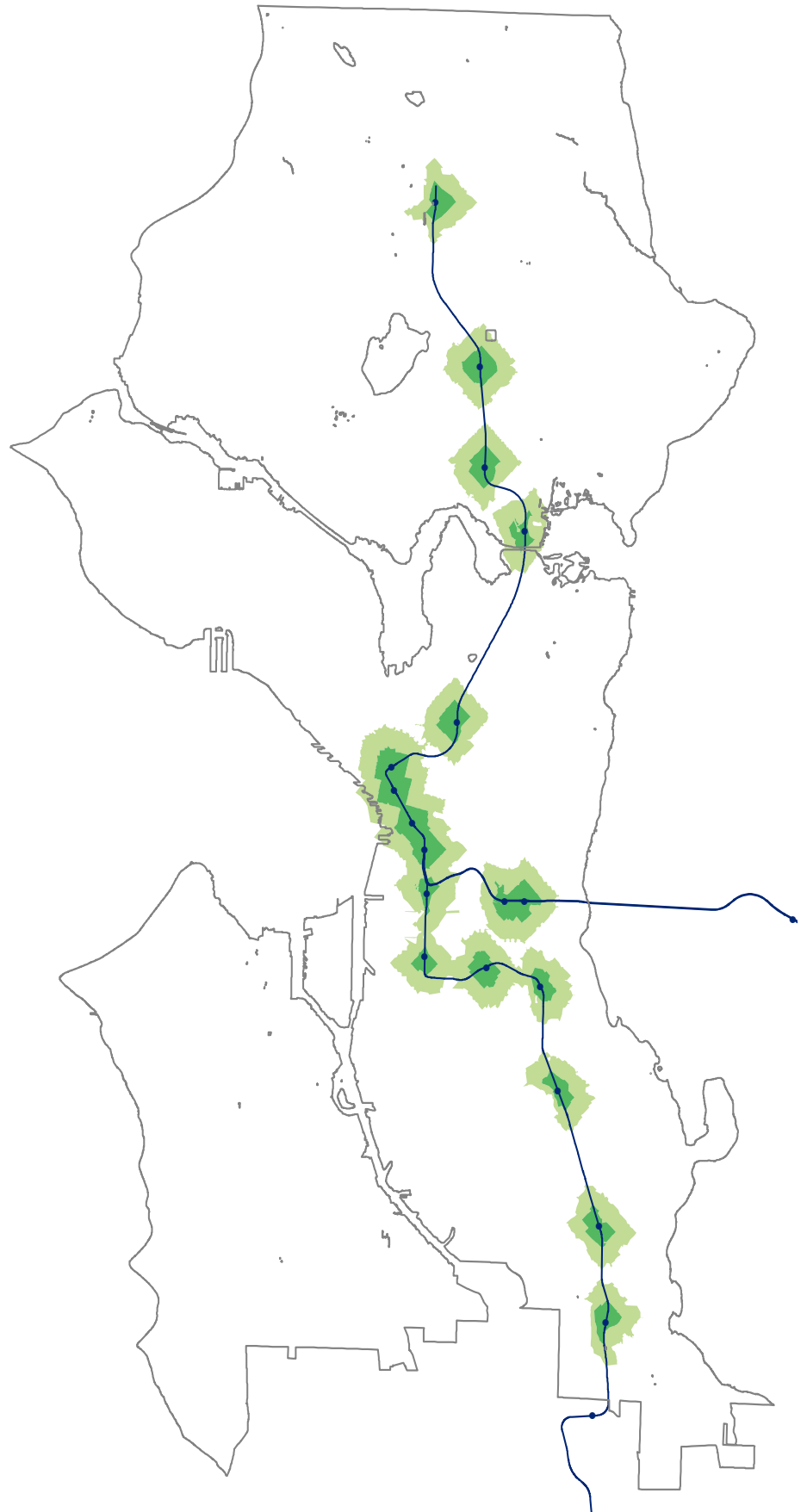
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Walking distance to a current or future Link light rail station



Source: Sound Transit



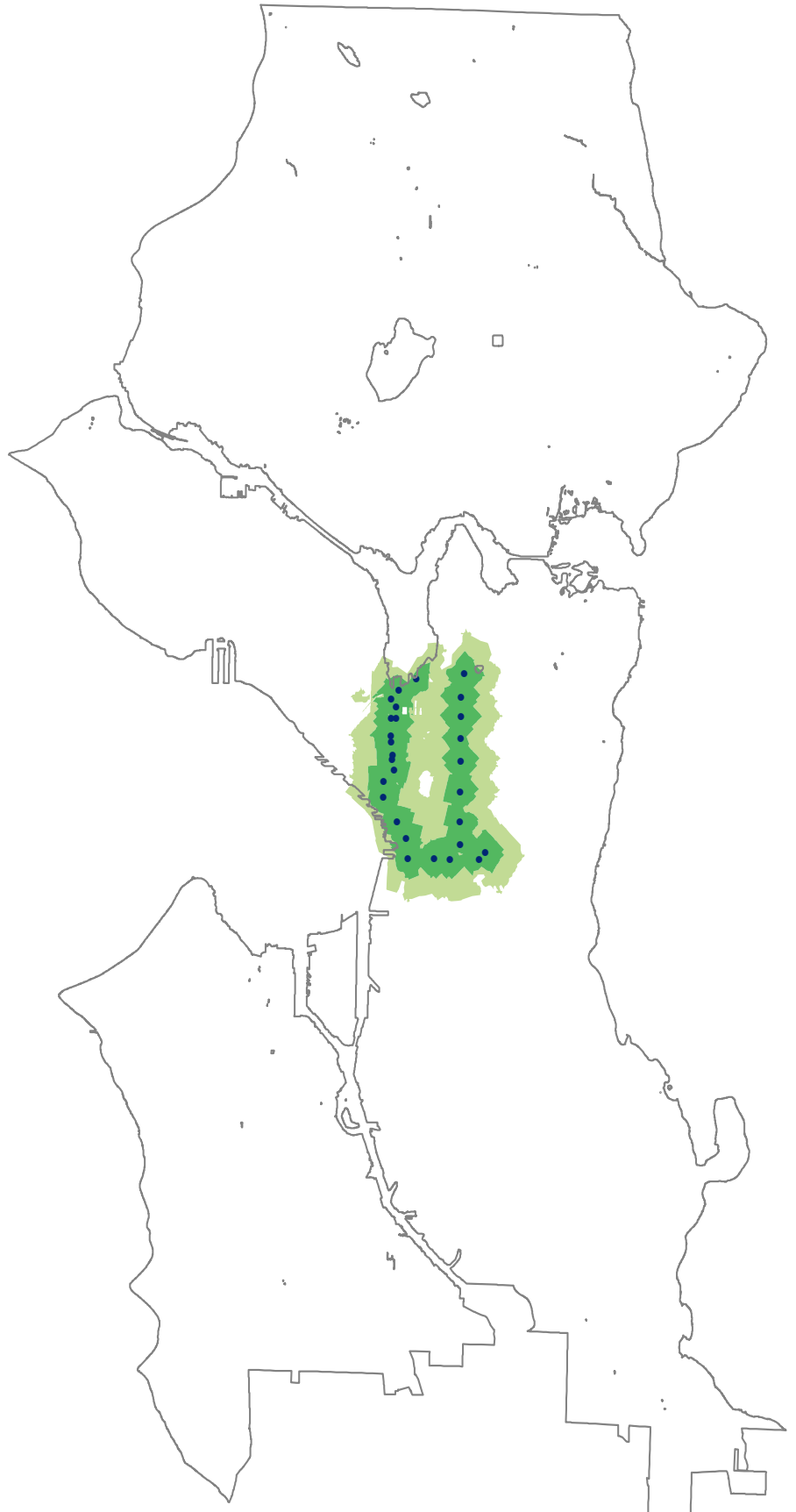
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Walking distance to a current or future streetcar stop

- 0.25 mile
- 0.5 mile
- Streetcar stop

Source: Seattle Department of Transportation



May 2016

Displacement Risk Index

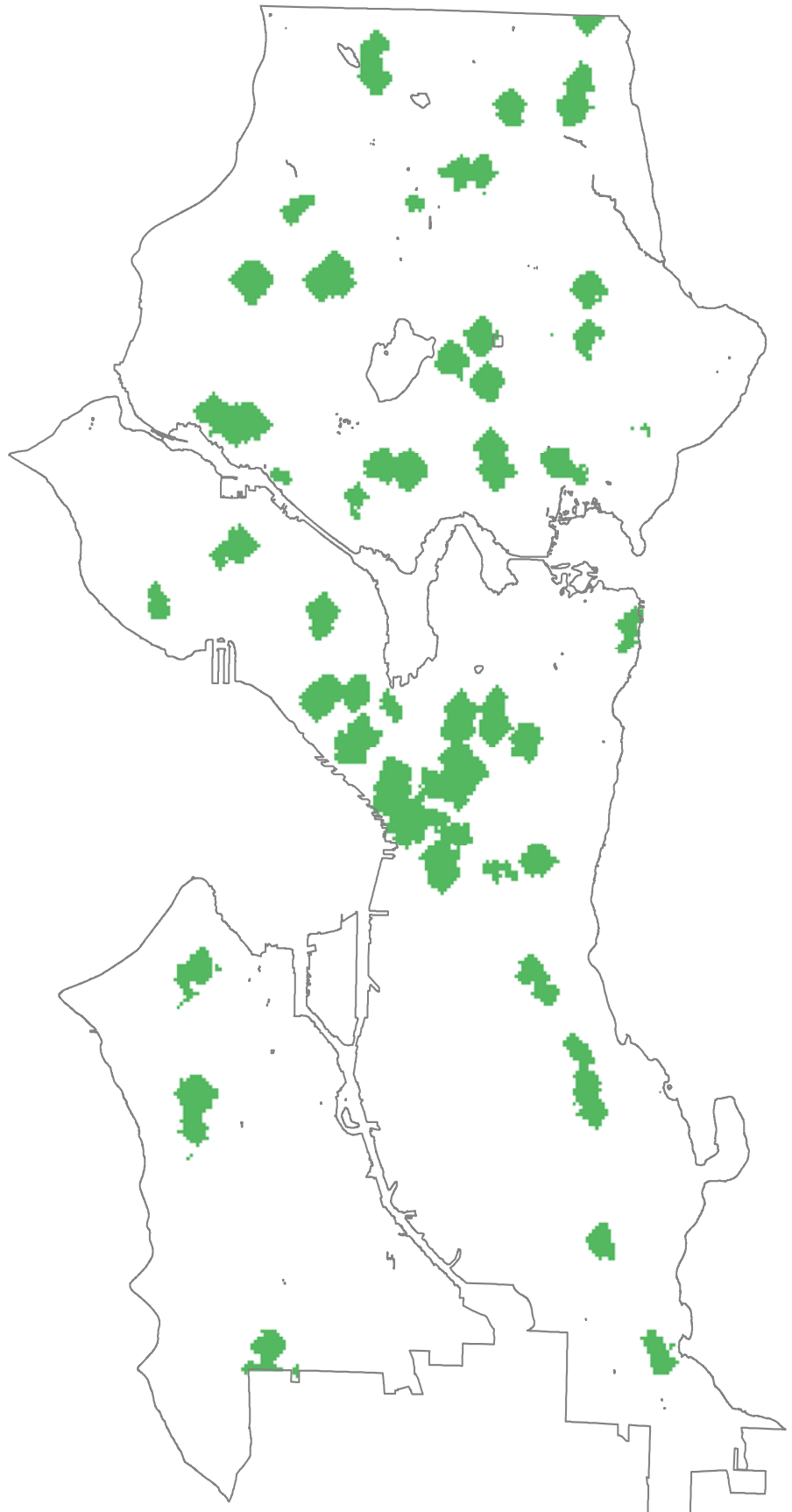
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Locations within walking distance of core businesses



Within 0.5 mile of a supermarket/grocery, 0.25 mile of a pharmacy, and 0.25 of a restaurant, cafe, or diner

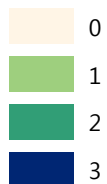
Source: ReferenceUSA



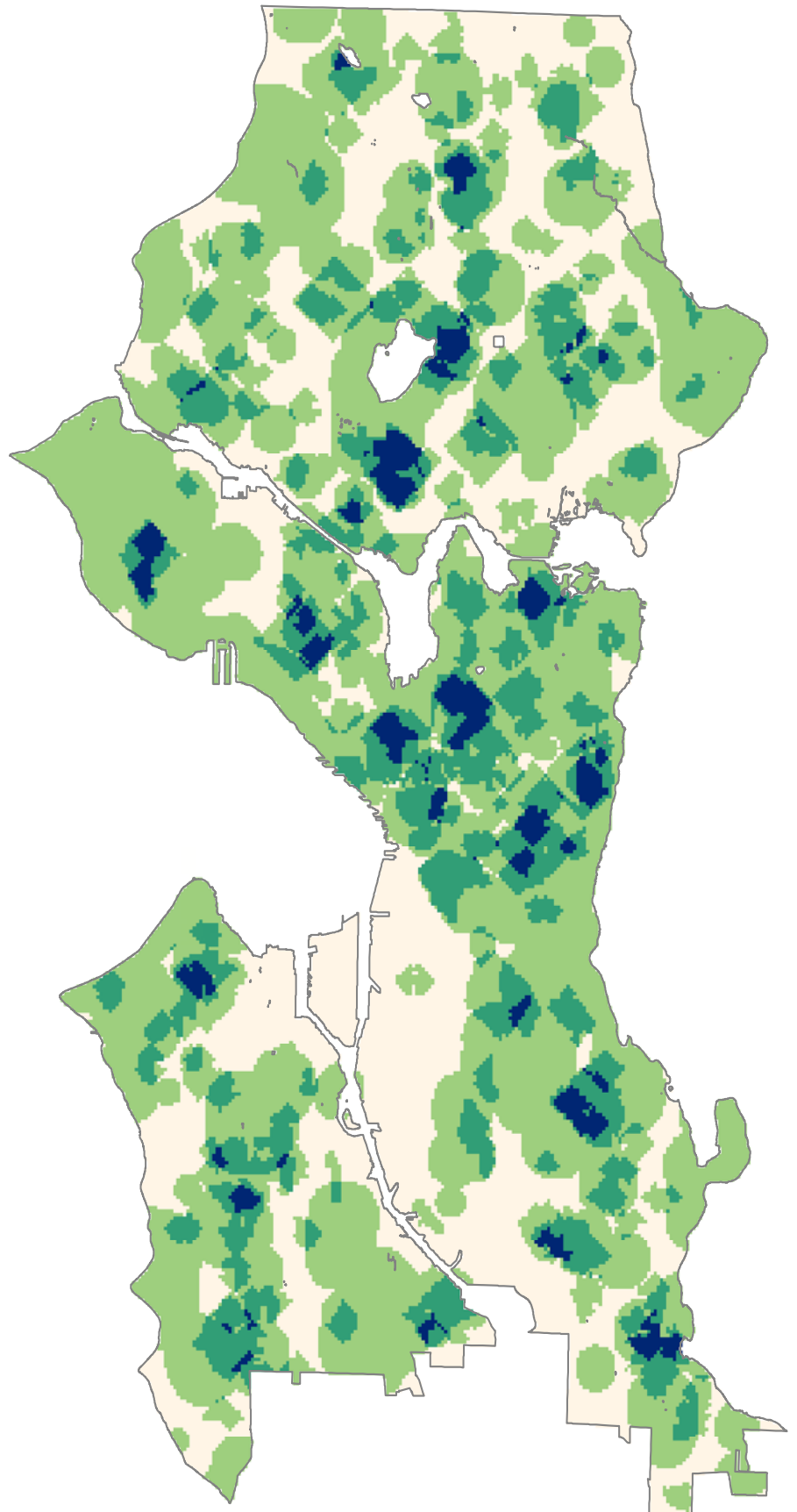
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Number of the following locations within the specified distance:
 School (0.25 mile)
 Community center (0.25)
 Library (0.5 mile)
 Park (varies by acreage)



Source: City of Seattle



May 2016

Displacement Risk Index

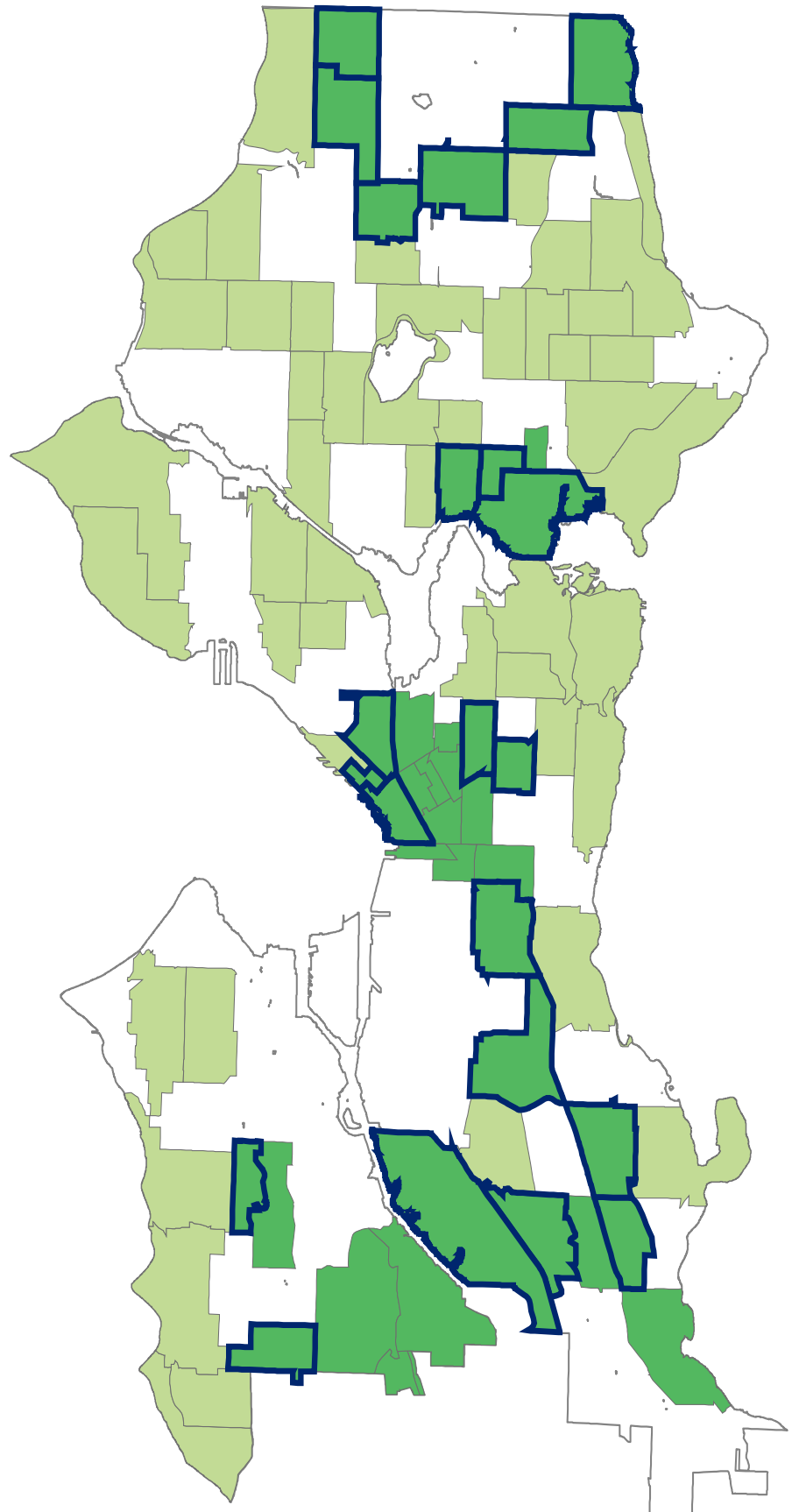
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Median household income relative to Area Median Income (AMI) (Census tract)

- > 120% of AMI
- < 80% of AMI
- "Spillover" tract

Source: 2008-2012 American Community Survey

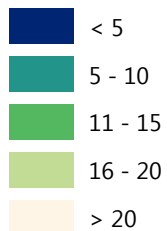
A "spillover" Census tract is one that
a) has a median household income under 80% of the Area Median Income and b) abuts a tract where the median household income is above 120% of the Area Median Income.



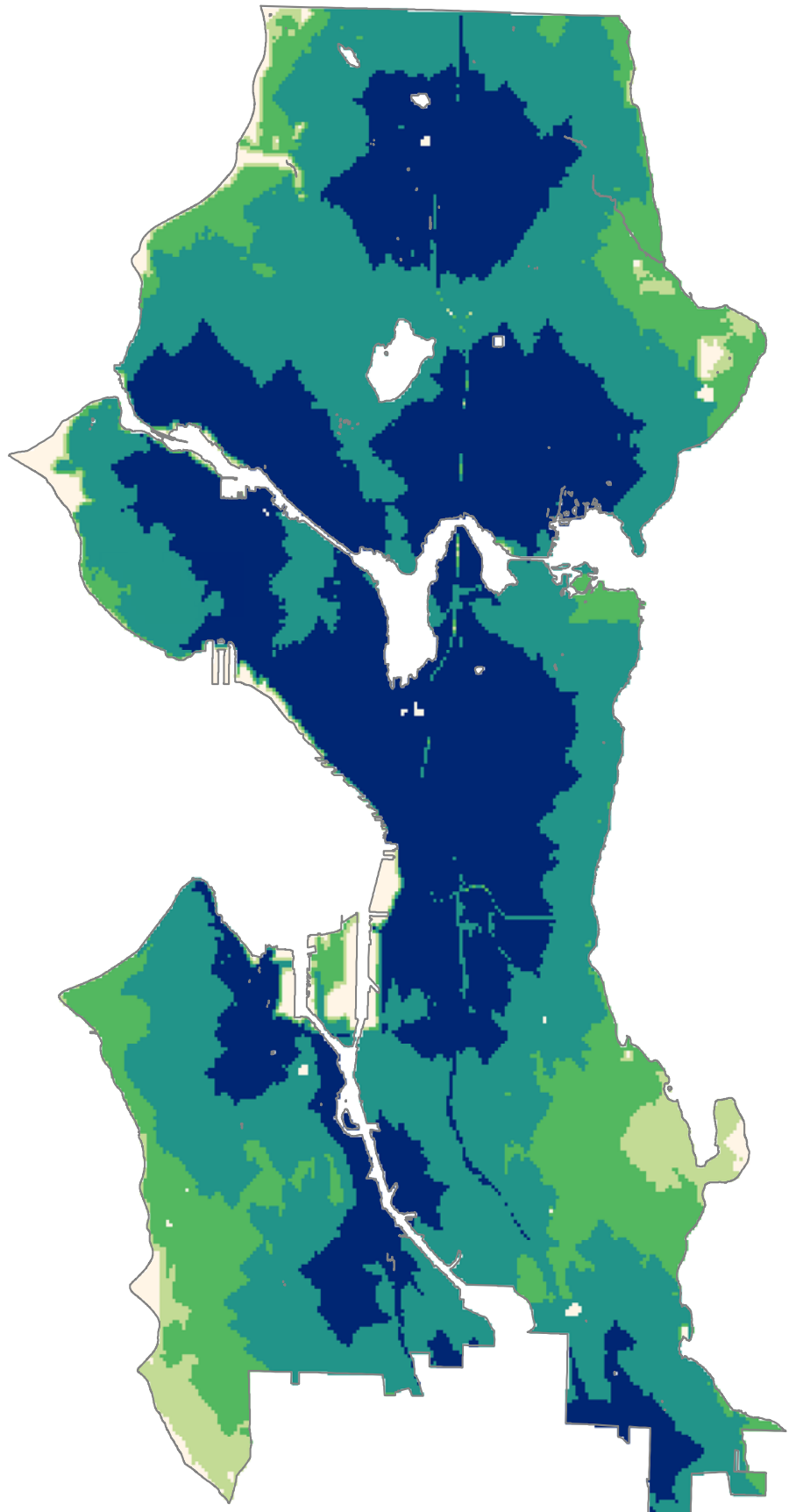
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Travel time to designated King County Urban Centers and Manufacturing & Industrial Centers (minutes)




Source: King County



May 2016

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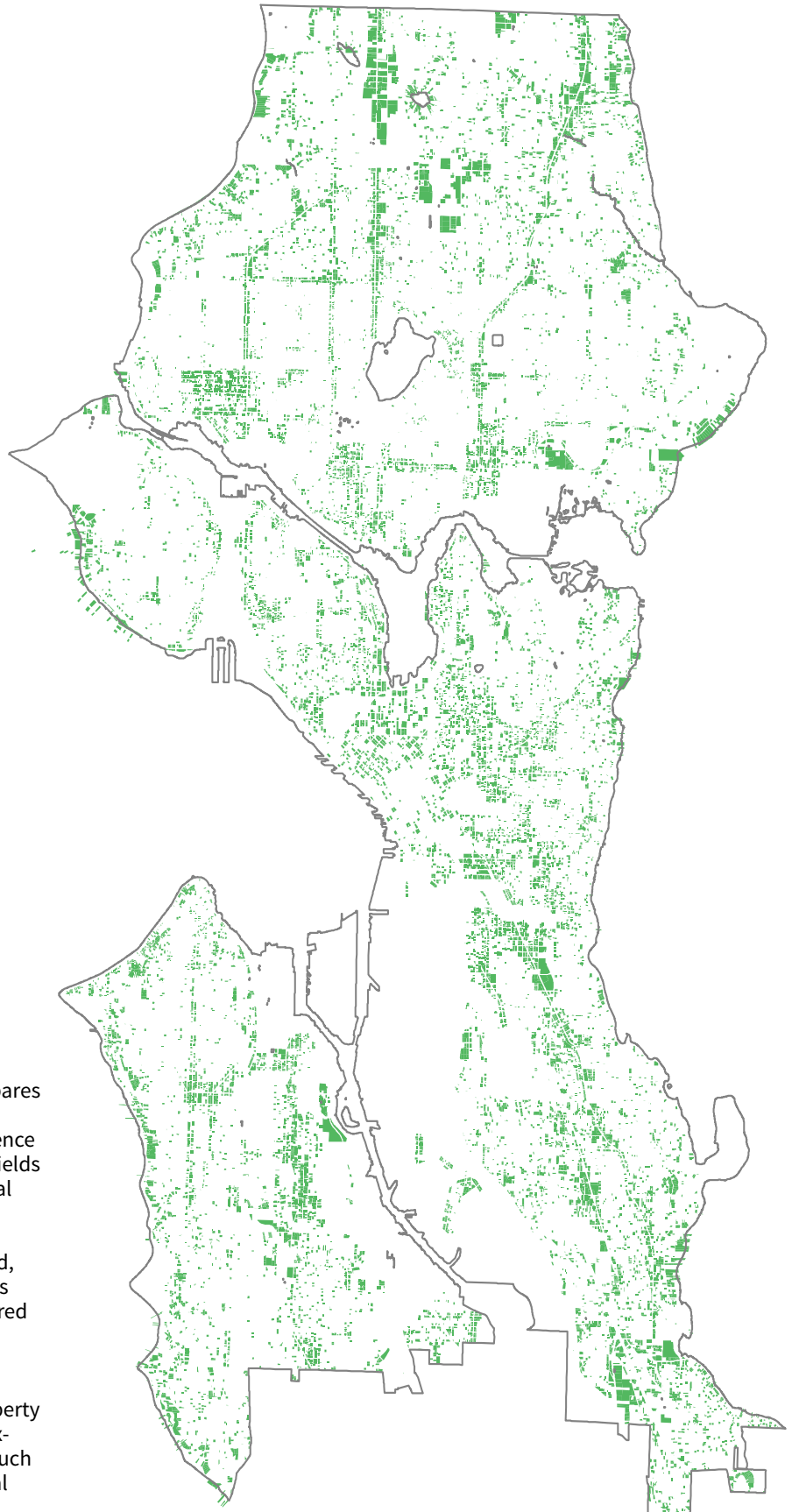
 Parcels that allow residential uses identified as likely to redevelop in City development capacity model

Source: City of Seattle

The City maintains a capacity model that compares existing development to an estimate for what could be built under current zoning. The difference between existing and potential development yields the capacity for new residential and commercial development.

Certain parcels unlikely to develop are excluded, such as public facilities, cemeteries, and parcels that contain landmarked structures or transferred development rights.

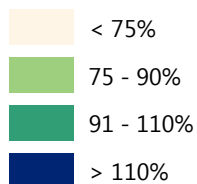
The model does not predict market trends or suggest when redevelopment will occur. A property owner's decision to demolish and replace an existing building involves many considerations, such as whether the land is owned outright, financial feasibility, and current revenue.



Displacement Risk Index

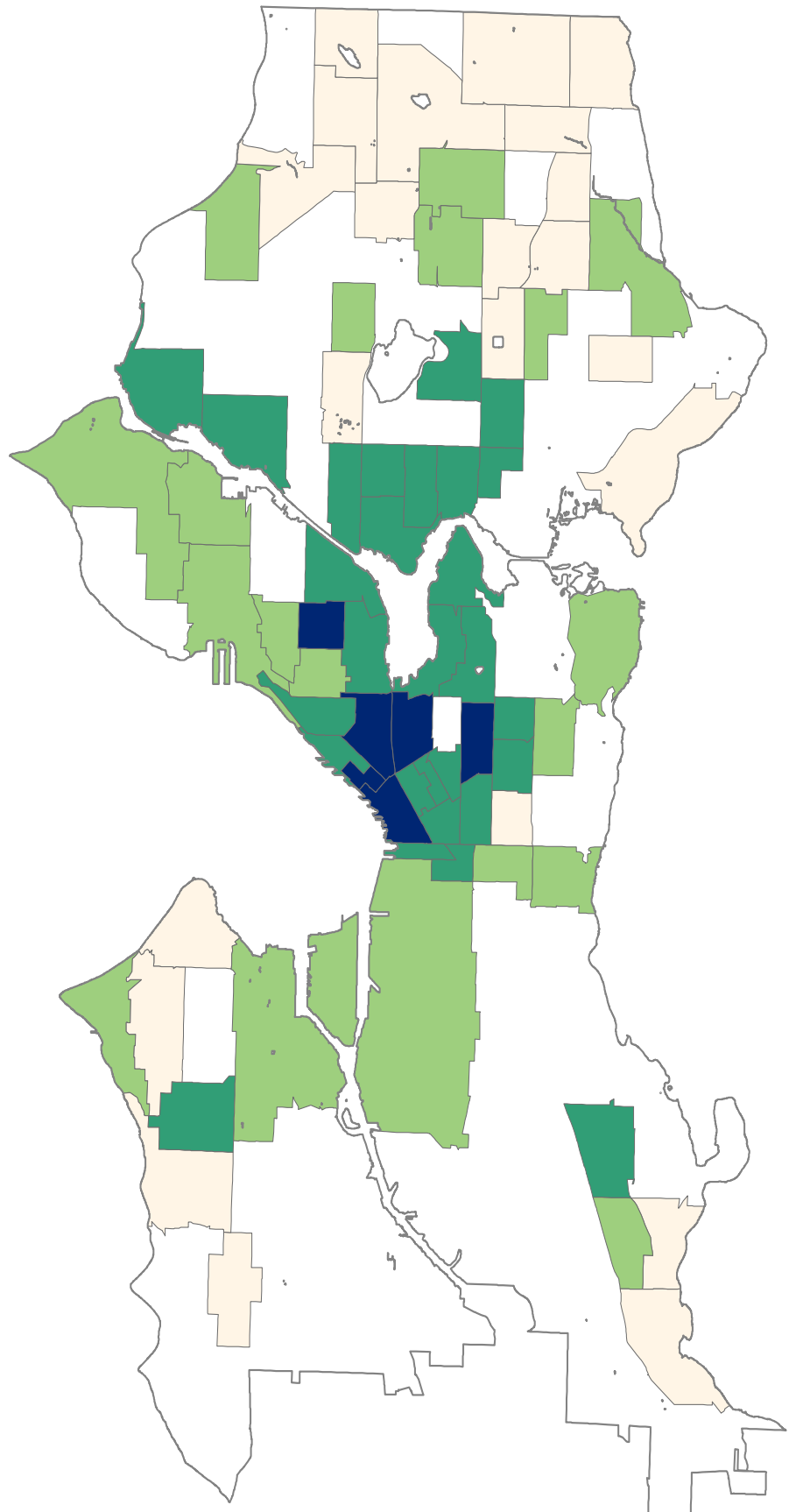
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Ratio of average rent per census tract to Seattle average



Source: Dupre + Scott (Spring 2016)

Based on multifamily buildings with 20 or more units, for all unit sizes, in dollars per net rentable square feet.

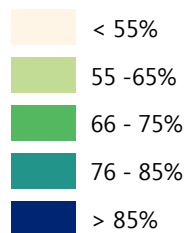


May 2016

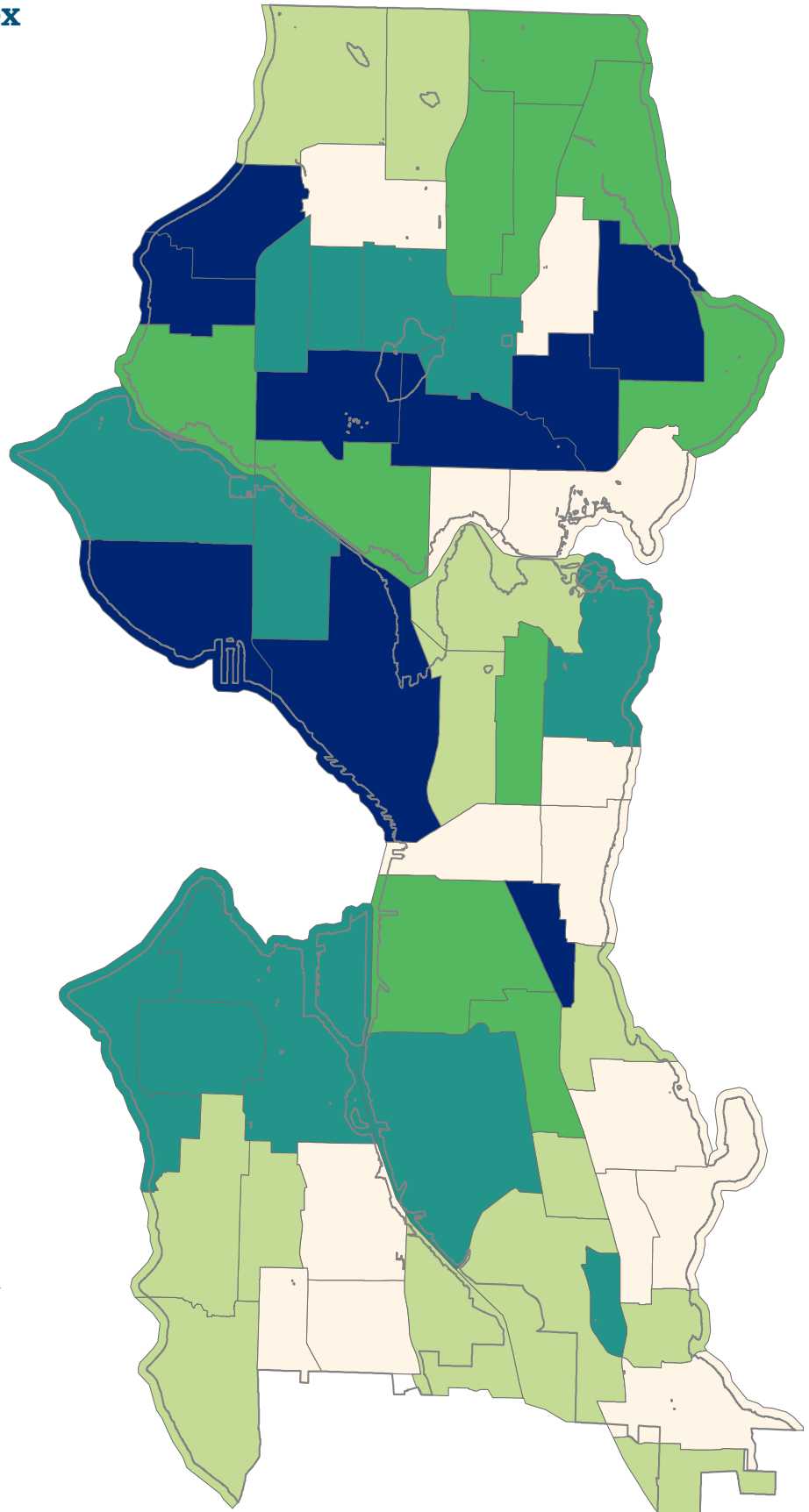
Access to Opportunity Index

- School performance
 - Graduation rate
 - Access to college or university
 - Proximity to a library
 - Proximity to employment
 - Property appreciation
 - Proximity to transit
 - Proximity to current or future Link light rail and streetcar
 - Proximity to a community center
 - Proximity to a park
 - Sidewalk completeness
 - Proximity to a health care facility
 - Proximity to a location that sells produce

Percentage of elementary school students performing at grade level in math (attendance area)



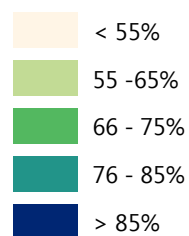
Source: Washington Office of Superintendent of Public Instruction (2012-2013 school year)



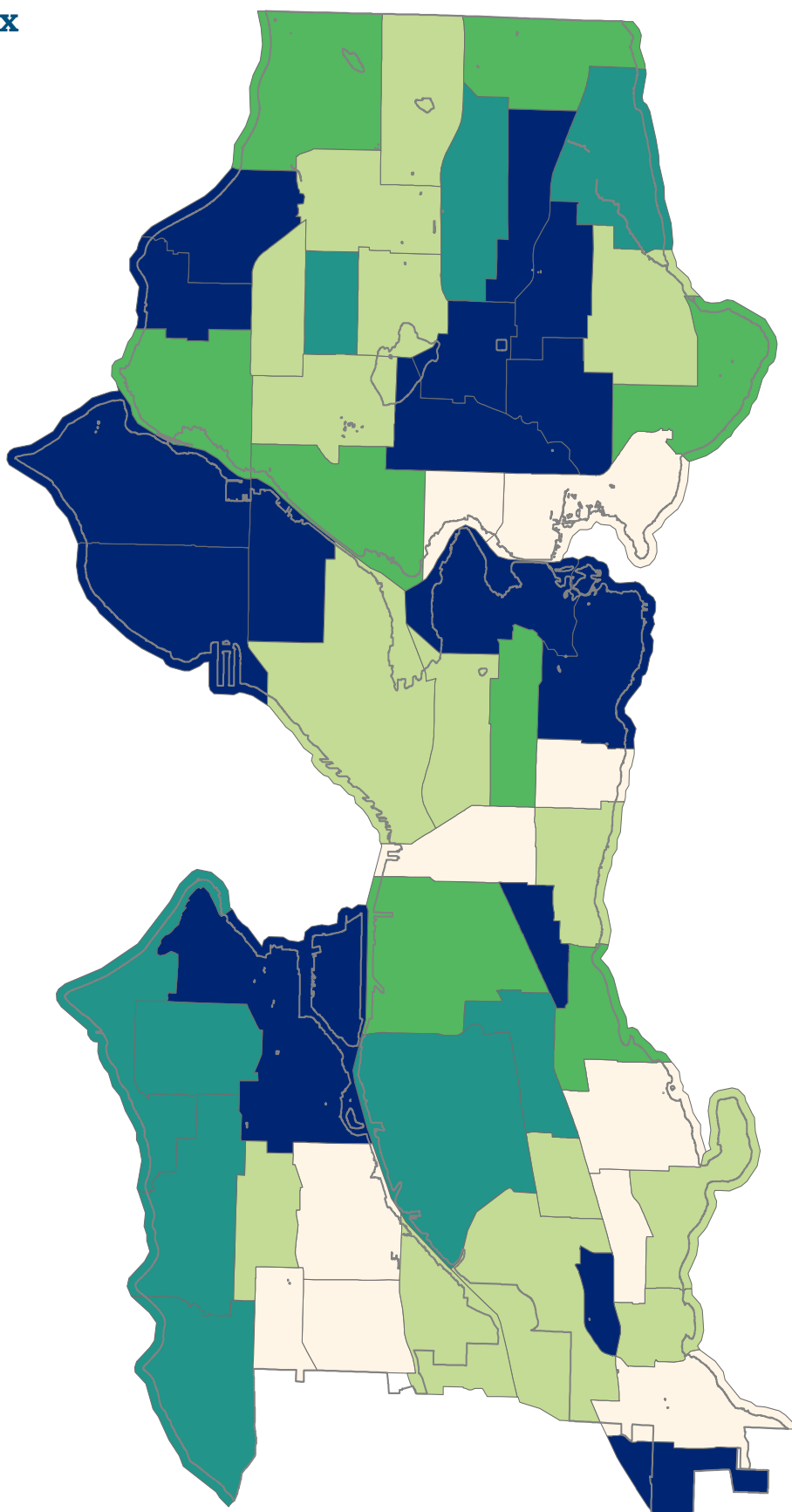
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Percentage of elementary school students performing at grade level in reading (attendance area)



Source: Washington Office of Superintendent of Public Instruction (2012-2013 school year)

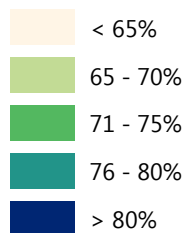


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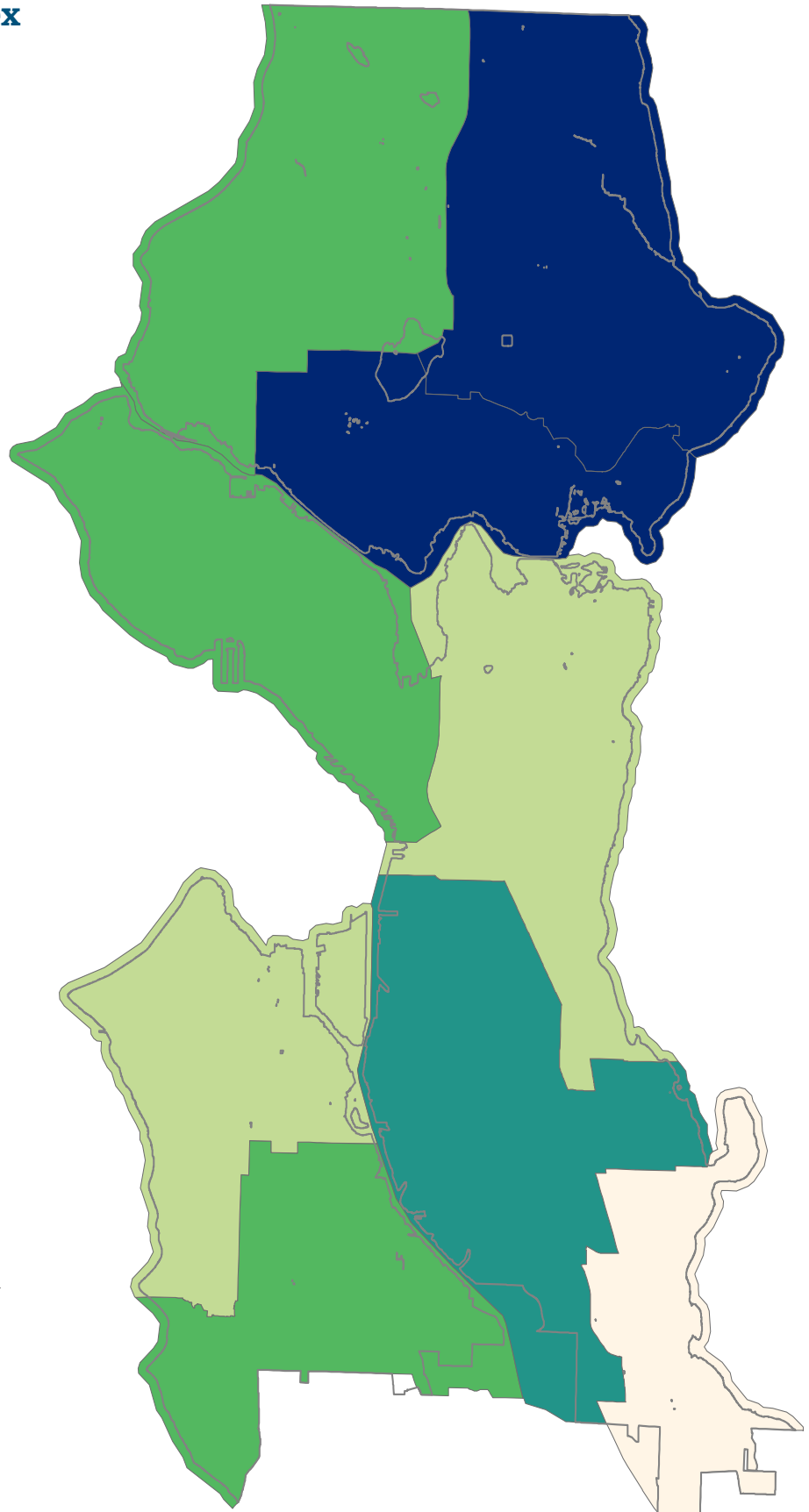
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Percentage of middle school students performing at grade level in math (attendance area)



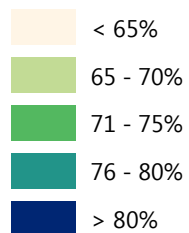
Source: Washington Office of Superintendent of Public Instruction (2012-2013 school year)



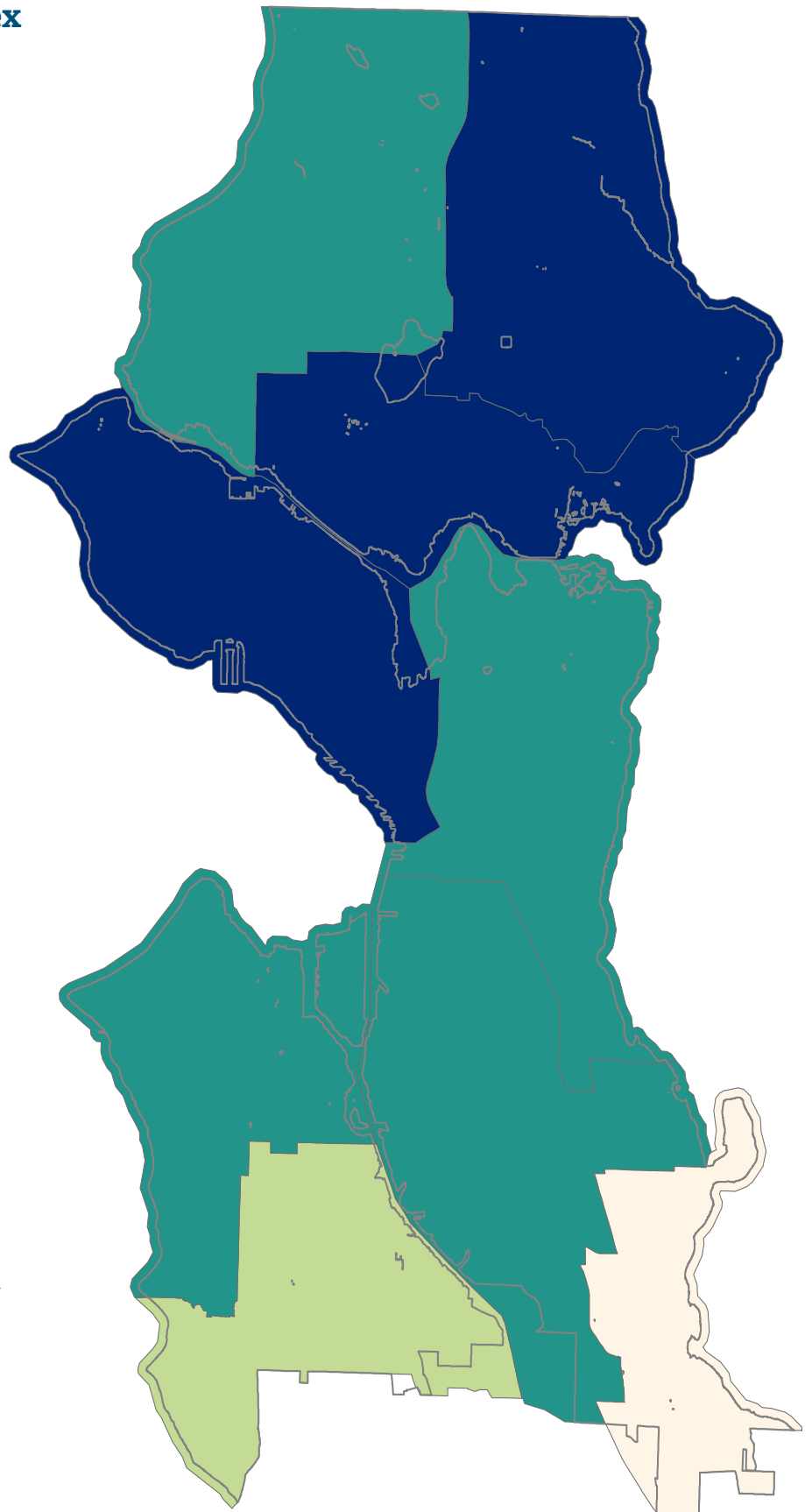
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Percentage of middle school students performing at grade level in reading (attendance area)



Source: Washington Office of Superintendent of Public Instruction (2012-2013 school year)

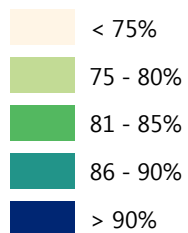


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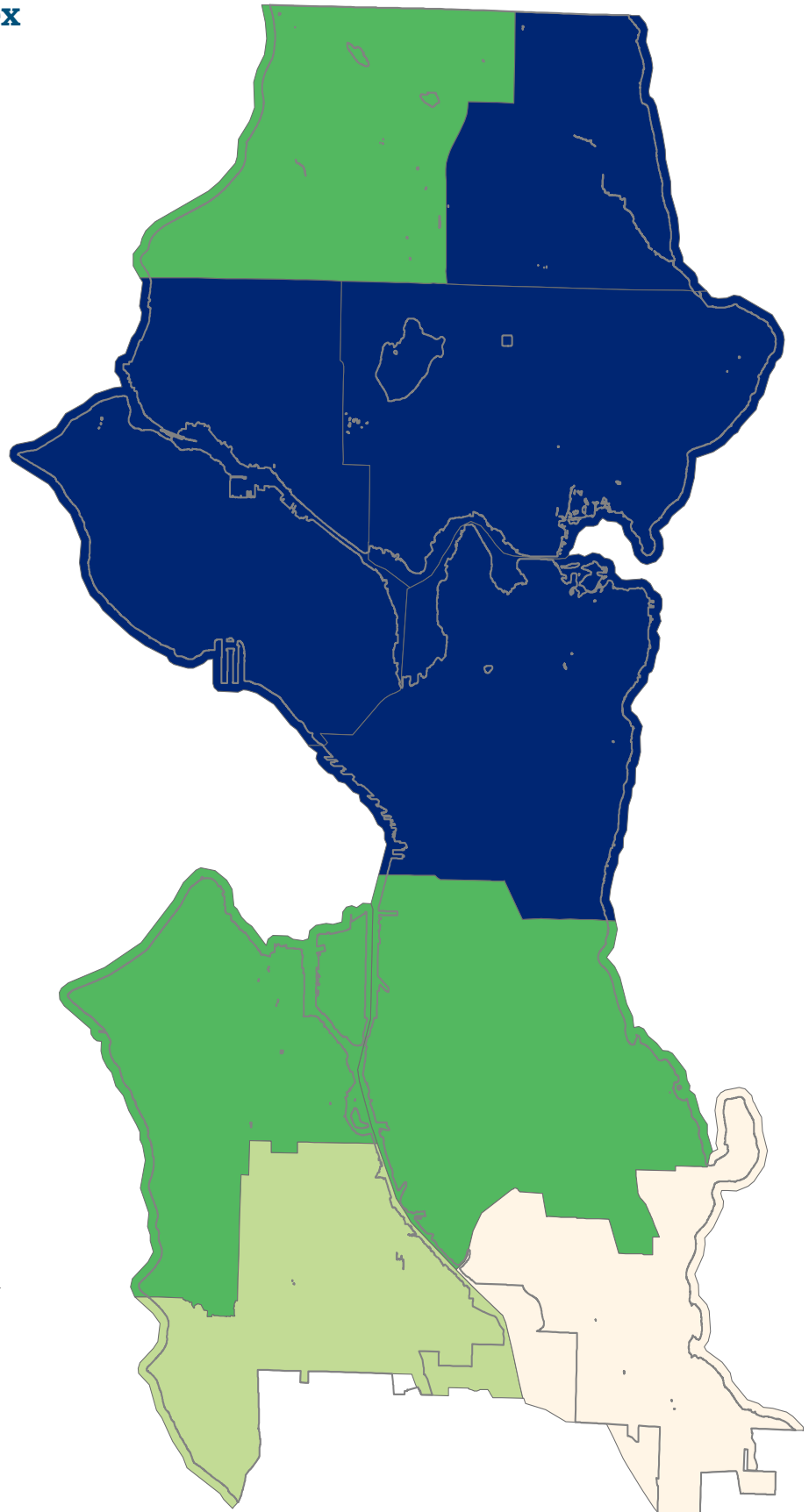
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Four-year cohort high school graduation rate (attendance area)




Source: Washington Office of Superintendent of Public Instruction (2012-2013 school year)

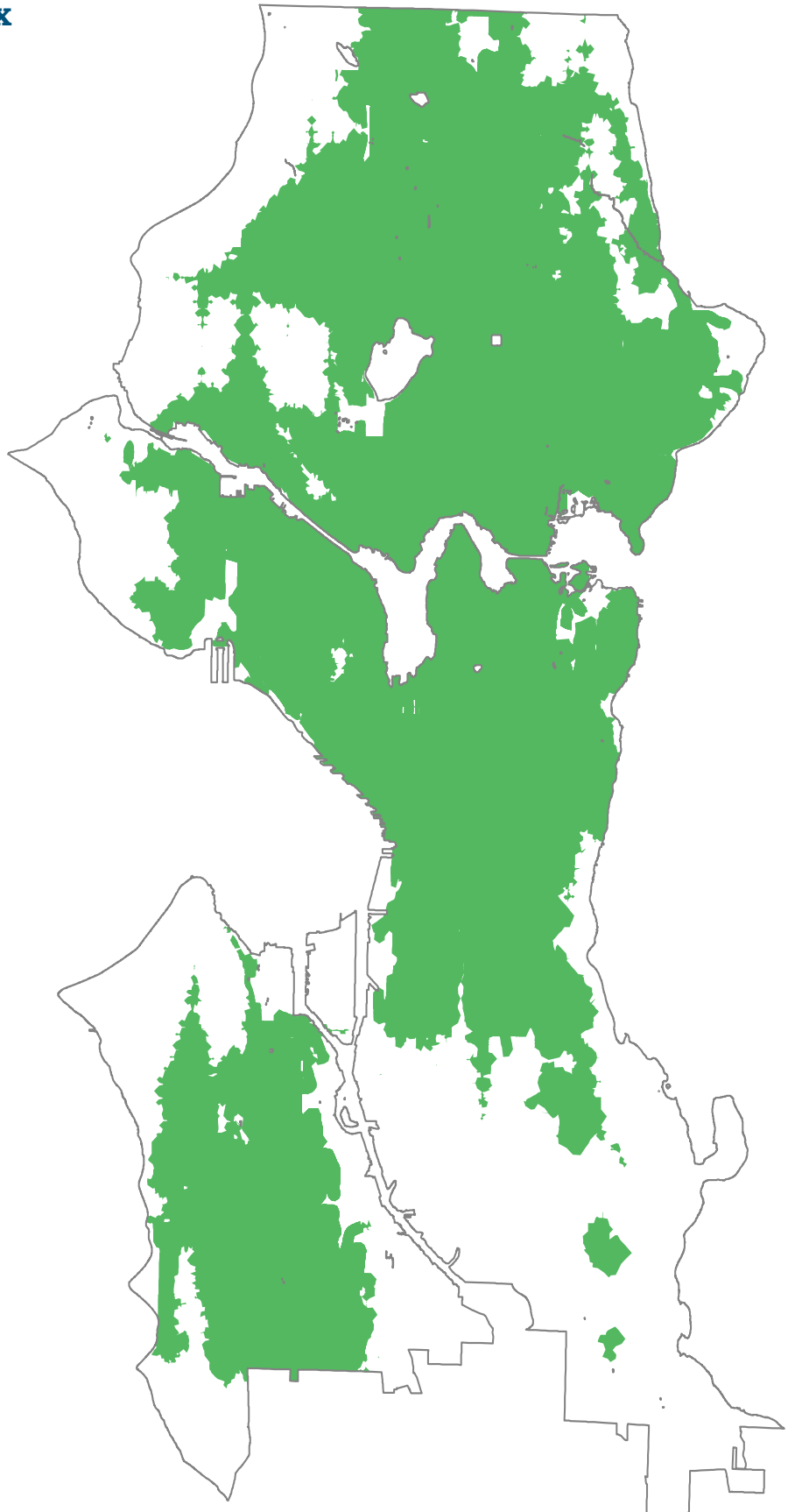


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 Within 30 minutes of a college or university by transit (bus and/or light rail)


Source: King County Metro, Sound Transit



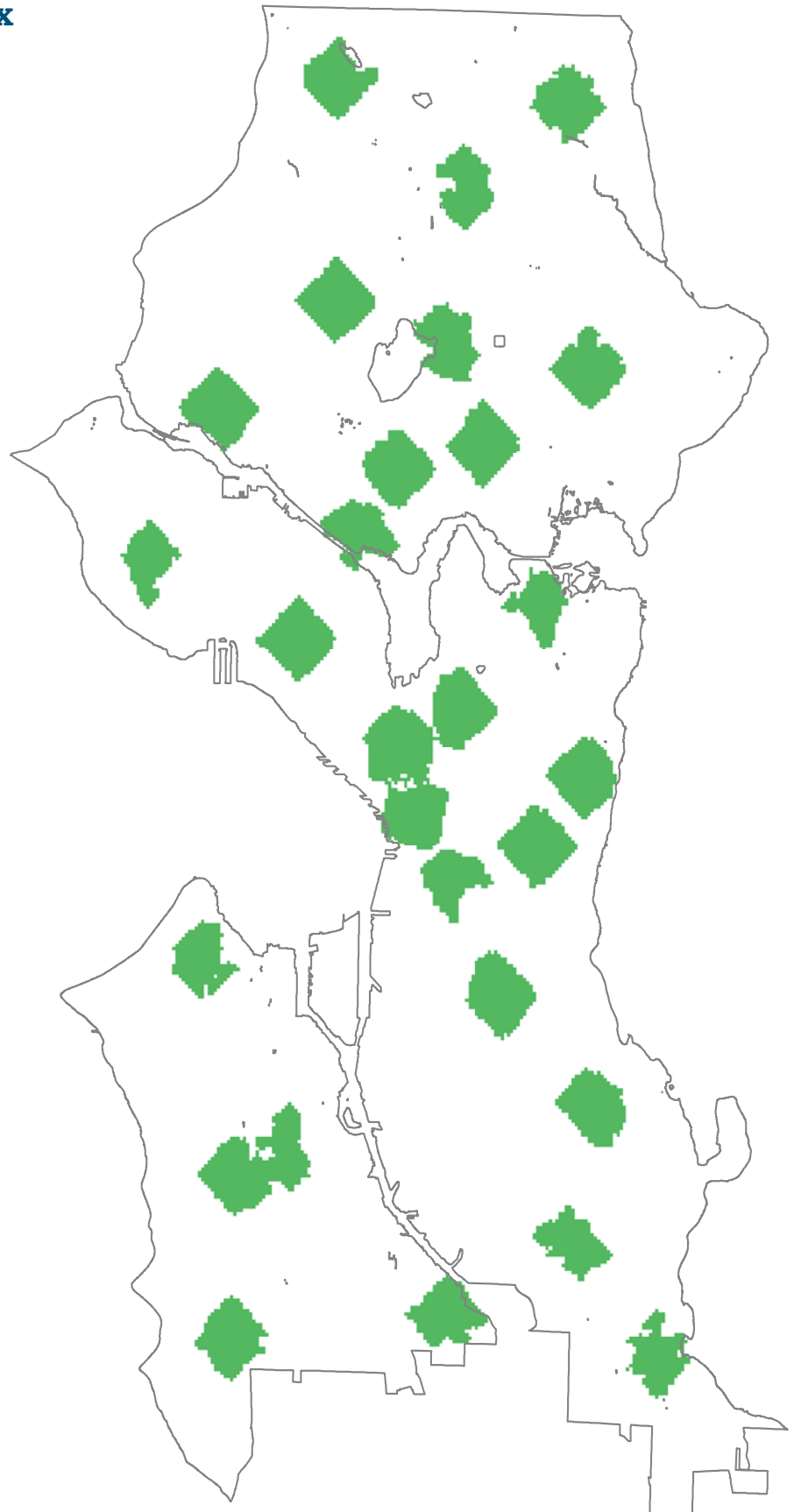
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 Within 0.5 mile of a library

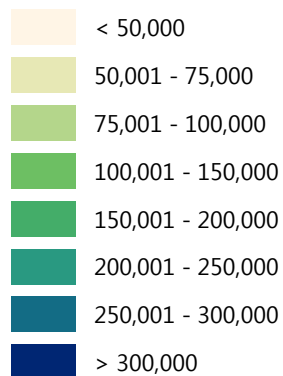
Source: City of Seattle



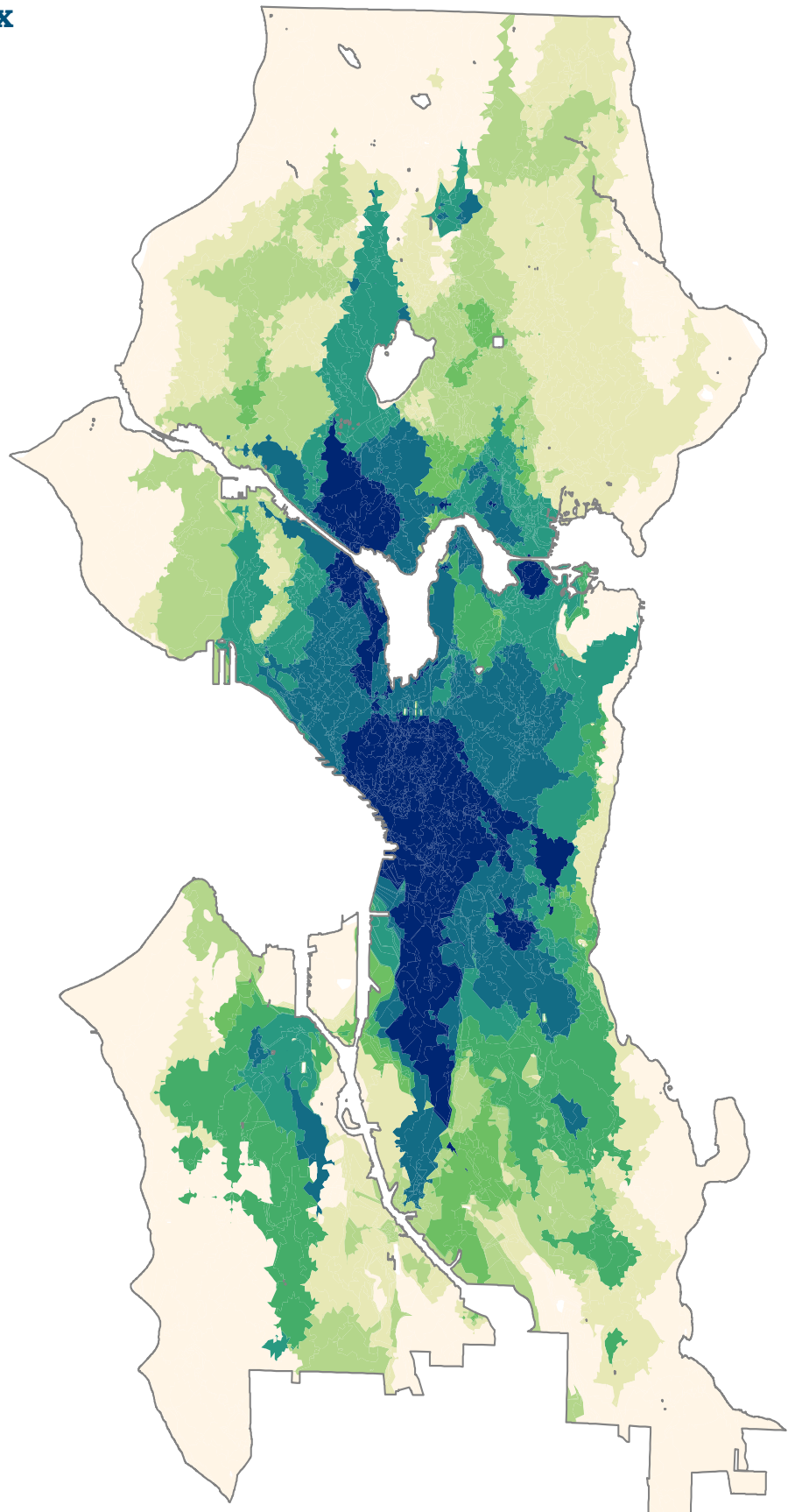
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Number of jobs accessible in 30 minutes by transit



Source: Puget Sound Regional Council 2014 Covered Employment Estimates by Census tract

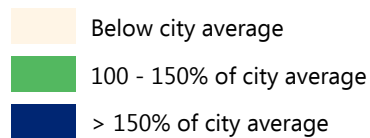


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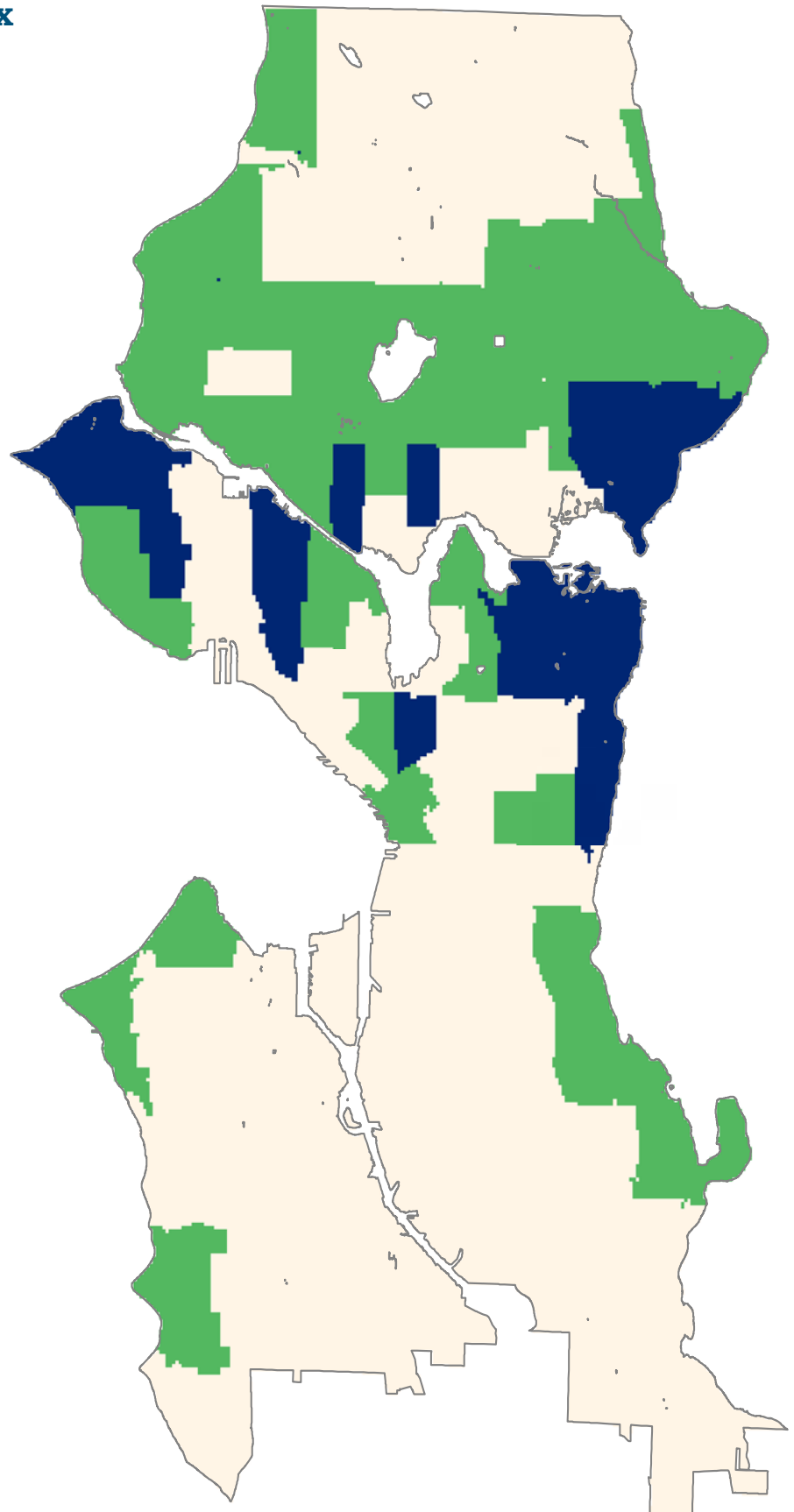
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Change in median home value 2000-2013 (Census tract)



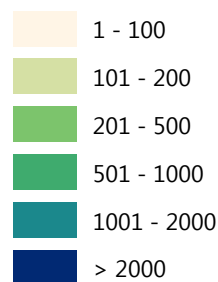
Source: 2000 Census, 2009-2013 American Community Survey



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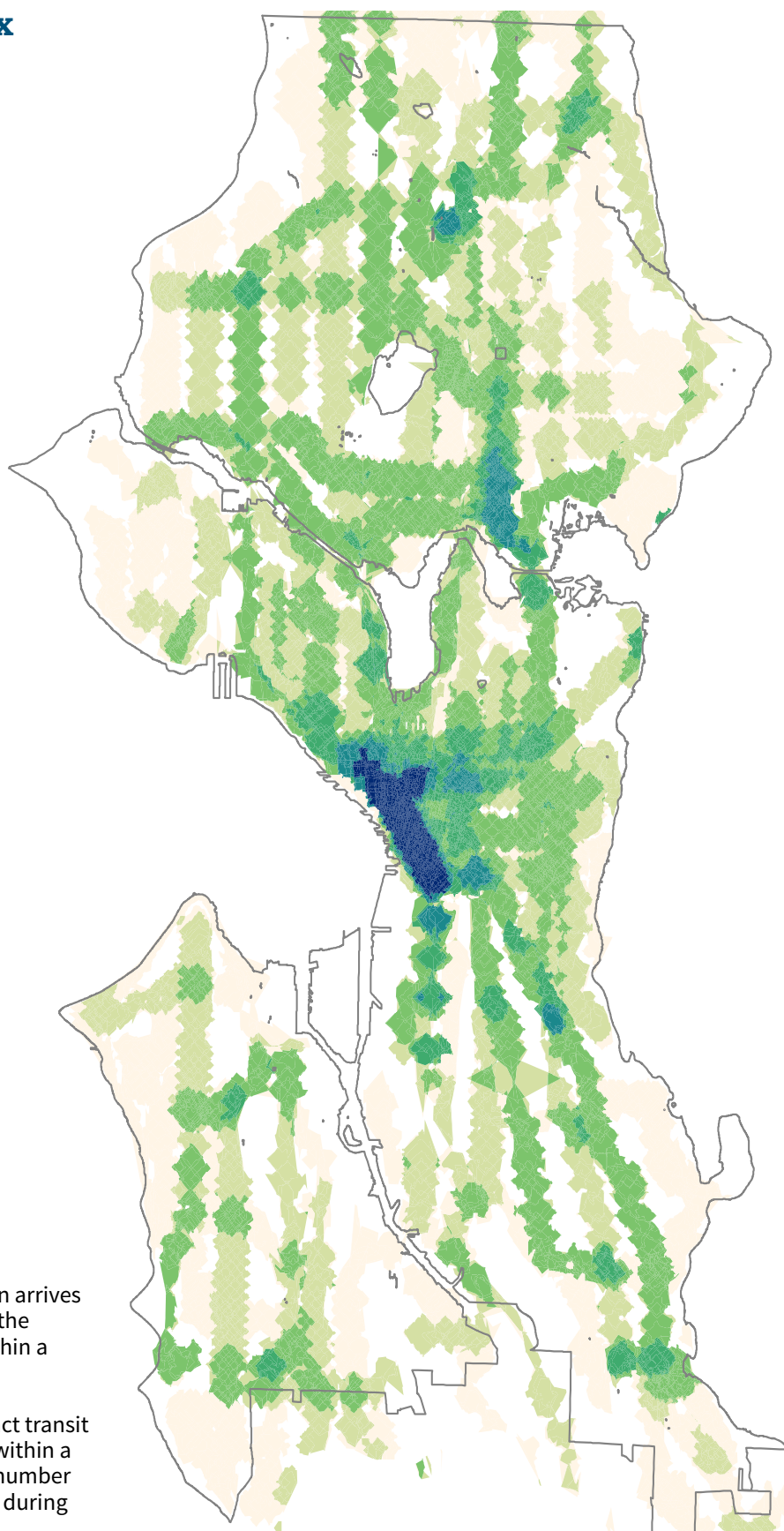
Number of daily unique transit trips within a quarter-mile walking distance of a location



Source: King County Metro

A transit “trip” occurs each time a bus or train arrives at and departs from a stop. This map shows the number of unique transit trips that occur within a quarter-mile along the walking network.

It does not double count when the same exact transit vehicle stops at two locations that are both within a quarter-mile walk. Instead, it quantifies the number of unique bus trips that someone can access during an entire weekday.

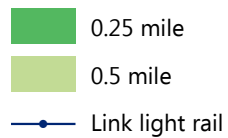


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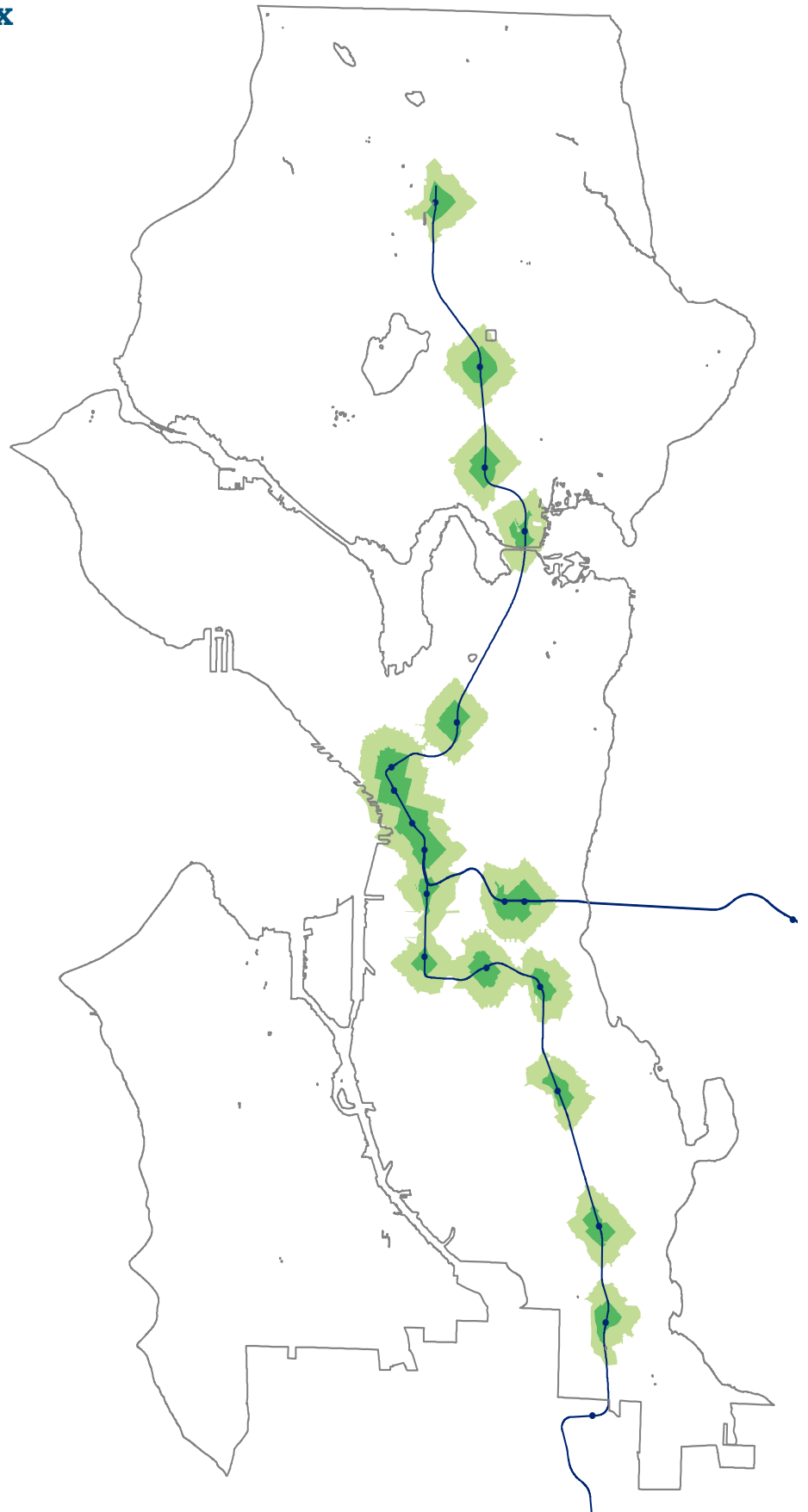
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Walking distance to a current or future Link light rail station



Source: Sound Transit



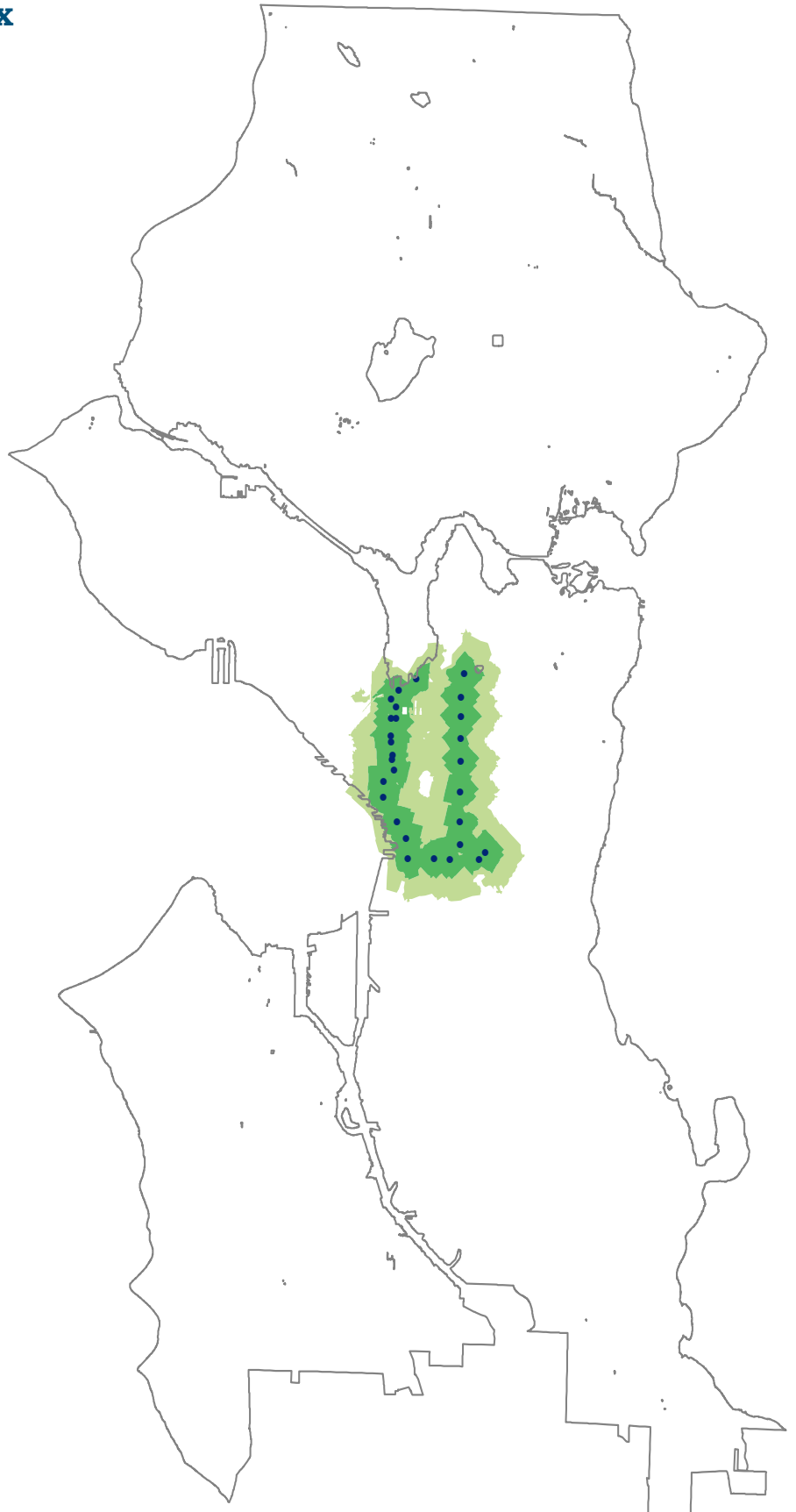
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Walking distance to a current or future streetcar stop

- 0.25 mile
- 0.5 mile
- Streetcar stop


Source: Seattle Department of Transportation



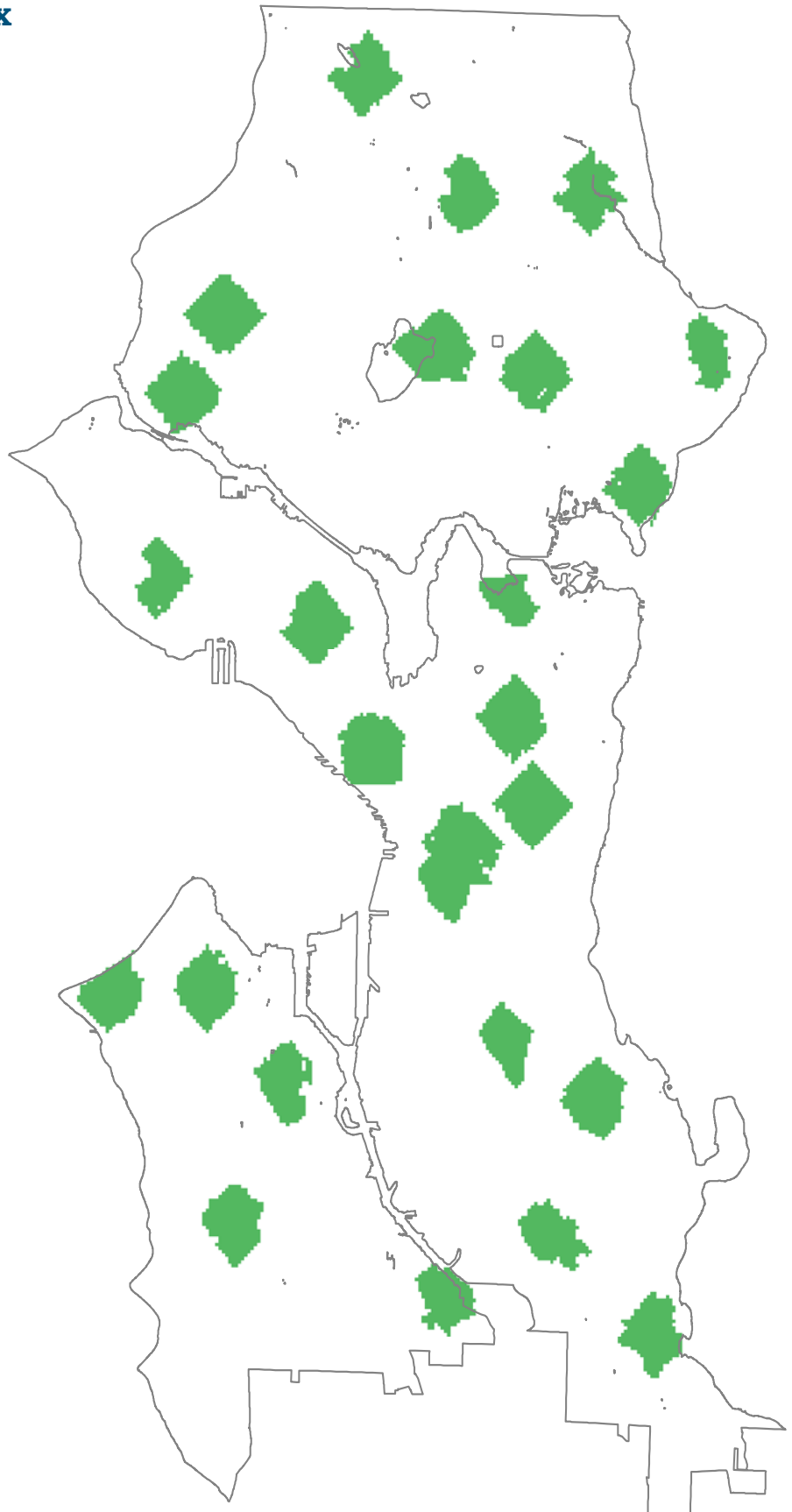
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 Within a 0.5 mile walk of a City-owned and City-operated community center

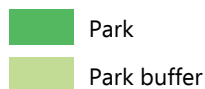
Source: City of Seattle



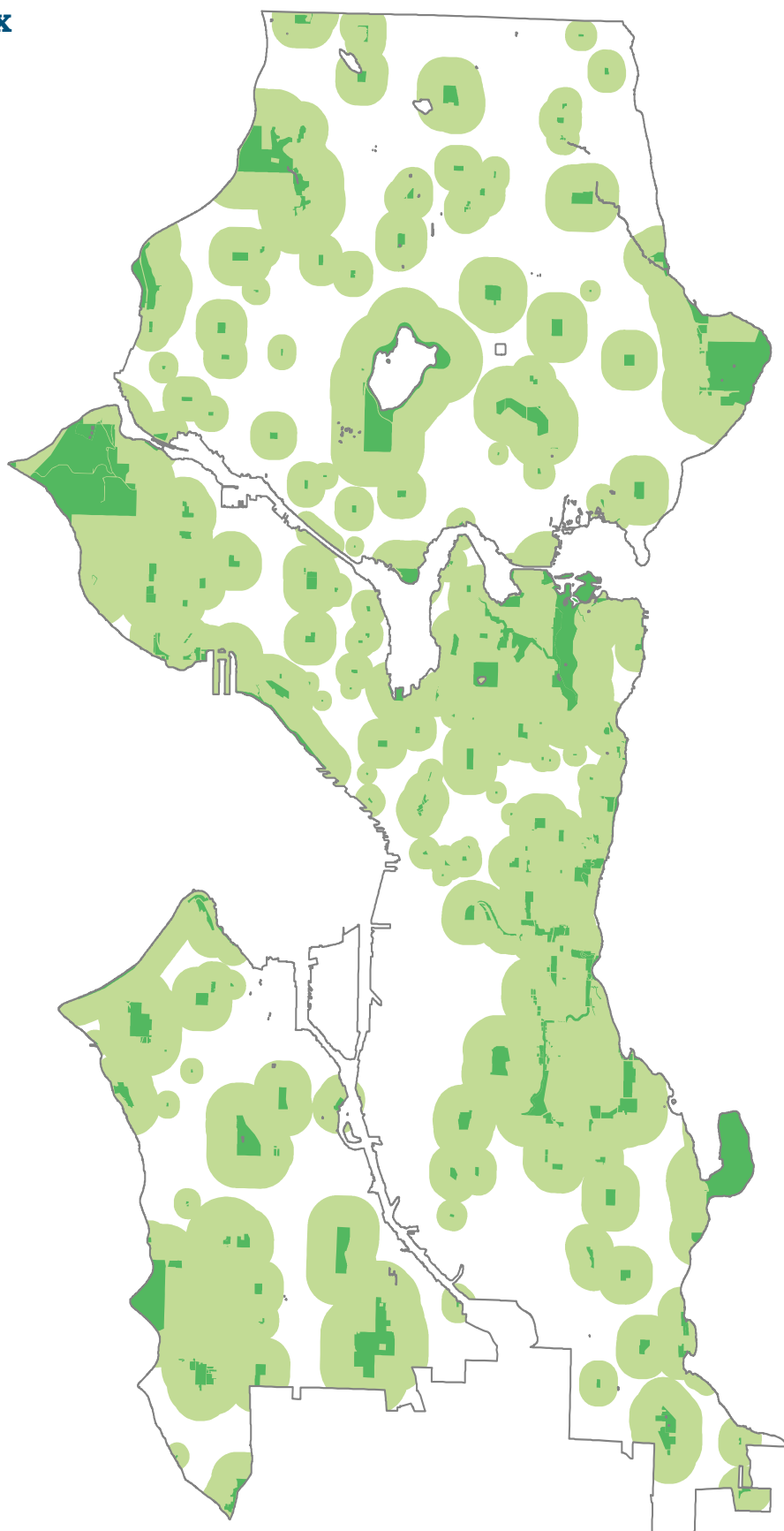
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Locations near a public open space, measured by as-the-crow-flies distance



Source: City of Seattle



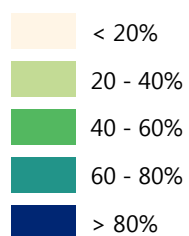
The size of the service area “buffer” around each park varies according to the area of the park.

May 2016

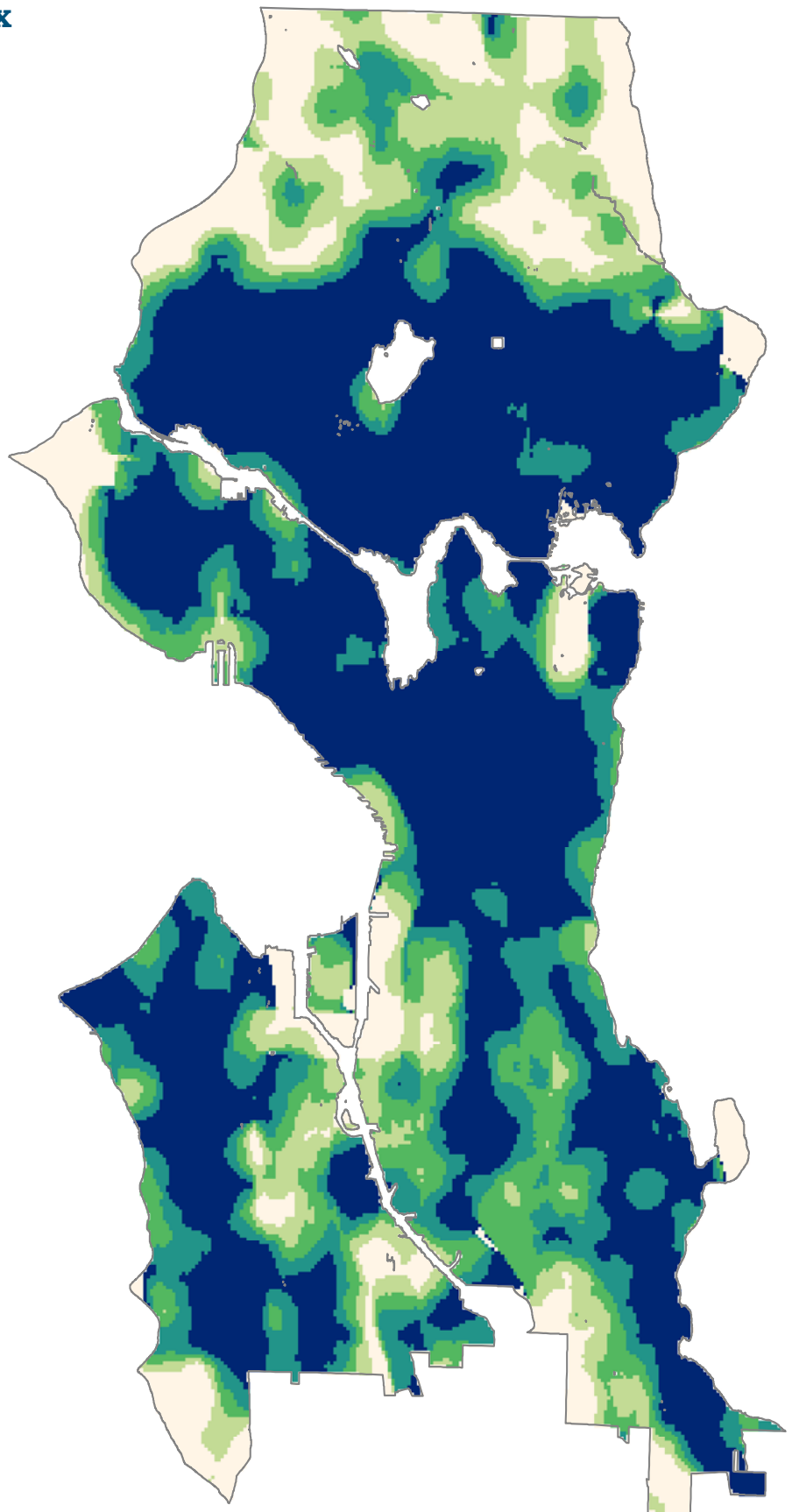
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Percentage of block faces within a quarter mile with sidewalks




Source: City of Seattle

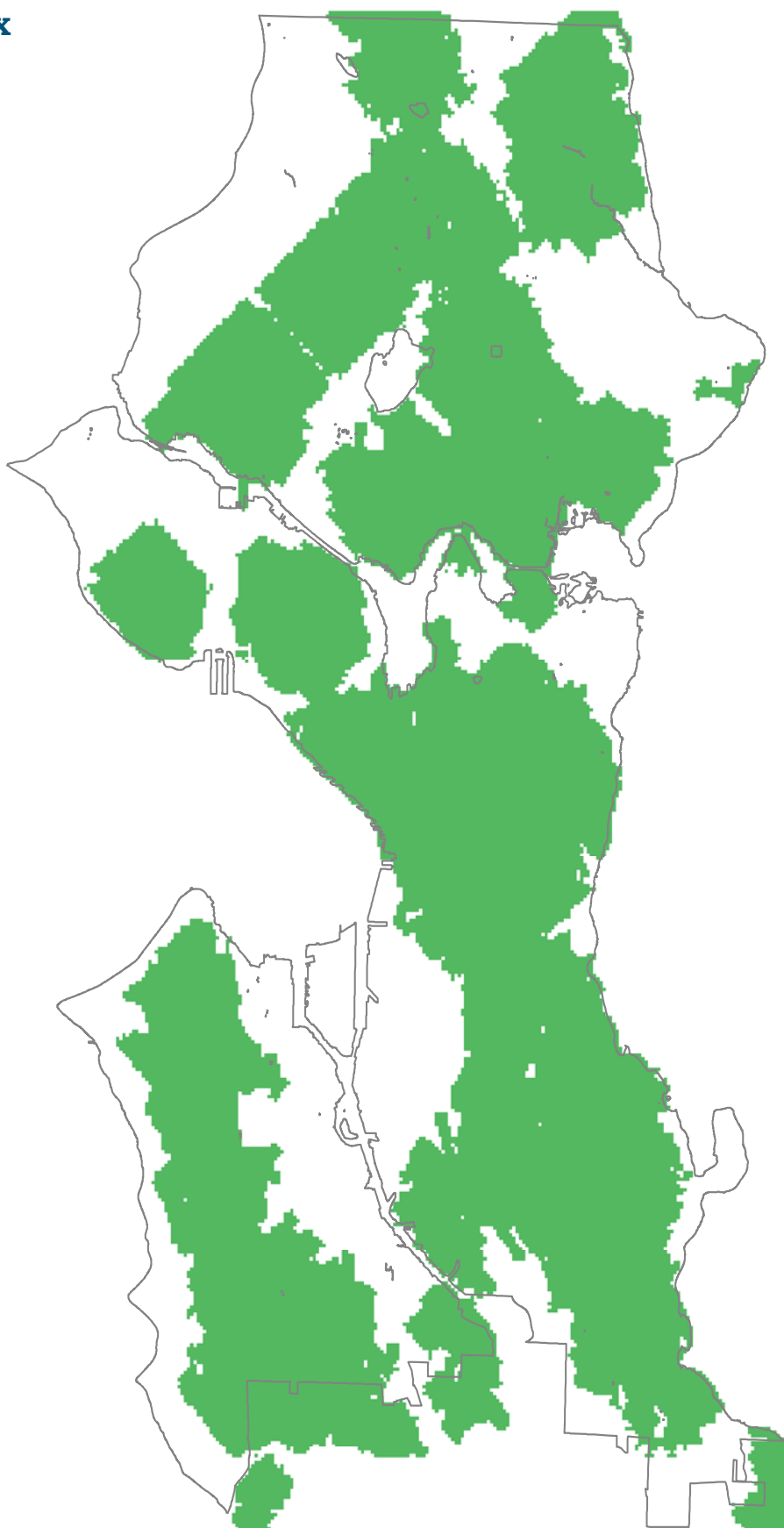


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 Within one mile of a healthcare facility (measured by walking distance)

Source: King County Public Health (2010)





May 2016

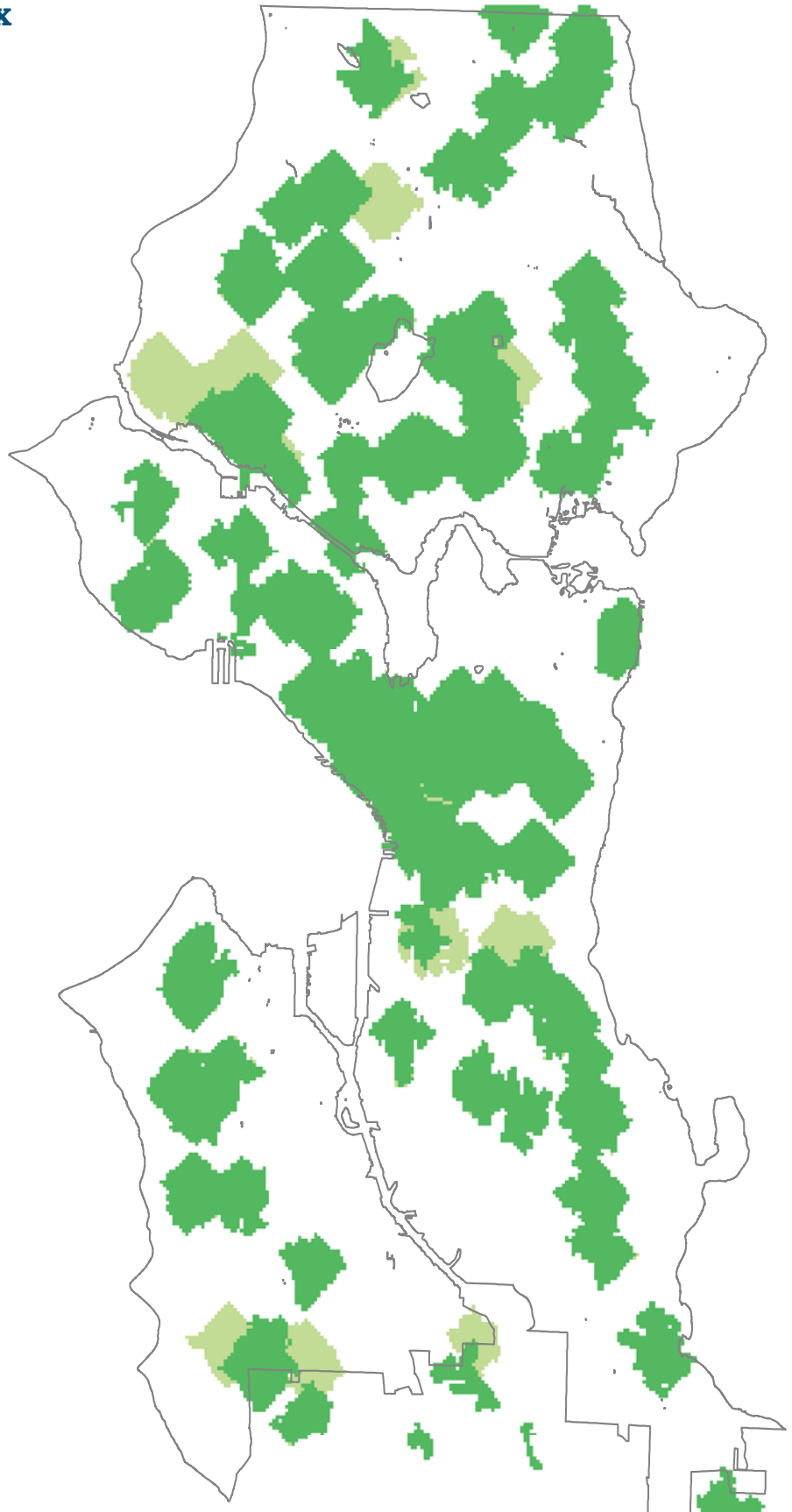
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Walking distance to a supermarket, produce stand, or farmers market

-  within 0.5 mile and accepts SNAP
-  within 0.5 mile

Source: ReferenceUSA, Washington State Farmers Market Association



What's changed since the DEIS?

Appendix B was replaced with an updated summary of community input since issuance of the DEIS.

APPENDIX B



SUMMARY OF COMMUNITY INPUT.



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HOUSING AFFORDABILITY
AND LIVABILITY AGENDA

Mandatory Housing Affordability (MHA)

Community Input Summary



Thank you.



South East Seattle HALA Meetup hosted by CORE & South East District Council | February 2016

**Since October 2015,
thousands of
community members
have come together
to talk about Seattle's
housing crisis.**

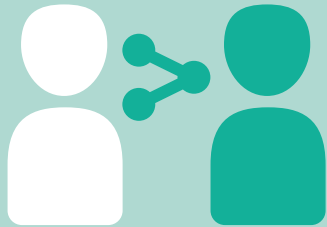
Thank you for dedicating your time and energy. Your input will help Seattle remain a welcoming city for years to come.

We want to celebrate your accomplishments and thank you for your efforts. You shaped principles that directly informed the draft MHA proposal. You advanced design standards that will enhance livability in our neighborhoods. And the rich local knowledge you brought to the process helped tailor urban village zoning maps to better reflect our shared principles.

Thank you.

MHA Community Input Activities

Community members dedicated countless hours to improving the MHA proposal in these ways:



information
sharing

sharing key materials translated into

7 languages: Chinese (Mandarin and Traditional), Somali, Korean, Spanish, Tagalog, and Vietnamese

responding to information mailed to over

88,800 urban village
dwellers

- Signing up for newsletter updates, with over 4,200 recipients
- Sharing our [website](#), with over 5,000 monthly page-views



talking
person
-to-
person

participating in

198 community
engagement meetings

including citywide public open houses, community design workshops, and neighborhood meet-ups

engaging in online dialogue with

1,100 registered users at
hala.consider.it

contributing

600 community volunteer
hours

for the nine-month community focus group process

talking with us when we canvassed

10,000 urban village
households

- Asking more than 600 questions during Reddit Ask-Me-Anything events
- Engaging in hundreds of discussions through the HALA hotline (206) 743-6612 and halainfo@seattle.gov

Executive Summary

TOWARD AN EQUITABLE CITY

Seattle is facing its worst affordability crisis in decades. Our beautiful, welcoming, thriving city is attracting more businesses and residents than ever. Our population has grown by more than 75,000 people in just five years—about 40 per day—but housing has not kept pace. Mandatory Housing Affordability (MHA) is a new policy to leverage the city's growth so that more people can afford to live in Seattle near transit, parks, and more.

In order to effectively implement MHA, the City has engaged thousands of community members in conversations about how their neighborhoods should grow. As Seattle's population changes and increases, we need to hear from you about how we can grow equitably and sustainably so that together we thrive. We also need to ensure that growing demographic groups have a voice in our decision-making processes and that we eliminate barriers to participation.

With your insight, we designed an inclusive approach that responds to unique conditions of each neighborhood while providing more housing options for workers of all income levels.

This report summarizes MHA outreach and engagement, and synthesizes your valued input.

Outreach Goals

MHA is designed to meet affordable housing goals while enhancing quality of life in Seattle. We rely on your perspectives to get this right. That means we need to hear from a broad array of residents: new and old; renters and owners; experienced community advocates and newcomers to the conversation. It is especially important that we hear from those traditionally under-represented. To that end, our public engagement efforts aimed to achieve the following goals:

-  **Recruit, engage, and receive key feedback from a diversity of perspectives**
-  **Lower barriers to participation by providing supports**
-  **Bring varying perspectives together to discuss the merits of a proposal with one another, not just with City staff**
-  **Foster understanding between people from geographically distant communities**
-  **Meet people where they are with subject matter, conveying content to all levels of expertise**

Executive Summary

Where Community Members Agree

During our many conversations, we heard about your experiences with growth in Seattle. There is a lot of optimism about how our city can continue to flourish, along with some growing pains. Together you affirmed a shared vision of inclusivity, connectedness, sustainability, and community vibrancy. Though there was not always agreement on how to achieve this vision, your conversations were creative, inspired, passionate, and productive. Here are a few highlights of general agreement:

- Create more affordable housing for low-income people
- Create more housing for people at all income levels
- Minimize displacement of current residents
- Prioritize populations most at risk, including those experiencing homelessness, those with very low incomes, and traditionally under-represented groups
- Create housing choices, including home ownership options and family size units
- Create more opportunities to live near parks, schools, and transportation
- Strengthen the sense of place within our Urban Villages
- Retain the urban and architectural character of our neighborhoods as individual lots redevelop
- Promote environmental health and sustainability, which includes cutting carbon emissions, supporting transit use, and having space for trees

Your Input Matters

The final proposal responds to input gathered from community members. We began taking your input on MHA in Fall 2015. Your input has been critical to ensuring that we address both concerns about the way MHA will guide growth in Seattle's neighborhoods, as well as hopes for how it will benefit communities. Later in this report, we describe key changes we made in response to your feedback, including development standards, affordability requirements, and zoning decisions. Together we developed a better proposal.

Next Steps for Input

Additional Changes to Zoning Proposals

With the close of public comment on the MHA proposal in Summer 2017, City staff worked to incorporate nearly two years of community engagement and economic and environmental analysis into a final proposal that City Council will consider in 2018. Staff rely heavily on the MHA program goal to produce at least 6,000 income and rent-restricted homes, the community-guided implementation principles, and the legal allowances and constraints of the program, to direct this work in a manner that is transparent and consistent across the City.

Delivery of Proposal to City Council

Once a final proposal is transmitted to City Council, another phase of community engagement will begin. Throughout its deliberations, City Council will provide opportunities for public comment and input at all district-based community events, Council meetings, and formal public hearings. City Council will take action on the MHA citywide proposal after a lengthy process, likely in mid- to late-2018.

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Project Background

WHAT IS THE PROBLEM?

People are finding it harder than ever to afford housing in Seattle.

In response, the City of Seattle seeks to increase its supply of rent- and income-restricted housing. The need is greatest for households with lower incomes who are not adequately served by the current housing market. The need for affordable housing is well documented and can be measured in many ways.

More than 45,000 households spend more than half of their income on housing.

This condition is referred to as a severe cost burden. Nearly one in seven Seattle households is severely cost burdened when it comes to housing. This means these households have less money to spend on education, healthcare, healthful food, transportation, and more. The lack of affordable housing has disproportionate impacts on certain populations. Nearly 35 percent of Black renter households in Seattle pay more than half of their income on housing, compared to about 18 percent of White renter households.



1 in 7 Seattle households are severely cost burdened when it comes to housing

Average rent for a 1-bedroom apartment increased 37 percent in the last five years to \$1,755.

The rising cost of housing makes the average one bedroom unit unaffordable by conventional measures to a worker earning a \$15 minimum wage. These rates are rising faster than anywhere else in the country, at about four times the national average. This means that lower wage workers such as nursing assistants, teachers, paramedics, and social workers, among others, are finding it more difficult to live near their jobs.

We are not growing equitably.

People of color in Seattle are more than five times more likely to be part of the working poor.

“The share of adults who are working full-time jobs but still cannot make ends meet has increased, particularly among Latinos and other workers of color. As the low-wage sector has grown, the failure of even full-time work to pay family-supporting wages dampens the potential of millions of workers and our nation as a whole. | *PolicyLink*



Seattle adults working full-time, living below 200 percent of the poverty level (2014) | *PolicyLink*

Project Background

In 2014, Black households had the lowest home ownership rate in Seattle, at 25 percent.

“ Home ownership can be a critical pathway to economic security and mobility, helping lower-income people build an asset that can be used to pay for education or other productive investments. Following decades of exclusion due to racist covenants and lending practices, people of color face new barriers to accessing sustainable home ownership. Communities of color were disproportionately targeted by predatory lenders and negatively impacted by the foreclosure crisis, contributing to the rising racial wealth gap. | [Policy Link](#)

Nearly a third of the homeless population is African American, but African Americans make up only 6 percent of the general population in King County.

Homelessness is increasing, including childhood homelessness.

3,857 people are living without shelter in Seattle.

The unsheltered population has grown to 3,857 people as counted in 2017. Across King County there are 6,158 people living unsheltered, and an additional 5,485 sheltered people experiencing homelessness, bringing the total to 11,643 people experiencing homelessness in King County.

In 2017, Count Us In identified 905 families with children experiencing homelessness in Seattle/King County.

Homelessness is a humanitarian crisis with many causes. Broadly defined, people experiencing homelessness are those who lack a fixed, regular, and adequate night time residence. This includes sleeping in a public space, a car, or a camp ground. When priced out of a home, some families have chosen to live out of doors instead of moving out of the city entirely. Many do this in order to stay in the communities they have worked hard to establish. Some parents work full time and choose to live in a friend's living room or in a car so that they can maintain regular access to jobs, beloved schools for their children, and proximity to support systems.

Many families seek affordable housing options outside of the city, choosing to live where the cost burden is less extreme. This makes for exceptionally long commutes and less time with family and friends. These trends negatively impact cherished community fabric as well as our climate change mitigation goals.



A homeless camp beneath an Interstate 5 off-ramp in Seattle's SODO district. | KUOW.org

Project Background

HOW ARE WE ADDRESSING IT?

HALA is a multi-pronged approach to addressing the housing affordability crisis in Seattle. A key recommendation is Mandatory Housing Affordability (MHA). MHA reflects years of dialogue between community groups, low-income and affordable housing advocates, homeless advocates, private development, and the City of Seattle to ensure we grow more equitably than ever before. MHA increases Seattle's supply of affordable housing by requiring all new commercial and multifamily development to contribute to rent- and income-restricted housing. MHA has been twenty years in the making and will allow us to grow more equitably than ever before.

Planning for equitable growth

The City's Comprehensive Plan (Seattle 2035) includes a goal to help meet current and projected regional housing needs of all economic and demographic groups by increasing Seattle's housing choices. To help achieve that goal, Seattle's Housing Affordability and Livability Agenda (HALA) strives to create 50,000 homes by 2025, including 20,000 affordable homes.

Critical to this overall vision, Mandatory Housing Affordability (MHA) will provide at least 6,000 of the 20,000 net new rent-restricted homes for households with incomes no higher than 60 percent of the area median income. In 2017, 60 percent of the area median income is about \$40,000 for an individual and \$57,600 for a family of four.

“To provide people with safe and affordable housing, that is one of the most key things that can possibly be done to change our society. | Rick Wyman

How does it work?

Developers comply with MHA by providing affordable housing (performance option) or paying into a fund that Seattle's Office of Housing uses to support the development of affordable housing throughout Seattle (payment option). In exchange for this public benefit, new height and/or floor area limits are adopted to increase development capacity. Zoning changes provide this additional capacity within existing multifamily and commercial zones, as well as within existing urban villages and their expansion areas.

Enacting affordable housing requirements and development capacity increases simultaneously is consistent with a State-approved approach used in other cities to help increase the creation of rent-restricted housing. This strategy will also help slow rent increases by providing a wider array of housing choices. The amount of additional height and/or floor area granted would vary by zone to account for the size of buildings currently allowed, as well as specific design considerations. In most zones, a typical change would allow one additional story of development.



Rick Wyman is a resident of Arbor Woods Apartments, Mt. Baker Housing

Project Background

Both payment and performance options offer unique benefits and are equally important to the success of MHA. With the performance option, a specified percentage of homes in new multifamily residential buildings will be reserved for income-eligible households and have restricted rents. These affordable homes will be comparable to market-rate units (e.g., size, number of bedrooms, and lease terms).

With the payment option, developer contributions enable the Office of Housing to leverage other funds to produce more affordable housing overall. In addition, affordable housing funded with MHA payments advances other City goals, such as expanding housing opportunity in all neighborhoods, addressing displacement, providing housing for families with children, and building in locations near transit and other amenities.

The City Council adopted legislation establishing frameworks for how MHA will apply to commercial and residential development. However, the MHA requirements included in the frameworks do not take effect until the City adopts zoning changes that increase development capacity and tie MHA requirements to those specific zones. The University District and other areas already involved in multi-year planning efforts have implemented MHA already.

What's next?

The Citywide proposal will go to City Council in November 2017. Council is planning about six months of community engagement on the MHA proposal, including open houses, public hearings, and more.

Want more info? Go online to www.seattle.gov/HALA for updates.



HALA Advisory Committee

2014

Oct 2014 Multi-stakeholder committee meets monthly for ten months

2015

Jul 2015 Committee publishes report of [65 recommendations](#) addressing housing affordability crisis in Seattle



Council Work Plan for HALA Recommendations

Fall 2015 Approved by City Council



Community Engagement Kick-off!

Fall 2015 Start of 2+ years talking with communities and gathering input



MHA Framework Legislation

Nov 2015 Commercial framework (updated December 2016)

2016

Aug 2016 Residential framework



Draft Citywide MHA Zoning Maps

Jan-Aug Crafted MHA implementation principles with community

Oct Published first draft of citywide MHA zoning maps

2017

Oct 2016-Jun 2017 Gathered community input on draft citywide MHA zoning maps



Implementing MHA in Other Areas

Feb 2017 University District

Apr Downtown & South Lake Union

Aug Chinatown–International District

Aug 23rd & Union, Cherry, Jackson

Oct Uptown



MHA Citywide EIS & Legislation

Jun Draft Environmental Impact Statement (DEIS)

Jun-Aug Public comment on DEIS

Nov Final Environmental Impact Statement (FEIS)

Nov (expected) Transmit MHA Citywide legislation to City Council

2018

City Council Community Engagement

2018 6+ months of community engagement through City Council process



Council vote on Citywide MHA

Outreach Activities

A NEW APPROACH

From the beginning this process was a little bit different than how the City has done traditional engagement. We asked neighborhoods to come together with other neighborhoods not based on geography but based on community needs, experiences, and application of MHA. We asked people who have been a part of previous planning processes to welcome community members who were participating for the first time.

The scope of MHA called for a multi-pronged approach that gathered feedback from many voices across the city. We took feedback in person, online, and over the phone. We held meetings in all neighborhoods and many were centrally located to serve the greatest number of community members.

Following are descriptions of the events and interactions we had with community discussing MHA.

Citywide Activities

We focused on reaching out to a broad public audience through a variety of events, venues, and formats. Citywide conversations aimed at:

- getting the word out about MHA,
- updating the community at large on MHA progress and next steps, and
- listening to feedback from a broad public audience.

These events included citywide meetings such as an open house at City Hall. We sent a mailer to households within urban villages and expansion areas - more than 88,000! We also conducted door-knocking aimed at informing all single-family zoned areas in urban villages and proposed expansion areas about MHA.

Neighborhood Meetings

City staff met with community members in their neighborhoods by attending standing neighborhood council meetings and through City-hosted Open Houses. City staff responded to requests for neighborhood meetings to the extent possible and reached areas throughout the city. The purpose of MHA participation at neighborhood meetings was to:

- update local neighborhood areas on MHA progress and next steps,
- listen to feedback from local groups that shape MHA implementation, and
- consider neighborhood preferences for how MHA actions fit local conditions.

At our Spring 2017 Regional Open Houses, we debuted the Hololens (see below), a mixed reality experience enjoyed by many. It allowed community members to see proposed zoning changes in 3D. It was pretty cool!



Open House with Hololens mixed reality headsets showing proposed zoning changes in 3D

Outreach Activities

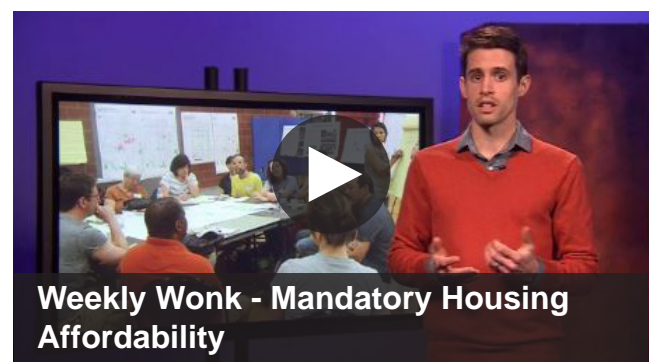
Digital Media

The City broke new ground in gathering your input through multiple types of media. We recognize that many community members cannot or prefer not to attend events in person, for a variety of reasons. We wanted to reach as diverse an audience as possible by opening up our dialogue online, over the phone, and through experimental platforms. Digital media engagement aimed at:

- making efficient use of people's time by allowing them to weigh in remotely,
- hearing candid views that some felt more comfortable sharing in a non-public setting,
- helping people see information in a new way or from a different angle,
- providing easy-access resources for self-guided exploration and learning,
- gathering input from community members who may not have time or resources to meet us in person,
- share information broadly in a way that could be easily shared among community members, and
- making this process fun!

Our website hosted our event calendar with constantly updating events, key resources, Weekly Wonk videos demystifying land use topics, an interactive web map, PDF maps available for download, Land Use 101 slideshows, an MHA neighborhood model slideshow, and a video highlighting HALA accomplishments for 2015 and 2016.

Early in the process we held three Telephone Town Halls with the mayor and City staff. These conversations involved phonecall notification to more than 70,000 landlines across the city, inviting households to pose questions about HALA, MHA, and other city issues. You can listen to recordings online: [January 31](#), [February 2](#), and [February 4](#), 2016.



Outreach Activities

We received feedback via email through our email address (HALAInfo@seattle.gov) and over the phone on the HALA hotline (206) 743-6612. We also sent out email newsletters through our sign-up listserv, packed with information about HALA progress, opportunities to get involved and provide feedback, City Council hearings on MHA, and what we heard at various points throughout the process.

We shared Housing Stories as told by community members across the city, in their own words. These in-depth interviews shed light on the housing crisis and measures we are taking to make Seattle more affordable for all.

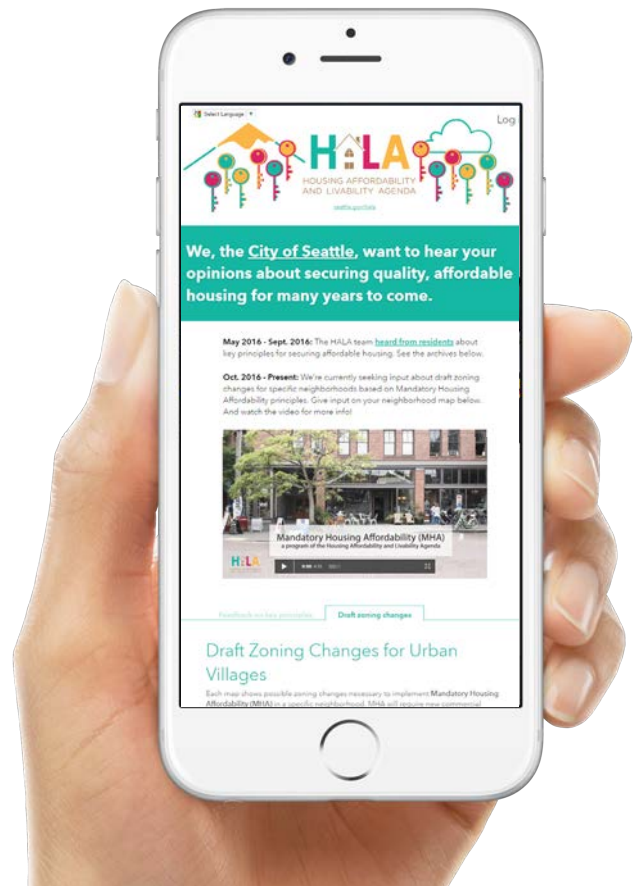
We gathered input online through the HALA Consider.it platform. Community members weighed in on MHA implementation principles, proposed design standards, and urban village expansion boundaries. Comments were constructive and there was a rich dialogue among community members from across the city.

At many of our citywide events we broadcast directly to you with Facebook Live. This involved live question and answer with City staffers, streaming in real time on our Facebook page.

Digital media provided opportunities for a ton of interaction and feedback that would not have been possible at in-person events. Thank you for getting online and getting engaged!

Open Houses

The City hosted several rounds of open houses. Some of these were broad, citywide invitations to join in conversation around HALA, MHA, and many aspects of city life. Other events were aimed at bringing together people from specific communities, with localized conversations about housing, livability, and more.



Outreach Activities

City staff from multiple departments were on-hand at these events to answer questions about our transit network, tree canopy, parks, democracy vouchers, parking, and more.

Together we shared information about our housing affordability crisis, existing and proposed strategies for housing more people, new transportation investments such as Move Seattle, Bus Rapid Transit (BRT), and Seattle Neighborhood Greenways. Many asked questions and got answers.

Participants also shared their experiences with one another while considering the merits of the MHA proposal. Community members reviewed and commented on urban village maps, making suggestions about the proposed zoning changes.

Community Focus Groups

In January 2016 we sent out a call for applicants to our HALA Community Focus Groups. By the end of February, nearly seven hundred community members across Seattle had submitted applications to participate. Applicants wrote about commonly held aspirations for Seattle to become an affordable place as we grow. One hundred and seventy applicants were invited to join us for this series of monthly conversations.

HALA Community Focus Groups consisted of four to six representatives from each urban village and adjacent neighborhood area. The groups were a sounding board to give focused feedback—particularly on how the MHA program would apply in neighborhood areas.

More about focus groups:

- There were four focus groups, each with about 40 community members.
- Each reflected a broad range of perspectives.
- Focus groups met monthly starting in April 2016 and were facilitated by an independent third party.
- Groups conducted a detailed review of proposed land use changes to implement the MHA program.
- Meetings and conversations were transparent and open to the public.
- Participants were encouraged to relay information to their home neighborhoods.

The four focus groups were arranged by urban village type and included:

- Expansion Area Urban Villages
- Hub Urban Villages
- Medium Density Urban Villages
- Lower Density Urban Villages

To support focus group members so that they could participate fully in the process, the City provided accommodation as needed:

- Child Care
- Transportation
- Translation
- Interpretation
- Small Stipend
(for low-income participants only)

Overall there were thirty two meetings with participation of both focus group members and the general public. Meetings were held downtown at City Hall.

Outreach Activities

City Council-Hosted Community Design Workshops

HALA Community Urban Design Workshops were organized by Councilmember Rob Johnson's office with a goal of giving communities the opportunity to give input on MHA maps in a setting and location specific to their neighborhood. These workshops helped inform the City Council about community vision of how our urban villages should look, feel, and function in support of important citywide goals for increased affordability, design quality, and housing options throughout the city.

These workshops encouraged exchange of ideas and opinions in small groups on the recently proposed zoning changes for many neighborhoods, including where the boundary for urban villages should be drawn, what mix of zones best support the context and conditions of local areas, and how to encourage more housing options and elements of livability (including neighborhood infrastructure such as frequent and reliable transit, community-serving businesses, parks, and schools).

The goals of these workshops were to:

- assist community members to understand preliminary recommendations for MHA and potential changes to zoning and land use;
- provide an additional opportunity for community members and other interested groups to provide focused input on the program, especially where:
 - there is a recommendation for significant boundary expansions,
 - there are proposed changes to single-family zones within Urban Villages,
 - there are areas with both a high risk of displacement and low access to opportunity as identified in the City of Seattle's Growth and Equity Analysis.
- help inform the Office of Planning and Community Development (OPCD) and City Council about the vision of how each of these Urban Villages should look, feel, and function in support of important citywide goals for increased affordability, design quality, and housing options.



Outreach Activities

Calendar of Events *193 meetups & counting!*

2015

October

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

November

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

December

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

2016

January

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

February

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

March

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

April

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

You invited us, we showed up!

RSVP

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

Outreach Activities

Calendar of Events

May

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

June

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

July

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

August

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

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

September

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

October

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

November

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

Outreach Activities

Calendar of Events

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

December

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

2017

January

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

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

February

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

March

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

Outreach Activities

Calendar of Events

April

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

May

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

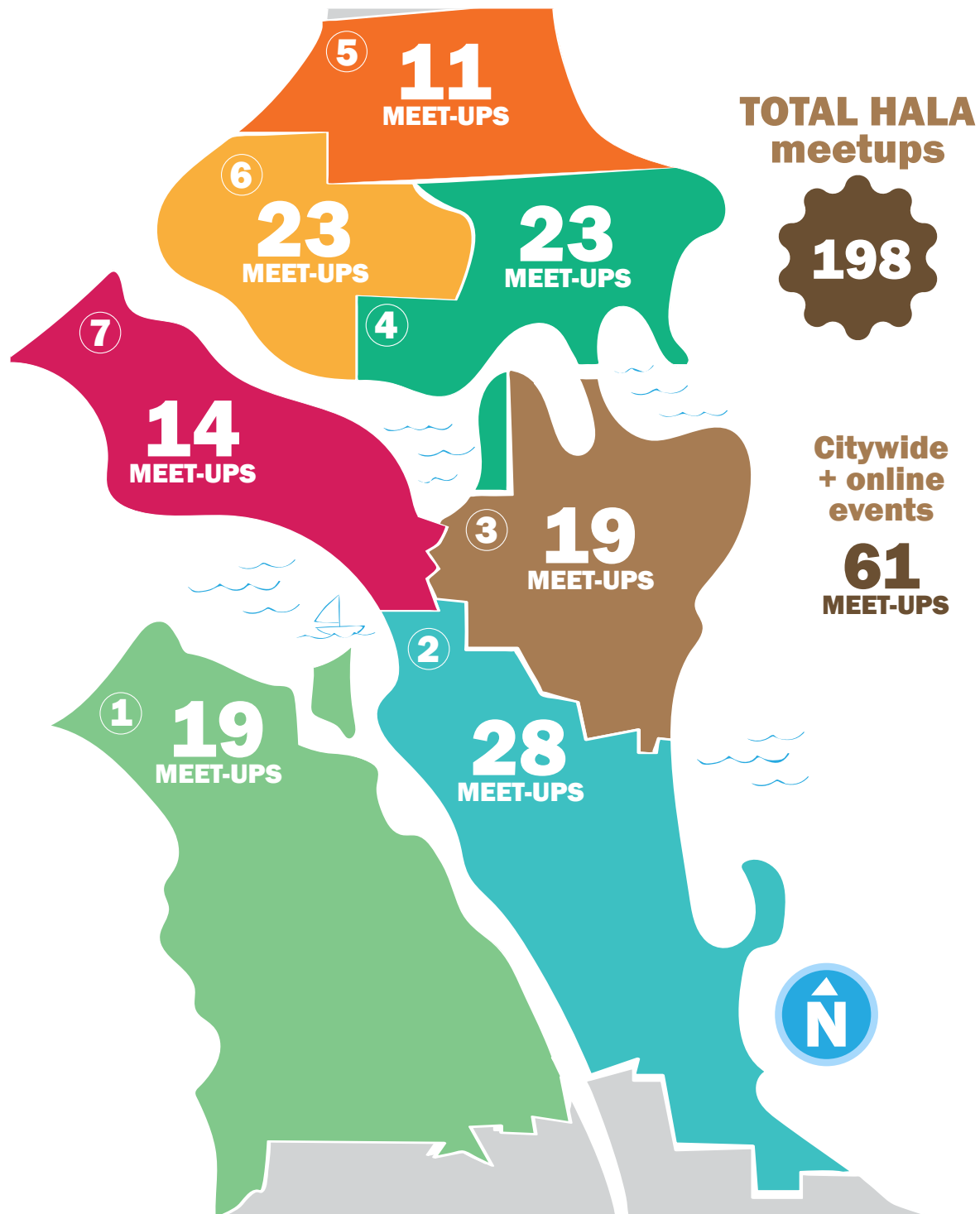
June

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

Outreach Activities

Event Map

Meet-ups are shown by City Council District



How Community Input Shapes Policy

YOUR INPUT MATTERS

Community input is invaluable to ensuring that we implement MHA thoughtfully and equitably across Seattle's unique neighborhoods.

A broad spectrum of themes emerged through engagement. This section discusses consistent themes we heard across the city and how that input has shaped the MHA proposal. Much of this input has been incorporated into MHA implementation. In some cases MHA already accounts for these concerns, which we discuss as well. Other issues are already being addressed through the ongoing programs at various departments throughout the City, outside of MHA. Furthermore, perspectives on many of these themes often conflict, as community members hold different viewpoints on these issues. That tension is described as well.

Finally, some themes emerged that conflict with either the MHA program goals or its legal mechanisms. Sharing these ideas and aspirations illustrates our many varied perspectives, even if we cannot act on them.

Addressing Areas at Greatest Risk of Displacement

Concern about physical, economic, and cultural displacement

Community members want to know how MHA can help minimize displacement. Many have observed displacement of neighbors and friends, find themselves at risk of displacement, or have already found the need to move out of their neighborhood or the city entirely. Community members attributed displacement trends to rising housing costs, redevelopment of existing housing, and insufficient affordable housing choices.

- **MHA is an anti-displacement policy.** MHA requires development to contribute to affordable housing. This new policy is key to reaching the overall HALA goal to triple our current production of rent- and income-restricted housing for low-income community members. MHA is not our only tool for preventing displacement, but it is a critical part of the overall strategy. See the section later in this document on Themes of the Final Proposal for more information about how the zoning proposal carefully considers areas at high risk of displacement.
- **MHA implementation was crafted with a commitment to racial equity.** In our final proposal to the City Council, we have recommended smaller changes in zoning where there's a high risk of displacement for marginalized people. Likewise, we've proposed to allow more housing in neighborhoods where displacement risk is low and the high cost of housing limits access for marginalized populations. There is a strong desire to focus anti-displacement efforts toward low-income populations, seniors, people with disabilities, communities of color, and immigrant and refugee communities. Many of these groups are most at risk of displacement.

How Community Input Shapes Policy

Area-specific displacement concerns

Community-based organizations in Chinatown-International District and the Central Area asked how we can strengthen MHA to mitigate displacement in those neighborhoods. Our Seattle 2035 Growth and Equity Analysis found that Chinatown-International District and the Central Area are the two Seattle communities most affected by three types of displacement: physical, economic, and cultural.

- In response to these conditions, coupled with engaging key community-based organizations from those communities, we moved Chinatown-International District and the Central Area to a higher tier of MHA requirements to ensure that when development occurs in these historically marginalized communities, the community will see the highest public benefit.

Payment and performance options

Many questioned why developers should have an option to make a payment instead of building affordable housing as part of each development. Others felt that we should encourage payment rather than performance since it would result in creating and preserving more affordable homes overall.

- **Allowing both options provides flexibility.** Payment and performance both result in mixed-income neighborhoods. The option to choose allows small and large projects alike to contribute to affordable housing while maintaining development feasibility
- **The payment option offers crucial benefits.** Allowing affordable housing payments keeps MHA in compliance with state law, but additional benefits are not immediately obvious to the public, such as:
 - a. **More affordable housing.** Payments yield substantially more housing

than what could be created through performance because the City can leverage other funding sources with MHA payment funds. We estimate that MHA payments could produce at least twice as many units as the performance option in some projects.

- b. **High quality and sustainable construction.** Affordable housing funded with payment contributions are built to Evergreen Sustainable Development Standards.
- c. **Strong equity outcomes.** Seattle's Office of Housing invests in areas with high displacement risk and areas lacking private investment.
- d. **MHA payments can be used to preserve existing housing.** MHA funds are invested by the Seattle Office of Housing through its rental and homeownership programs, which include preservation of existing housing aimed at preventing displacement of low-income residents. Funds come from MHA payments, the Seattle Housing Levy, state and federal funds, and other sources. See the Office of Housing Seattle Housing Levy Administrative & Financial Plan for more information.
- e. **Strategic community investments.** Affordable housing funded with MHA payments can incorporate community-identified goals such as providing family-sized and family-friendly housing, culturally appropriate services, and housing for chronically homeless individuals with disabling conditions.

Preserving existing low-cost housing

Many community members suggested the City combat displacement by incentivizing preservation of low-cost, market-rate

How Community Input Shapes Policy

housing where possible, while also creating new affordable housing.

See above for information about how MHA payments can be used for preservation of existing housing.

Duration of affordability

Some community members suggested that affordable units be required to stay affordable indefinitely.

- **MHA housing will be affordable for 75 years.** Our draft proposal called for 50 years of affordability with MHA performance housing. In response to broad public support for longer terms of affordability, MHA homes will now be affordable for 75 years.

Serving our lowest-income households and others who are cost burdened

Quite a bit of conversation addressed the levels of affordability required with MHA. Many expressed concern about community members making far less than 60 percent of area median income (AMI), as well as those who do not qualify for rent-restricted housing but still find themselves burdened with housing costs. Across the board there was support for more housing affordable to all income levels.

- **MHA payments fund rent- and income-restricted housing for people making 0-80 percent of the area median income.** MHA performance requirements stipulate that affordable housing included in market rate development is affordable to households making up to 60 percent of the Area Median Income. MHA payments, however, can be applied with more flexibility, and historically the Office of Housing funds affordable housing development serving very-low-income (0-30 percent of AMI) households, not just those making 60 percent of AMI. The Office of Housing also funds homeowner programs that serve people making up to 80 percent of AMI.

- **Housing choices for others who are cost burdened.** MHA is one of many strategies addressing the housing affordability crisis. Adding development capacity through MHA while expanding all zone types allows more housing choices for more households.

Property taxes

Some homeowners expressed concern that zoning changes in their neighborhoods could elevate assessed property values, which might increase property taxes. Others suggested that property values would decrease with zoning changes, causing a loss of equity.

- Changes in property tax due to MHA are likely to be small in most cases. The King County Assessor determines property taxes by multiplying a citywide tax rate by the assessed value of a property. The assessed value is essentially the Assessor's estimate of a property's sale price. If the Assessor determines in the future that the value of additional development capacity, taking into consideration the cost of MHA requirements, has significantly increased the overall value of your property, then your property taxes would go up as well. Economic analysis suggests that value of the additional capacity and the cost of MHA are generally offsetting on most sites, but it is possible that value could increase in many cases. This change would not, however, happen automatically when a zoning change occurs. A property's assessed value increases only if there is evidence that the value of properties with similar zoning and location has increased.
- A study of property assessments after a 2011 rezone near the proposed site of the Roosevelt Light Rail Station provides some clues about how property values could potentially change under MHA. In that area, a number of parcels were

How Community Input Shapes Policy

rezoned from single-family to Lowrise 3 (allowing four-story apartments) and Midrise (allowing six-story apartments) without the implementation of MHA requirements. A comparison of these parcels to adjacent single-family parcels that were not rezoned showed no change in property assessments or taxes for the rezoned properties in the first three years following the zoning changes. In the four and fifth year, after groundbreaking of several large Midrise multifamily apartment buildings, property values for the Midrise-zoned properties increased while the Lowrise-zoned properties continue to show no difference from the single-family zoned areas. Even in the extreme case of a rezone from single-family to Midrise adjacent to the light rail station without MHA requirements, the increase in property assessment was roughly 25 percent.

- Property taxes, excluding publicly approved levies, are also subject to regulations that limit the total increase in taxes within a City to one percent annually, with some limited exceptions. If, for example, all properties in the City increased in value by exactly ten percent, the tax rate would have to go down such that the total property taxes collected would only go up by one percent. As MHA is proposed to be implemented citywide, this rule will limit the potential increase in property taxes.
- **Taxpayer Assistance and Relief.** Washington State law provides [two tax benefit programs](#) for senior citizens and people with disabilities: property tax exemptions and property tax deferrals. Yet more than 26,000 qualified seniors and disabled persons have yet to register for the exemption, and only one in 100 of those eligible for deferrals are currently enrolled.

Linking Zone Changes to Affordable Housing Requirements

Balancing affordable housing requirements with a need for more housing overall

There were questions about why the City needs to provide additional development capacity as part of MHA. Many felt that developers should be required to contribute to affordable housing without added capacity.

- **We need more market-rate and rent- and income-restricted housing to address our housing affordability crisis.** To address the housing affordability crisis, Seattle must build a substantial amount of market-rate housing in order to reduce competition for housing and slow rent increases. It is critical that we have more rent- and income-restricted affordable housing for people that market-rate housing does not serve. Numerous studies have found that both strategies are essential to address affordability overall. By implementing zoning changes and affordable housing requirements at the same time, we can substantially increase our supply of rent- and income-restricted housing while also maintaining Seattle's supply of market-rate housing.

Nearly every conversation about MHA included discussion of proposed affordability requirements. The City heard many perspectives—some expressing the affordable housing requirements are too high, and others that they are too low. Many participants voiced a desire for requiring more affordable housing onsite or higher fees. Others expressed concern that high requirements could stifle development and further drive up housing costs.

- **MHA balances affordable housing requirements with the value of added capacity.** A key program component

How Community Input Shapes Policy

is the balance of affordable housing requirements and the value provided to landowners through additional development capacity.

- **Affordable housing requirements are designed to be higher where the value of additional development is greater.** MHA requirements vary based on the market strength of various areas of Seattle according to high, medium, and low categories. Additionally, sites that received larger increases in capacity have higher requirements through a classification of (M), (M1), or (M2) suffixes.

Affordable Housing in Neighborhoods Experiencing Development

Investing MHA payments

There was widespread concern that MHA payments might not be used in the neighborhoods where development is occurring. There was even some concern that this revenue might concentrate low-income housing in poor areas. Many expressed a desire that payments generated by development in a particular urban village be dedicated to building or preserving affordable housing in that same urban village.

In response, we made two key changes to the MHA proposal.

- First, we added explicit direction to the Office of Housing to consider where payments are generated in its investment decisions, in addition to other strategic goals like addressing displacement, locating near transit, and serving the needs of residents.
- Second, we added requirements to ensure transparency and accountability as the Office of Housing implements MHA. In addition to annual reporting to the City Council on the overall

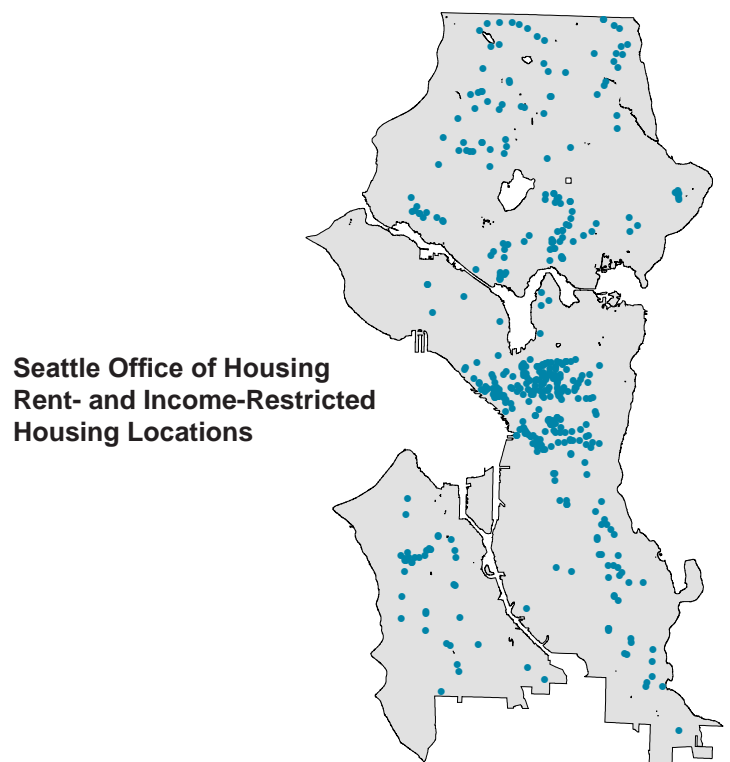
performance of MHA, including how and where funds are invested, the Office of Housing must identify as a priority any area with a significant imbalance between its investments and receipts of MHA payments.

- Also, through participation in MHA community conversations, many community members learned about the Office of Housing's 35-year history of investing in affordable housing in all City neighborhoods. See map below.

Locating near assets and infrastructure

Maximizing public investments

Many community members supported expanding housing choices in urban villages by allowing more development capacity in all zone types, including areas currently zoned single-family. We heard strong support for increasing development capacity near high-frequency transit in urban villages, which would allow more people access to the transit network, particularly important for low-income households. Many felt that capacity



How Community Input Shapes Policy

increases are a good trade-off for more affordable housing and will create more housing options for households at all income levels. Many supported more Lowrise zoning instead of Residential Small Lot (RSL) in urban villages, particularly near major transit investments such as light rail and bus rapid transit (BRT).

At the same time, many community members expressed concern that allowing new building types in areas currently zoned single-family could negatively affect neighborhood character and livability. Concerns included potential for taller buildings to block light and air, and more. More concerns associated with adding capacity in single-family areas are discussed below. Many of these comments recommended removing current single-family areas from urban villages or excluding them from MHA zone changes.

- **The final proposal prioritizes the greatest capacity increases near transit.** We've proposed Lowrise zoning near the Beacon Hill and future Roosevelt light rail stations, among others, in areas that currently allow only single-family homes. Single-family areas inside urban villages and expansion areas account for about six percent of single-family zoning in the city.

There was also strong support for locating more housing near neighborhood assets and infrastructure such as parks and schools. There was broader set of conflicting opinions on this topic, however, with some citing concerns about the capacity of these resources.

- **The final proposal prioritizes more capacity increases near assets and infrastructure like parks and schools.** The Seattle 2035 Comprehensive Plan, Community Generated Principles, and community all encourage maximizing the utility of public investments. So, we've

suggested more room for housing near parks and schools. We proposed Lowrise zoning in areas close to Jefferson Park, Judkins Park, Wallingford Playfield, and Miller Playfield.

Addressing Concerns about Impacts to Historic Districts

Ensuring historic areas maintain their character

There is widespread interest in preserving aspects of Seattle's architectural character in its residential areas and business districts. Examples of these areas include Pioneer Square and the Chinatown-International District. While these areas generally accommodate a mix of old and new structures, many expressed concerns that increasing the potential height difference between existing historic buildings and new development could have negative impacts on the overall character of the districts. Some went further and recommended that the City designate more historic areas in certain business districts and single-family areas to preserve the character of these places.

In contrast, other community members recommended that historic areas contribute to affordable housing through MHA. They underscored the idea that fewer areas contributing to MHA may result in less affordable and market-rate housing.

- **Community Generated Principles call for National Historic Register Districts to be excluded from MHA implementation.** Since historic areas represent a very small portion of the city and are unlikely to see much redevelopment due to existing protections, excluding these areas from MHA would not significantly reduce the amount of affordable housing generated. As an example, the legislation implementing MHA in Downtown and

How Community Input Shapes Policy

South Lake Union, adopted by City Council in April 2017, excluded the National Historic Register Districts in that area as well as a small area where increasing height could interfere with a protected view corridor from Pike Place Market. Similarly, we have not proposed zone changes in Seattle's designated Historic Districts, like Ballard Avenue, Harvard-Belmont, and Columbia City. With this approach, there's no change to the height and scale for new buildings currently allowed in these areas, development projects will still go through review by the Landmarks Preservation Board, and new development would not have MHA requirements for affordable housing.

Housing options

Community members generally agreed that we need more housing choices as new development occurs. The kinds of choices discussed included options for households in different life phases: studios for individuals, multi-bedroom units for families, and housing that serves aging populations. Discussions also explored how housing choices could serve people with different lifestyles, incomes, and cultural backgrounds. For example, in some cultural traditions families have more children, which requires housing with a minimum number of bedrooms.

There was some agreement that RSL should still allow Accessory Dwelling Units (ADUs) and Detached Accessory Dwelling Units (DADUs) and other options to be built by homeowners.

Some suggested that RSL zoning might support homeowners seeking to stay in their neighborhoods while adding housing to their property and requested that we seek opportunities to encourage this option. Encouraging this type of approach could help homeowners build and maintain equity.

- **The MHA proposal recommends a mix of zone types across the city.** Residential Small Lot and Lowrise 1 zones maintain the scale of single-family areas while allowing cottage housing, stacked flats, townhouses, and rowhouses, and contributing to affordable housing. Lowrise 2 and 3 also allow family size housing as townhouses, rowhouses, and apartments. Mixed use development in Neighborhood Commercial zones allows everything from studios to multi-bedroom units in family-friendly buildings with shops, services, and amenities nearby.
- We've applied Residential Small Lot zoning in most urban village expansion areas, which would allow a wider range of housing types but at a scale similar to existing single-family neighborhoods. For example, you will see RSL in the proposed expansion areas in Crown Hill, Roosevelt, North Rainier, and Othello.
- **MHA includes a requirement for family-size units.** We are proposing a few strategies to encourage family-size housing as we welcome new neighbors. A family-size unit requirement for Lowrise 1 zones would ensure new housing options include two- or three-bedroom units that serve larger households. And we've proposed RSL and Lowrise 1 zoning along quiet streets to encourage family-friendly housing like cottages, rowhouses, and townhouses, where each unit has direct access to ground-level open space.

Zone changes where MHA will not apply

Many community members—homeowners and renters alike—questioned why single-family areas outside of urban villages should not contribute to affordability through MHA. Many expressed support for including all single-family areas of the city in a rezone. Many community members observed that single-family areas across the city already

How Community Input Shapes Policy

have a variety of building types, including duplexes, triplexes, and apartment buildings. Most were built before the areas were zoned single-family, and provide living examples of multiple housing types in one neighborhood.

Many community members pointed to some commercial zones and industrial areas that limit or preclude residential development as areas where the City should consider allowing housing, particularly in areas well served by transit and other amenities.

- **The proposal recommends zone changes in urban villages, expansion areas, and areas already zoned for multifamily or commercial uses.**

Other areas currently zoned single family or industrial are not part of the proposal. However all single family areas contribute to affordable housing outside of MHA through the Housing Levy, a property tax that funds rent- and income-restricted homes in Seattle.

Some also felt that the amount of additional development capacity that was proposed in some areas was too low in comparison to the cost of the affordable housing requirements. These community members were concerned that overall the program would reduce the value of redevelopment in these zones which would reduce the amount of market-rate housing (and thus also the amount of affordable housing generated through MHA). These comments tended to focus on the zones that currently allow townhouses, zones where additional floors result in different, more expensive building code requirements, and zones where the increase in Floor Area Ratio was less than twenty percent.

Some people suggested we consider allowing more housing types beyond single-family in other areas outside of urban villages.

Community Generated Principles & Proposed Zoning Changes

Community-generated MHA principles were a frequent touchstone for developing the initial set of recommended zoning proposals across Seattle's urban villages and centers. These principles influenced choices about the amount of additional development capacity to propose on a given block, what areas should not participate in the program, and the types and amount of housing to encourage, among others. Following are specific examples of how these principles were applied in various urban villages:

- Our draft proposal frequently reflects several different MHA Principles that do not point to the same zoning choice. For example, the urban village expansion area in Ballard includes a mix of Lowrise 2, Lowrise 1, and Residential Small Lot zoning. This approach seeks to balance the principle to ensure development in expansion areas is compatible with existing context, the principle to allow more people to live near transit investments like RapidRide bus rapid transit, and the principle to plan for a gradual transition between major arterials like 15th Ave NW and surrounding lower-scale areas. In these instances where the community-generated MHA Principles suggest varying zoning choices, we seek guidance in the core MHA Principles, like advancing racial equity, and in our Comprehensive Plan, which charts an overall vision for Seattle's future growth.

Urban design quality

Much of the conversation about adding development capacity centered on the size, shape, architectural style, and material choices of new buildings.

There were many suggestions that we relax development standards on building use, height, setbacks, and FAR in all existing and

How Community Input Shapes Policy

proposed Multifamily and Commercial zones in order to maximize utility of developable land and ease upward pressure on housing prices.

Contrasting suggestions were aimed at limiting the scale of new buildings to minimize their impact on existing buildings and yards. Community members suggested this could be achieved by requiring greater setbacks and limiting bulk and height of new development adjacent to existing single-family homes. Most concerns focused on the importance of open space, vegetation, and access to light and air at ground level. Many community members recommended reducing the impact of rooftop height extensions like penthouses and roof decks.

Many people felt that new buildings are not designed well in terms of their aesthetics. Community members often expressed a strong desire for greater public influence over building design through the design review process. Contrastingly, some in the design and development fields recommended reducing project delays and expense by easing design review standards, which could help lower housing costs.

- To promote urban design quality, we're proposing a new upper-level setback in several zones to help reduce the visibility of the additional height of new buildings under MHA.
- We've also proposed modulation requirements, new Pedestrian Zone designations, and limits on building width that help ensure more buildings are visually interesting and engaging at street level.
- We're updating Seattle's Green Factor landscaping requirement to incentivize trees and large plantings that soften the experience of bulk and scale of new buildings, while including human and environmental health benefits, and generally adding to our quality of life.

Transitions

Community members expressed concern that transitions where single-family zones abut neighborhood commercial zones are too extreme. There were suggestions to soften that transition with an intermediate zone, such as Lowrise.

Many observed that the Lowrise 1 zone has roughly the same height requirements as single-family, and so can be an appropriate transition zone between single-family areas and zones that allow taller buildings. There were also assertions that Residential Small Lot is the most appropriate zone to place between single-family and higher zones.

Some community members suggested forgoing transitions altogether if it would allow single-family zones to remain unchanged, even in cases where single-family would then abut six- to eight-story midrise buildings.

- In Crown Hill, we've proposed Lowrise and Residential Small Lot (RSL) zoning to create a more gradual transition between the Neighborhood Commercial buildings along 15th Ave NW and the nearby blocks zoned for single-family homes.
- You can also see this approach in parts of the Aurora–Licton Springs Urban Village, where current zoning has resulted in small-scale development almost directly next to a highway, and in Wallingford, where Lowrise zoning behind the Commercial zoning on Stone Way would create a transition to single-family areas outside the urban village.

Urban village expansion areas

Some community members suggested that the City focus zoning changes to existing urban villages before expanding any boundaries. Others supported proposals to expand boundaries near high frequency transit, so as to allow more multifamily

How Community Input Shapes Policy

land near these transit investments. Some supported additional expansion areas not currently in the proposal—either to incorporate key investments or community assets into the urban village, or to include specific lower-density properties that would otherwise be surrounded by higher-density uses.

- Some adjustments to proposed expansion areas were made based on community input as well as overarching themes of limiting change in areas at high risk of displacement.

Unique conditions

Many recommended that the City consider topography when making zoning changes so that transitions from one zone to the next are reasonable.

- There are several areas where we lowered the scale of change due to topographic conditions. See the urban village maps for more detail.

Some commenters suggested that we should consider locating less housing in areas with streets that are unimproved, have dead ends, or have few sidewalks nearby.

- In Crown Hill we adjusted the proposed urban village boundary expansion so that it does not include 20th Ave NW, a very narrow street that functions as an alley.

Many of the following topics brought up in community conversations are key to livability in Seattle. The City's various departments are working hard to deliver these livability basics and improvements, and know that more can and will be done. Though these topics fall outside of the scope of MHA, they are included here because they were so common in our community conversations. You can find more information about many of these issues in the [Growth and Livability Report](#).

Infrastructure

Some community members expressed strong support for addressing local drainage problems before adding development capacity in those areas.

Traffic

Many identified traffic congestion as a significant challenge to livability across the city. There was broad desire to ensure that transportation infrastructure is in place before additional development capacity, especially in areas like West Seattle that are dependent on limited travel corridors.

Others acknowledged that traffic congestion is likely to worsen regardless of whether MHA is implemented, and that providing more housing options near transit hubs will help more people get around more easily.

Public transit

Many believed that transit is improving, and if the City waits too long to require affordable housing, more people will be priced out, resulting in more long distance commutes. There was shared understanding that more people commuting longer distances undermines equity and climate goals. Many suggested that urban villages with lower levels of transit available should not receive additional development capacity until expanded transit service is available. Some observed that some buses are at capacity during peak travel times.

Many suggested that we consider planned transit investments when making capacity increases. Those include Bus Rapid Transit (BRT) on Madison Avenue, the Judkins Park Light Rail station, and future light rail stations in Ballard and West Seattle.

Tree canopy

Some expressed concern that zoning changes could result in loss of the city's tree canopy coverage. There were suggestions that the City strengthen protection for trees.

How Community Input Shapes Policy

Parks & open space

Some expressed concern that some urban villages lacked sufficient parks and open space and suggested expansion of these amenities prior to allowing more development capacity in select areas.

Commercial affordability & small business

There was widespread agreement that small and affordable retail spaces be incentivized so that existing local businesses can transition into appropriately sized new commercial spaces. It was suggested that this type of retail space be included in MHA or other City actions.

Public safety

Some expressed concerns about public safety, including car prowls, and requested that the City enhance police presence prior to adding more capacity.

Sidewalks & walkability

Community members observed that some urban villages have significant gaps in the sidewalk network. There were suggestions that these places not receive additional development capacity until the sidewalk network is complete. Many also supported existing requirements to provide sidewalks with all new buildings. Further, some suggested that missing sidewalks should be considered when making urban village expansions.

Among the development community and those seeking to build single family homes, there was agreement that not all new development should require sidewalks, as the cost is overly burdensome to small developers.

Parking

Parking is a particularly hot topic, and was discussed regularly at meetings and online. Many expressed strong support for current

policy that does not require parking spaces with new development inside urban villages. Many said that support for the current policy helps advance CO² reduction goals. It was agreed that the transition from a car culture to a transit culture is difficult but necessary to achieve equity and climate goals. Many others suggested that we require new development to include parking so as to reduce impacts on scarce street parking.

Schools

Many were concerned about overcrowding in schools, and asked that we make sure to coordinate with Seattle Public Schools when planning zoning changes.

Community planning

Some community members requested additional community planning processes prior to, or along with, zoning changes so residents can shape local changes and prioritize needed investment.

Community Generated Principles

A PRINCIPLED APPROACH

Principles guiding MHA implementation reflect what we heard during months of conversations in neighborhoods and online. These principles were developed over the course of eight months of outreach and finalized in August 2016. Principles were used to guide the first draft of MHA zoning maps, which included zoning change proposals as well as changes to urban village boundaries in some neighborhoods. As we worked with communities on MHA, we revisited these principles to inform and evaluate policy and program choices.

While we recognize that not everyone agreed with the final adopted principles, the goal was to reflect widely held community-based ideas. The principles have been presented in writing to City Councilmembers in order to inform them about community input regarding MHA implementation.

An orange circle with a thin grey border, containing text about where to find community input on MHA implementation principles.

See community
input on MHA
implementation
principles online at
[HALA.consider.it](https://hala.consider.it)

MHA implementation principles were grouped into the three categories:

A. Principles that form the foundation of MHA

- These are essential to MHA.
- They include core values critical to HALA goals.

B. Community-generated principles that guided MHA implementation

- These are statements about how to implement MHA, based on community-generated ideas and preferences.
- These ideas will meaningfully shaped MHA implementation choices.

C. Principles addressed outside of MHA*

- These are important principles about housing and livability that cannot be addressed through MHA.
- Other existing or proposed programs will address these principles.
- The final set of these principles were shared with City departments, and used to inform their work outside of MHA implementation.

In person and online, the City took extensive feedback on how MHA implementation principles were represented in the first draft of zoning maps.

**C Principles are not shown here but are reflected in both citywide and neighborhood-specific input summaries that follow.*

Community Generated Principles



Principles that form the foundation of MHA

Community comments and suggestions shaped these principles.

1. Contribute to the 10-year HALA goal of 20,000 net new units of rent- and income-restricted housing. Specifically, the MHA goal is at least 6,000 units of housing affordable to households with incomes up to 60 percent of the area median income (AMI), units that will remain affordable for 75 years. In 2016, 60 percent of the AMI is \$37,980 for an individual and \$54,180 for a family of four.
2. Require multifamily and commercial development to contribute to affordable housing.
3. Contributions to affordable housing will be provided by including affordable housing on site or by providing a payment to the Seattle Office of Housing for creation of new affordable housing.
4. Ensure MHA creates affordable housing opportunities throughout the city.
5. In alignment with a state-approved affordable housing based incentive zoning approach (37.70A.540), new affordability requirements are linked to allowing some additional development capacity in commercial and multifamily zones (in many cases this includes one additional floor).
6. Allow a variety of housing types in existing single-family zones within urban villages.
7. Expand the boundaries of some urban villages to allow for more housing near high-frequency transit hubs.
8. Maintain Seattle as an inclusive city by providing housing opportunities for everyone: people of all ages, races, ethnicities, and cultural backgrounds and households of all sizes, types, and incomes.
9. Evaluate MHA implementation using a social and racial equity/justice lens.



Community Generated Principles



Community-generated principles that will help guide MHA implementation



Community comments and suggestions shaped these principles.

1. Housing Options

- a. Encourage or incentivize a wide variety of housing sizes, including family-sized homes and not just one-bedroom and studio homes.
- b. Encourage more small-scale multi-unit housing that is family friendly, such as cottages, duplexes or triplexes, rowhouses, and townhouses.

2. Urban Design Quality:

- a. Address urban design quality, including high-quality design of new buildings and landscaping.
- b. Encourage publicly visible green space and landscaping at street level.
- c. Encourage design qualities that reflect Seattle's context, including building materials and architectural style.
- d. Encourage design that allows access to light and views in shared and public spaces.

3. Transitions:

Plan for transitions between higher- and lower-scale zones as additional development capacity is accommodated.

- a. Zone full blocks instead of partial blocks in order to soften transitions.
- b. Consider using low-rise zones to help transition between single-family and commercial / mixed-use zones.
- c. Use building setback requirements to create step-downs between commercial and mixed-use zones and other zones.

4. Historic Areas

- a. In Seattle's Historic districts, do not increase development capacity, even if it means these areas do not contribute to housing affordability through MHA.

- b. In other areas of historic or cultural significance, do not increase development capacity, even if it means these areas do not contribute to affordability through MHA.

5. Assets and Infrastructure

- a. Consider locating more housing near neighborhood assets and infrastructure such as parks, schools, and transit.

6. Urban Village Expansion Areas

- a. Implement the urban village expansions using 10-minute walksheds similar to those shown in the draft Seattle 2035 Comprehensive Plan update.
- b. Implement urban village expansions recommended in Seattle 2035 but with modifications to the 10-minute walkshed informed by local community members. Consider topography, "natural" boundaries, such as parks, major roads, and other large-scale neighborhood elements, and people with varying ranges of mobility
- c. In general, any development capacity increases in urban village expansion areas should ensure that new development is compatible in scale to the existing neighborhood context.

7. Unique Conditions

- a. Consider location-specific factors such as documented view corridors from a public space or right-of-way when zoning changes are made.

8. Neighborhood Urban Design

- a. Consider local urban design priorities when zoning changes are made.

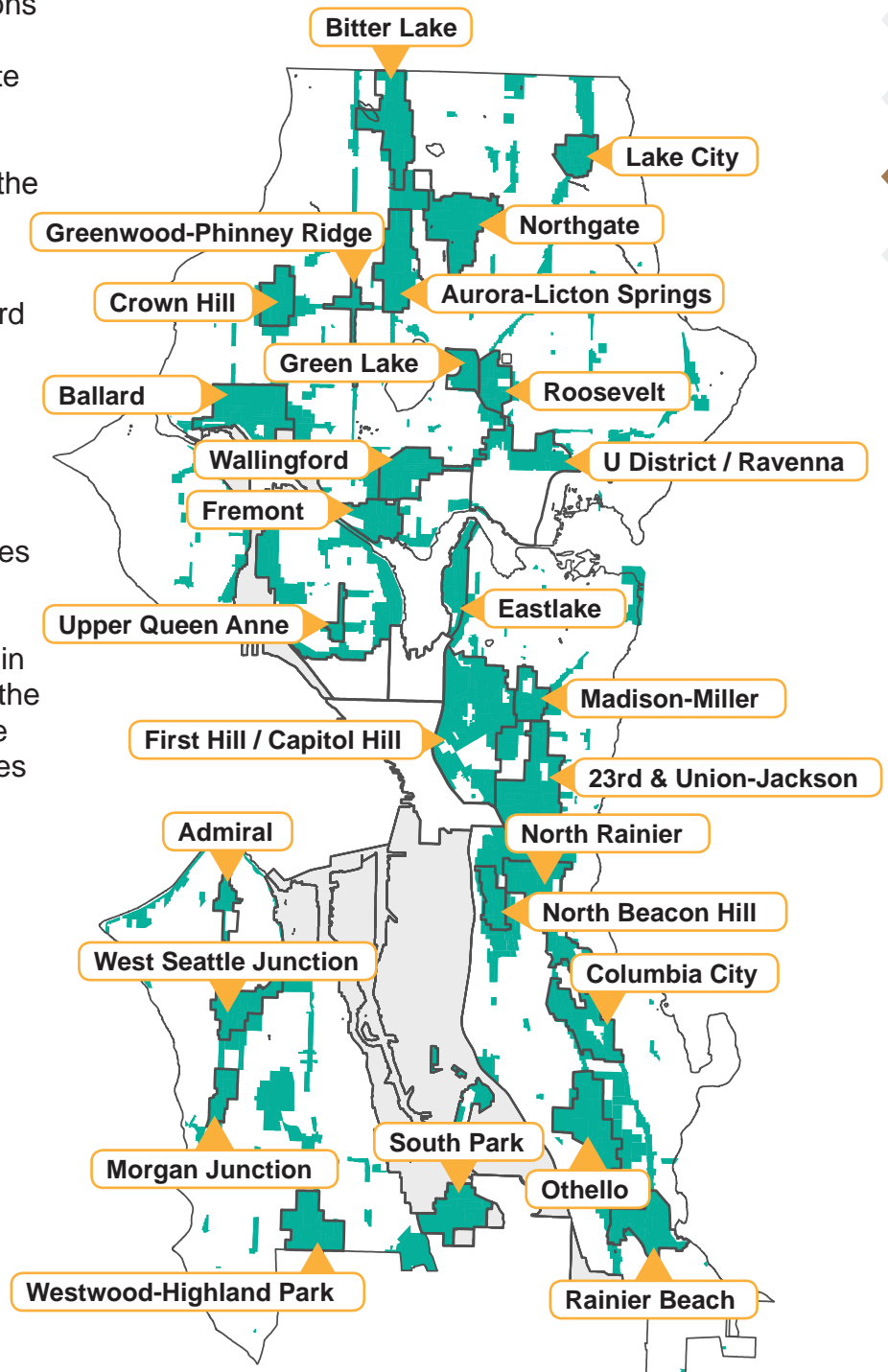
MHA Zoning Maps - Draft to Final Proposal

OUR NEIGHBORHOODS

Each of Seattle's neighborhoods is unique. While much of the input we received on MHA pertained to conditions on the ground in a particular urban village, many of these themes resonate across the city. In this section you will read about input received that is both specific to a neighborhood as well as the citywide themes most discussed.

A section for each urban village summarizes recurring themes we heard about these places: what makes them unique, challenges and opportunities for growth, and aspirational ideas for how these places can welcome more neighbors.

Each urban village section also includes information about how we propose changing certain zoning choices proposed in the Draft 1 map released in October 2016. Changes are keyed to the map, with an explanation of how those choices better align with MHA principles and respond to community input.



MHA Zoning Maps - Draft to Final Proposal

Draft 1 Maps: How did we make decisions?

Adopted in August 2016, the Seattle 2035 Comprehensive Plan identified our housing crisis and proposed ways of addressing this challenge by recommending larger urban village boundaries, more housing capacity, and focusing growth near assets and infrastructure.

MHA was then carried forward during the HALA committee process, which culminated in the recommendations outlined in the 2015 HALA report. The report set out policies and actions to accomplish an ambitious goal of tripling our affordable housing production and easing upward pressure on rents.

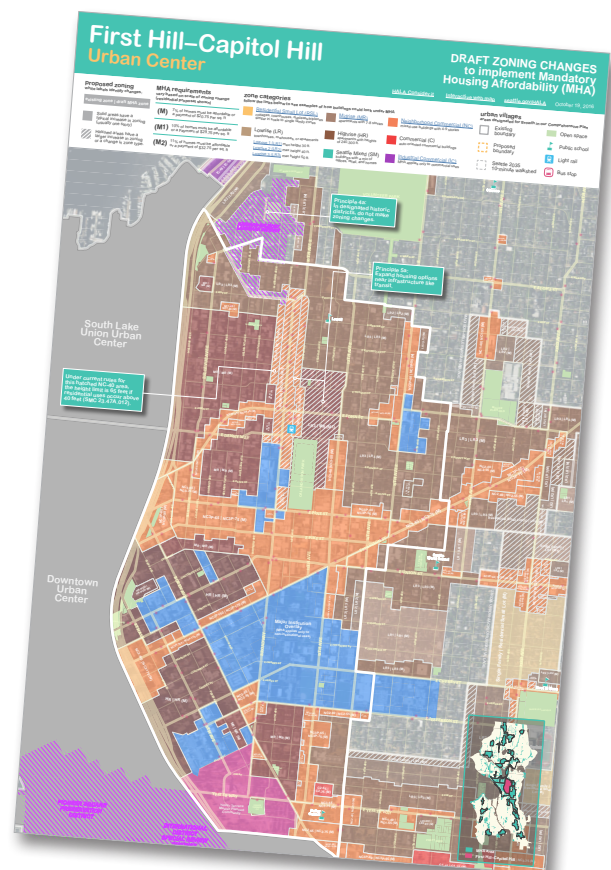
With these goals, parameters, and community planning efforts in mind, we asked what you thought about the proposal and how we could tailor it to meet your needs while achieving the project objectives. Through that process and primarily guided by your input, we developed Community Generated Principles (see MHA Implementation Principles B). These Principles address topics like neighborhood assets, urban design quality, and housing choices.

Community Generated Principles, together with geographic data and policy direction from existing plans and policies, guided development of the Draft 1 zoning maps that we published in October 2016.

- Citywide policy direction from Seattle 2035 Comprehensive Plan
- HALA goals & recommendations including racial & social equity
- Recent community planning
- Community input
- Development & application of Community Generated Principles

Draft 1 zoning maps

October 2016



MHA Zoning Maps - Draft to Final Proposal

Final Zoning Proposal: How did we make decisions?

After publishing the Draft 1 zoning maps in October 2016, we continued community engagement, gathering your feedback on maps and other aspects of MHA. These included development standards such as setbacks, height restrictions, and density requirements.

We also drafted an environmental impact analysis that assessed potential impacts of MHA implementation, including proposed zoning changes. This Environmental Impact Statement, or EIS, is required by state law, and precedes many programmatic proposals put forth by government agencies. Environmental impacts studied through this process included impacts on air quality, housing and socioeconomic factors, and tree canopy, among many others.

The data, analysis, and local knowledge described above, as well as comments received on the Draft 1 zoning maps and the draft environmental impact statement, informed development of the final proposal.

- HALA goals & recommendations including racial & social equity
- Recent community planning
- Citywide policy direction from Seattle 2035 Comprehensive Plan
- Community input
- Development & application of Community Generated Principles

Draft 1 zoning maps

October 2016

- Continued gathering community input
- Environmental analysis, including community input and analysis of EIS mapping Alternatives 2 & 3

Final zoning map proposal

Send to City Council
November 2017

City Council Process

Continues community engagement
Amends to the proposal
Council vote mid-2018 (expected)

MHA Zoning Maps - Draft to Final Proposal

Final Zoning Proposal: How did we make decisions?

More about developing the Final Proposal

Most MHA mapping choices presented trade-offs and elicited a range of perspectives and preferences from the public. No single recommendation could satisfy all perspectives, and the final proposal balances diverse community perspectives.

Themes of the Final Proposal

We heard consistently from community members that preventing displacement—and the disproportionate impacts displacement has on low-income households and communities of color—is a core value throughout the city. This principle underpins our work to implement MHA. Therefore, the final proposal targets more housing development to communities where existing residents are less vulnerable to displacement and where more assets exist to provide for a growing population, like parks and transit.

In detail, the final proposal carries forward the Growth and Equity Analysis of the Seattle 2035 Comprehensive Plan. That body of work examined neighborhoods across the city and sought to understand their relative access to opportunity and risk of displacement. The analysis included each of Seattle's urban villages and proposed a typology for each place as low or high access to opportunity, and low or high risk of displacement. This typology informed zoning choices in the final proposal, which targets more housing in high opportunity areas with access to jobs, transit, and services. For communities at high risk of displacement, where affordable housing options may not yet be sufficient to keep up with larger scale changes, MHA rezones are moderated to ensure that development contributes

to affordable housing—a critical tool for addressing displacement—while reducing the relative scale of change to these high displacement risk communities.

While we considered unique factors for each urban village, these overall themes, reflective of core feedback from communities across the city, are applied consistently for all areas.

How the MHA zoning maps changed from Draft 1 to Final Proposal

On the following pages, an MHA proposed zoning map for each urban village shows the Draft 1 map and describes how we revised it in the final proposal. With each urban village map is a summary of the key topics of input specific to that community.

Note that the input does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

23rd & Union–Jackson Residential Urban Village

DRAFT ZONING CHANGES to implement Mandatory Housing Affordability (MHA)

HALA.Consider.it Interactive web map seattle.gov/HALA October 19, 2016

proposed zoning
white labels identify changes:

existing zone | draft MHA zone

Solid areas have a typical increase in zoning (usually one story)

Hatched areas have a larger increase in zoning or a change in zone type.

MHA requirements
vary based on scale of zoning change (residential proposal shown)

(M) 7% of homes must be affordable or a payment of \$20.75 per sq. ft.

(M1) 10% of homes must be affordable or a payment of \$29.75 per sq. ft.

(M2) 11% of homes must be affordable or a payment of \$32.75 per sq. ft.

zone categories
follow the links below to see examples of how buildings could look under MHA

Residential Small Lot (RSL)
cottages, townhouses, duplexes/triplexes similar in scale to single family zones

Lowrise (LR)
townhouses, rowhouses, or apartments

Midrise (MR)
apartments with 7-8 stories

Highrise (HR)
apartments with heights of 240-300 ft.

Neighborhood Commercial (NC)
mixed-use buildings with 4-9 stories

Commercial (C)
auto-oriented commercial buildings

Seattle Mixed (SM)
buildings with a mix of offices, retail, and homes

Industrial Commercial (IC)
MHA applies only to commercial uses

urban villages
areas designated for growth in our Comprehensive Plan

Existing boundary

Proposed boundary

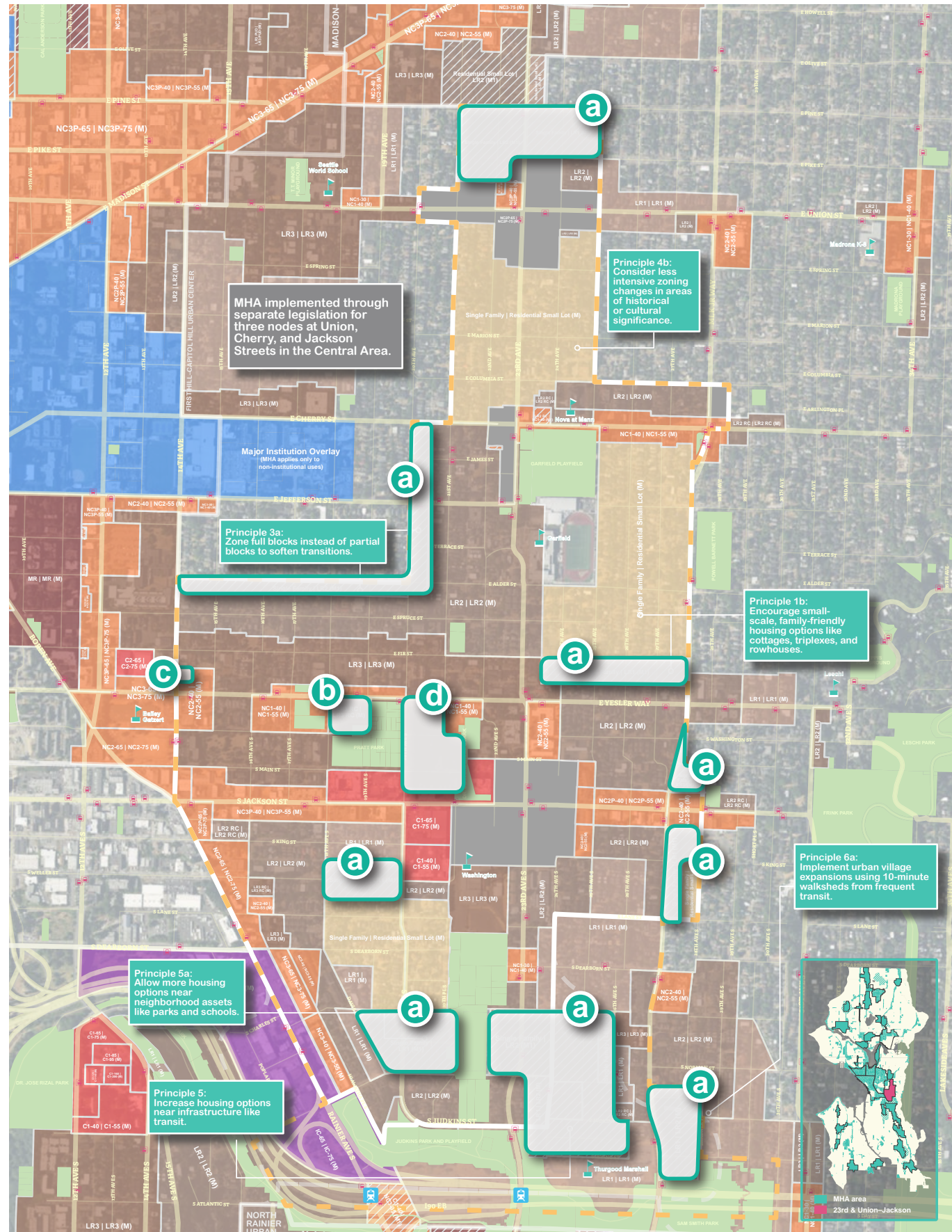
Seattle 2035 10-minute walkshed

Open space

Public school

Light rail

Bus stop



23rd & Union-Jackson

High Risk of Displacement / High Access to Opportunity

Zoning changes from Draft 1 map

Please visit our [web map](#) to see more zoning detail including the Final Proposal.

Recognizing the high risk of displacement in this community, we propose making only standard (M) zoning changes, except in areas within a five-minute walk of frequent transit.

- a** Final zoning proposal for these areas reduces added capacity from what was proposed in Draft 1.
- b** Final zoning proposal is MR-RC (M1) at E Yesler Way and 18th Ave. This site is targeted for additional capacity to maximize opportunity for 100 percent affordable housing development. Current zoning is LR3-RC. The Draft 1 proposal was LR3-RC (M).

- c** Final zoning proposal is NC-75 (M1) at E Yesler Way and 14th Ave S. This site is targeted for additional capacity to maximize opportunity for 100 percent affordable housing development. Current zoning is NC-40. The Draft 1 proposal was NC-55 (M).
- d** Final zoning proposal is NC-55 (M) between Yesler and Jackson east of 20th Ave S. This change in allowed uses is based on community feedback for commercial opportunities in this area. Current zoning is LR3. The Draft 1 proposal was LR3 (M).

What we heard from the community*

*Note that input shown here does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

Citywide themes most discussed

- Social equity
- Displacement
- Payment and performance options
- Transitions
- Housing options near transit and infrastructure
- Property taxes

The current industrial zoning along Rainier makes no sense, especially in light of the new light rail opening at Rainier and I-90 in 2023.

- Antoine

The boundary of the RSL along 21st Ave from Union to Marion should instead be within the block between 22nd and 21st. This long block should not be split by sides of the street.

- Gwed

Local opportunities and challenges

- Continued impacts from historic redlining
- Ongoing loss of cultural anchors and Black/African American community
- Area undergoing swift change
- Need for Design Guidelines
- Centerstone were supportive of more affordable housing and did not have a particular concern with zoning changes.
- There is interest in community ownership and the need to be more flexible with how we get to ownership (coops, etc.).
- Interest in more density in the northern part of the Urban Village looking at redevelopment around 23rd and Union.
- Judkins Park planning process supported more development nearest light rail and park as well as more commercial along Rainier.
- Mixed interest in more development here. Along corridors (MLK not necessarily 23rd) as well as near the new light rail station.
- Slight leaning toward the UV expansion
- Urban League lunch and learn were supportive of a softer approach to changes particularly in the heart of CD which is defined as around Garfield.

Admiral

Residential Urban Village

DRAFT ZONING CHANGES to implement Mandatory Housing Affordability (MHA)

HALA.Consider.it Interactive web map seattle.gov/HALA October 19, 2016

proposed zoning
white labels identify changes:

existing zone | draft MHA zone

Solid areas have a typical increase in zoning (usually one story)

Hatched areas have a larger increase in zoning or a change in zone type.

MHA requirements
vary based on scale of zoning change (residential proposal shown)

(M) 6% of homes must be affordable or a payment of \$13.25 per sq. ft.

(M1) 9% of homes must be affordable or a payment of \$20.00 per sq. ft.

(M2) 10% of homes must be affordable or a payment of \$22.25 per sq. ft.

zone categories
follow the links below to see examples of how buildings could look under MHA

Residential Small Lot (RSL)
cottages, townhouses, duplexes/triplexes similar in scale to single family zones

Lowrise (LR)
townhouses, rowhouses, or apartments

Lowrise 1 (LR1) max height 30 ft.

Lowrise 2 (LR2) max height 40 ft.

Lowrise 3 (LR3) max height 50 ft.

Midrise (MR)
apartments with 7-8 stories

Highrise (HR)
apartments with heights of 240-300 ft.

Seattle Mixed (SM)
buildings with a mix of offices, retail, and homes

Neighborhood Commercial (NC)
mixed-use buildings with 4-9 stories

Commercial (C)
auto-oriented commercial buildings

Industrial Commercial (IC)
MHA applies only to commercial uses

urban villages
areas designated for growth in our Comprehensive Plan

Existing boundary

Proposed boundary

Seattle 2035 10-minute walkshed

Open space

Public school

Light rail

Bus stop



Admiral

Low Risk of Displacement / High Access to Opportunity

Zoning changes from Draft 1 map Please visit our [web map](#) to see more zoning detail including the Final Proposal.

Recognizing the high access to opportunity and low risk of displacement in this community, we propose more (M1) and (M2) zone changes where they align with principles.

a Final zoning proposal for this area is NC-75 (M1). This proposal better aligns with principle to allow more housing near parks, schools, community centers, and amenities. It also adds (M1) capacity in a high opportunity area. Current zoning is NC-40. The Draft 1 proposal was NC-55 (M).

What we heard from the community*

*Note that input shown here does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

Citywide themes most discussed

- Property taxes
- Traffic
- Public transit
- Parking
- Infrastructure
- Transitions

“ We simply need more options for residential units in the area. The prices are so cost prohibitive for younger adults and families.

- 4th Gen West Seattle

“ The people of Admiral want a diverse family-friendly community and assurances that the Admiral Neighborhood will have family sized affordable units built in our neighborhoods to encourage this goal.

- Diane

Local opportunities and challenges

- Willing to give up some on single family if the affordable housing goes in the community
- Concern that performance requirement would be too onerous for landlords
- Housing for missing middle is needed
- Desire for more density generally, and in particular near the junction, east of California, North of Hiawatha Playfield, and around Lafayette Playfield
- Suggestions to expand boundary generally to spread out capacity across a larger area
- Incentivize ADUs and DADUs

- Expand boundary to Fairmount Park, include LR2
- Expand RSL, and/or expand urban village boundary to include more RSL
- Prefer RSL over LR1 and LR2
- Increase boundary around California and Admiral
- Support zoning changes from SF to LR
- Suggestion focusing development along arterials
- No multifamily on College and 44th
- Exclude SF areas from Urban Villages
- Need more affordable commercial space
- Grow with small businesses in mind
- Transit and traffic are over taxed
- Struggling businesses and lack of parking to serve them
- Need direct transit from Admiral to downtown, more than just rush hours
- Better pedestrian infrastructure along California
- Mid-block pass-throughs
- Concern about transitions throughout Admiral
- Suggestions for expanding boundary to the west to provide for more transition
- Use multifamily areas as buffer between California and single family areas
- Consider topography and the transitions principle
- Support for family-sized requirement in LR1
- Need planning around infrastructure including hospitals and disaster preparedness
- Need more Design Review
- Concern about bulk and scale, sunlight reaching the street - concern about “canyon effect”
- Need more on-the-ground look at local changes
- Concern about rising property taxes displacing seniors
- Concern about decreasing property values
- Incentives for homeowners to stay in homes
- Need to keep green space as an asset, include it as requirement for development

Aurora-Licton Springs

Residential Urban Village

DRAFT ZONING CHANGES to implement Mandatory Housing Affordability (MHA)

HALA.Consider.it Interactive web map seattle.gov/HALA October 19, 2016

proposed zoning
white labels identify changes:

existing zone | draft MHA zone

Solid areas have a typical increase in zoning (usually one story)

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MHA requirements
vary based on scale of zoning change (residential proposal shown)

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(M1) 8% of homes must be affordable or a payment of \$11.25 per sq. ft.

(M2) 9% of homes must be affordable or a payment of \$12.50 per sq. ft.

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follow the links below to see examples of how buildings could look under MHA

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MHA applies only to commercial uses

urban villages
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Proposed boundary

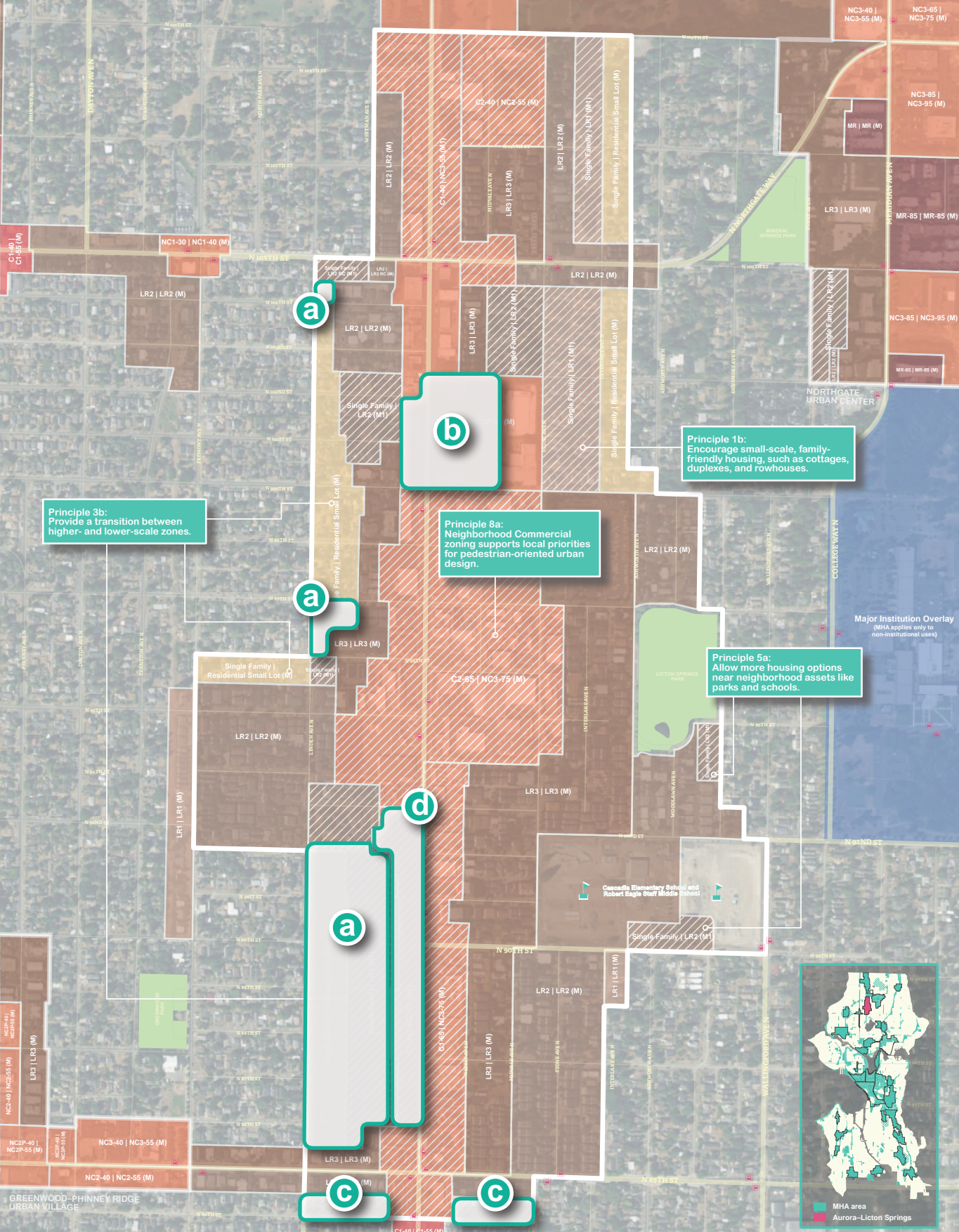
Seattle 2035 10-minute walkshed

Open space

Public school

Light rail

Bus stop



Aurora-Licton Springs

Low Risk of Displacement / Low Access to Opportunity

Zoning changes from Draft 1 map Please visit our [web map](#) to see more zoning detail including the Final Proposal.

- a** Final zoning proposal for these areas is LR1 (M1). These increases in development capacity better align with the transition principles of zoning full blocks and locating more housing near transit, as Aurora and 85th has BRT service. Proposal also responds to community guidance to encourage “nodes” of development at 85th and 100th. Current zoning for these areas is single-family.
- b** Final zoning proposal is NC-65 (M1) and NC-75 (M1) at N 100th St to encourage a denser, more vibrant “node” based on community input. The area is currently zoned NC-40.
- c** Final zoning proposal is RSL (M). This proposed decrease from Draft 1 better aligns with the transitions principle. The area is currently zoned single-family.
- d** Final zoning proposal is NC-65 (M). This proposed decrease from Draft 1 better aligns with the transitions principle. The area is currently zoned C-40.

What we heard from the community*

*Note that input shown here does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

Citywide themes most discussed

- Urban design quality
- Transitions
- Displacement
- Unique conditions

“Neighborhood Commercial zoning along Aurora with density tapering off to either side is exactly what is needed for this to become a true neighborhood.

- Ryan D.

Local opportunities & challenges

- In the future consider ALUV for expansion, with a transit node at Aurora & 85th based on the frequency of the 45 bus and E line.
- Concern about loss of existing low-cost market-rate housing, especially north of 100th.
- Interest in affordable housing being built here.
- ALUV and community members favor zone changes from C to NC.
- Concern about auto-oriented development occurring under current zoning.
- Some business owners want to retain C zoning and fear NC zoning could put pressure on existing businesses that would not conform.
- Encourage nodes at 85th, 105th, and Oak Tree.
- Desire for family-size housing, including incentives.

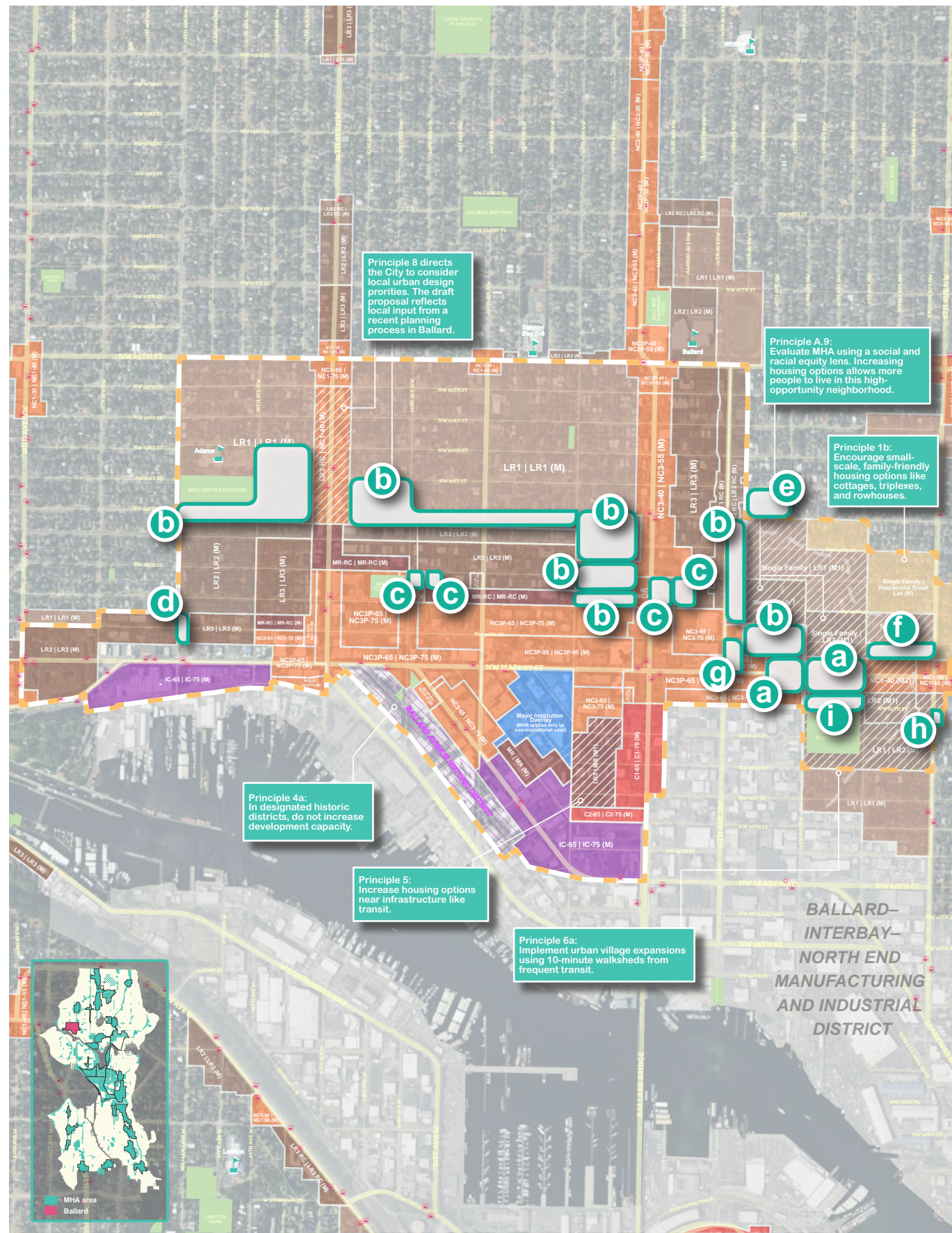
- Some reservations about zone changes if new development brings smaller units.
- Pedestrian safety improvements needed along Aurora as development occurs.
- Encourage focus on walkability and community nodes.
- 90th and Linden are unsafe streets. Others will become unsafe as traffic increases.
- Redevelopment seen by some as a way to improve safety and walkability.
- Concern about lack of sidewalks, safe and usable open spaces, connections to Northgate light rail, safe connections across Aurora.
- Capitalize on planned greenways at 92nd and 100th.
- Reservations about rezoning residential areas.
- Focus on growth along Aurora first before other areas such as single-family.
- Residents of N 84th St: concern about rezone to LR1. Want to be excluded from rezone and/or urban village.
- Transitions from high-density along Aurora to single-family work well.
- Some concern and changing single-family to Lowrise and preference for RSL as a transition.
- Potential scale, use, and intensity impacts where single-family zoning changed to Lowrise.
- ALUV missing key features of an urban village.
- Large amounts of informal drainage. ALUV is a capacity-constrained area for water/sewer.

Ballard Hub Urban Village

DRAFT ZONING CHANGES to implement Mandatory Housing Affordability (MHA)

HALA.Consider.it Interactive web map seattle.gov/HALA October 19, 2016

<p>proposed zoning white labels identify changes:</p> <p>existing zone draft MHA zone</p> <p>Solid areas have a typical increase in zoning (usually one story)</p> <p>Hatched areas have a larger increase in zoning or a change in zone type.</p>	<p>MHA requirements vary based on scale of zoning change (residential proposal shown)</p> <p>(M) 6% of homes must be affordable or a payment of \$13.25 per sq. ft.</p> <p>(M1) 9% of homes must be affordable or a payment of \$20.00 per sq. ft.</p> <p>(M2) 10% of homes must be affordable or a payment of \$22.25 per sq. ft.</p>	<p>zone categories follow the links below to see examples of how buildings could look under MHA</p> <p>Residential Small Lot (RSL) cottages, townhouses, duplexes/triplexes similar in scale to single family zones</p> <p>Lowrise (LR) townhouses, rowhouses, or apartments</p> <p>Midrise (MR) apartments with 7-8 stories</p> <p>Highrise (HR) apartments with heights of 240-300 ft.</p> <p>Seattle Mixed (SM) buildings with a mix of offices, retail, and homes</p> <p>Neighborhood Commercial (NC) mixed-use buildings with 4-9 stories</p> <p>Commercial (C) auto-oriented commercial buildings</p> <p>Industrial Commercial (IC) MHA applies only to commercial uses</p>	<p>urban villages areas designated for growth in our Comprehensive Plan</p> <p>Existing boundary</p> <p>Proposed boundary</p> <p>Seattle 2035 10-minute walkshed</p> <p>Open space</p> <p>Public school</p> <p>Light rail</p> <p>Bus stop</p>
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Ballard

Low Risk of Displacement / High Access to Opportunity

Zoning changes from Draft 1 map

Please visit our [web map](#) to see more zoning detail including the Final Proposal.

Recognizing the high access to opportunity and low risk of displacement in this community, we propose more (M1) and (M2) zone changes where they align with principles.

Final zoning proposals:

- NC2-55 (M) & (M2) strengthens the commercial corridor while allowing broader flexibility of NC2.
- Increase development capacity from Draft 1, to a mix of LR2, LR3, and MR, consistent with the approach for high opportunity areas.
- St. Luke's Episcopal is NC-75 (M1) and MR (M1). St. Alphonsus is NC-75 (M1). These sites are targeted for additional capacity to maximize opportunity for affordable housing development.
- LR3 achieves consistency with surrounding zoning.

- Expands the urban village boundary to implement the full 10-minute walkshed and provide a consistent RSL edge.
- Reduce development capacity from Draft 1, to LR1 (M1), to better align with transitions principle.
- Increase development capacity from Draft 1, to NC-75. This site is targeted for additional capacity to maximize opportunity for 100 percent affordable housing development.
- Remove this single parcel from the urban village expansion area to align with transitions principle of zoning full blocks.
- Increase development capacity from Draft 1, to LR3, consistent with principle to allow more housing near parks.

What we heard from the community*

*Note that input shown here does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

Citywide themes most discussed

- Urban design quality
- Transitions
- Displacement
- Unique conditions

I'm all for creating some density zones and okay with the limits as currently proposed in Ballard.

- Marla

Rezone South of Market between 15th and 8th. This area is already mixed use.

- Written comment at a HALA event

Local opportunities and challenges

- Substantial concern about affordability and creating more affordable housing here
- General concerns about mobility
- Parking challenge is a common theme
- Transit service insufficient, crowded buses
- Bicycle and pedestrian safety
- Concern about school capacity
- Concern about parks and open space capacity

- More high-quality parks, particularly for families
- Desire for a neighborhood planning process
- Concern about the potential for more growth under MHA after a lot of sustained change
- Concerns about adjacency to industrial area and major arterials like 15th
- Distribute capacity more equitably, not concentrated high density on arterials
- Some commenters are upset with the design of new development
- Support for more business growth in Ballard, which is a hub urban village
- Support for Neighborhood Commercial zoning along Market between 15th and 8th
- Concern about access to sunlight in areas with new mixed-use buildings
- Zoning in the expansion area should be higher density than shown in the draft proposal
- Concern about more crime with growth
- Concern about development along NW 58th St, which is a planned Neighborhood Greenway
- Interest in rezoning industrial land
- Support and opposition to zone change on 3200 block of NW Market St (outside the urban village)
- Some support for expanding Midrise zoning
- Consider more gradual transitions, where the current or proposed zoning would have Lowrise 2 or Lowrise 3 next to single-family areas.

Bitter Lake

Hub Urban Village

DRAFT ZONING CHANGES to implement Mandatory Housing Affordability (MHA)

HALA.Consider.it Interactive web map seattle.gov/HALA October 19, 2016

proposed zoning
white labels identify changes:

existing zone | draft MHA zone

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cottages, townhouses, duplexes/triplexes similar in scale to single family zones

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Proposed boundary

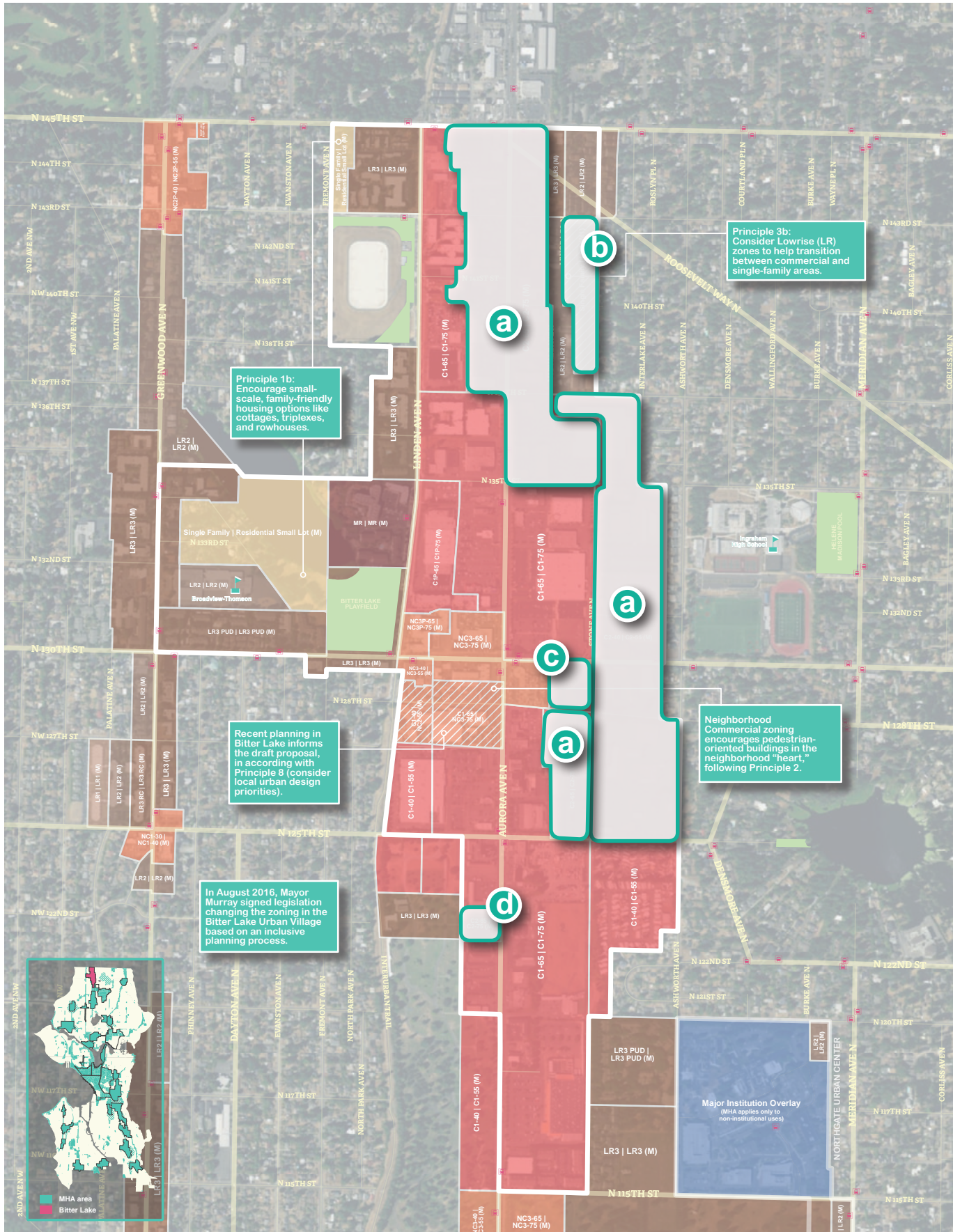
Seattle 2035 10-minute walkshed

Open space

Public school

Light rail

Bus stop



Bitter Lake

High Risk of Displacement / Low Access to Opportunity

Zoning changes from Draft 1 map

Please visit our [web map](#) to see more zoning detail including the Final Proposal.

Recognizing the high risk of displacement in this community, we propose making only standard (M) zoning changes, except in areas within a five-minute walk of frequent transit.

- a** Most C2 zoning changed to C1 so that mixed-use development including housing is more feasible.
- b** Reduce proposed zoning change to RSL (M) to better align with transitions principle.
- c** The block along the south side of N 130th St (i.e., the proposed North Precinct site) propose to change allowed uses from C to NC to encourage more pedestrian-friendly development along this important east–west connection.
- d** Proposal to keep C2 zoning based on community input.

What we heard from the community*

*Note that input shown here does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

Citywide themes most discussed

- Public and pedestrian safety
- Infrastructure (sidewalks and drainage)
- Transitions

Adding density to Aurora is a win-win-win: we can reduce our housing shortage, make an appealing neighborhood, and get people to work on transit.

- EHS

Local opportunities and challenges

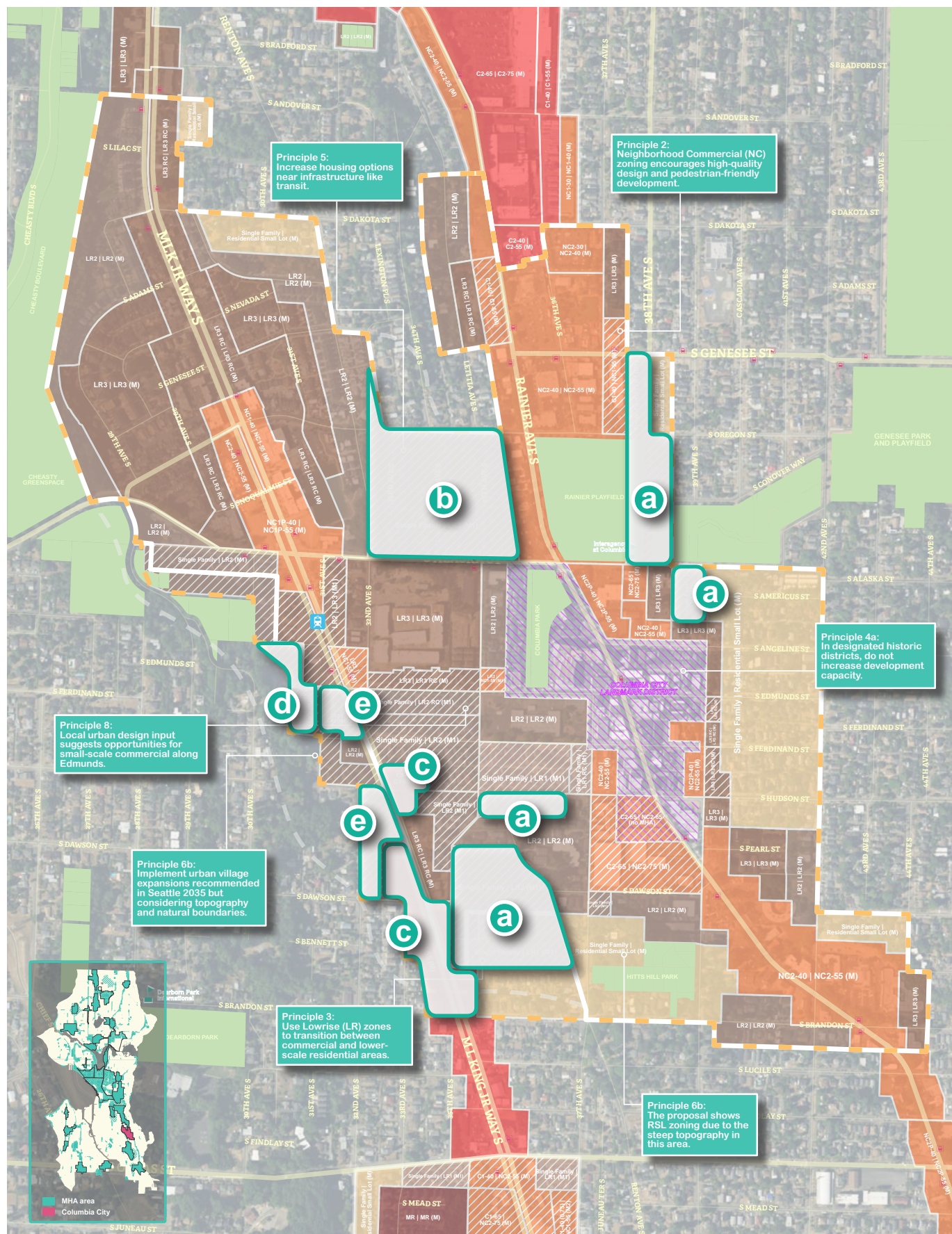
- The area is ready for additional housing growth, both market-rate and affordable
- Equitably distribute housing opportunities by zoning more medium-density areas throughout urban villages instead of concentrating higher densities along arterials
- Lots of support for more growth along Aurora
- Support for increasing the amount of Neighborhood Commercial
- Recent planning identified where Neighborhood Commercial is appropriate, not proposing to extensively reconsider those decisions
- General preference for more capacity along Aurora and 130th, less surrounding Bitter Lake
- Recent planning decisions about where to focus NC vs. principle to encourage more pedestrian-friendly development (and housing) throughout urban villages
- Need for better and safer connections across Aurora, sidewalks, and infrastructure for pedestrian safety like traffic calming
- Concern about abrupt transitions, but much of this is not due to zoning but the mix of existing buildings
- Concern about more growth with existing (i.e., insufficient) drainage infrastructure
- Bitter Lake has a large amount of informal drainage and is a capacity-constrained area
- Concern about environmentally sensitive areas around Bitter Lake
- Need neighborhood Design Guidelines
- Future work on Commercial zones could evaluate potential for changes to the many large parking lots and big box stores in Bitter Lake

Columbia City Residential Urban Village

DRAFT ZONING CHANGES to implement Mandatory Housing Affordability (MHA)

HALA.Consider.it Interactive web map seattle.gov/HALA October 19, 2016

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Columbia City

High Risk of Displacement / High Access to Opportunity

Zoning changes from Draft 1 map

Please visit our [web map](#) to see more zoning detail including the Final Proposal.

Recognizing the high risk of displacement in this community, we propose making only standard (M) zoning changes, except in areas within a five-minute walk of frequent transit.

- a Propose RSL (M) for these areas. Multiple areas shown.
- b Based on community input from neighbors in the blocks bounded by S. Alaska St. – S. Oregon St. & 33rd Ave. S. – 35th Ave. S. propose LR1 (M1).

- c Propose additional areas of NC zoning in the MLK Jr. Way S. corridor to support a more pedestrian-friendly environment. This change supported by community input.
- d Propose removing several parcels from the urban village expansion after more detailed review of environmental constraints in the area. Parcels in this area not environmentally constrained were changed to consistently apply the LR2 zone in this area.
- e Propose LR2 for these areas, which are within a five-minute walk of frequent transit.

What we heard from the community*

*Note that input shown here does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

Citywide themes most discussed

- Assets and Infrastructure
- Race / Equity Lens
- Displacement
- Affordable Housing Requirements

An up-zone from single family to LR-1 would allow for increased density and more affordable housing in our community while at the same time preserving the vital qualities that make our areas so great. Importantly, this minor change would help maintain the diversity of the neighborhood, and mitigate displacement concerns...

- Gabe, Sara, Tyrell and neighbors, Columbia City

I am very supportive of the general concepts and do believe that land use changes are essential to affordability in Seattle. If anything, I find the height increases especially around light rail are not significant enough.

- Briana

Local opportunities and challenges

- Avoid potential displacement pressure.
- Capacity increases near the light rail station could be larger.
- Supports MHA implementation, affordable housing, and more housing here.
- Proposed conversion of single-family lands to Lowrise in blocks bounded by S. Alaska St. – S. Oregon St. & 33rd Ave. S. – 35th Ave. S.
- General support for conversion of C zoning to NC to support enhanced walkability.
- Suggestion for LR1 (instead of LR2 proposed in Draft 1 map) for blocks bounded by S. Alaska St. – S. Oregon St. & 33rd Ave. S. – 35th Ave. S.
- LR1 would allow additional housing in the scale and pattern of the neighborhood.
- Support for Residential/Commercial (RC) designations along several streets.
- Concern that LR2 may result in developer-only interest, vs. existing owner and resident created housing.
- Ensure family-sized housing.
- General support for exclusion of the National Register Historic District from MHA.
- Provide a transition to single family neighborhoods to the east of the urban village, and ensure new development is compatible.
- Concern that introducing commercial could impact residents and change character.
- Concern that LR2 could unnecessarily alter scale of housing in the area.

DRAFT ZONING CHANGES to implement Mandatory Housing Affordability (MHA)

proposed zoning white labels identify changes:	MHA requirements very varied on scale of zoning change (residential proposal shown)	zone categories follow the links below to see examples of how buildings could look under MHA	urban villages areas designated for growth in our Comprehensive Plan
existing zone draft MHA zone	<p>(M) 6% of homes must be affordable or a payment of \$13.25 per sq. ft.</p> <p>(M1) 9% of homes must be affordable or a payment of \$20.00 per sq. ft.</p> <p>(M2) 10% of homes must be affordable or a payment of \$22.25 per sq. ft.</p>	<p>Residential Small Lot (RSL) cottages, townhouses, duplexes/triplexes similar in scale to single family zones</p> <p>Lowrise (LR) townhouses, rowhouses, or apartments</p> <p>Lowrise 1 (LR1) max height 30 ft.</p> <p>Lowrise 2 (LR2) max height 40 ft.</p> <p>Lowrise 3 (LR3) max height 50 ft.</p> <p>Midrise (MR) apartments with 7-8 stories</p> <p>Highrise (HR) apartments with heights of 240-300 ft.</p> <p>Seattle Mixed (SM) buildings with a mix of offices, retail, and homes</p> <p>Industrial Commercial (IC) MHA applies only to commercial uses</p> <p>Neighborhood Commercial (NC) mixed-use buildings with 4-9 stories</p> <p>Commercial (C) auto-oriented commercial buildings</p>	<p>Existing boundary</p> <p>Proposed boundary</p> <p>Seattle 2035 10-minute walkshed</p> <p>Open space</p> <p>Public school</p> <p>Light rail</p> <p>Bus stop</p>



Zoning changes from Draft 1 map

Please visit our [web map](#) to see more zoning detail including the Final Proposal.

- d** Reduce proposed capacity to NC-55 (M) to moderate capacity increases in the urban village overall, while maintaining higher capacity NC area to the northeast. Meets multiple goals of responding to community input while de-emphasizing 15th as the priority area for housing, consistent with equity and health goals.
- e** Propose NC2P-55, with the same height and capacity as the Draft 1 map, but added a Pedestrian designation. Achieves consistency with the rest of the block.
- f** Propose LR2 (M1) based on community support for keeping this area residential in use.

- a** Increase proposed capacity to LR1 and LR2 in these single-family areas to add more (M1) capacity in this high opportunity area.
- b** Propose removing from urban village expansion based on sub-standard road, identified by the community and confirmed by City staff.
- c** Reduce proposed capacity to LR2 (M1) and remove commercial designation based on community support and consistency with transitions principle.

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- Sidewalks & walkability
- Parking
- Infrastructure
- Community planning
- Transitions
- Urban Village expansion areas
- Public transit

There is enough commercial and transit in the Crown Hill urban village core to justify more dwelling density. More pedestrian-friendly amenities would help.”

- Kit

I believe that this street is completely unsuitable for increased density. The road is a non-standard, single lane, dead-end alley with no shoulder or sidewalks. Only one car can travel down the road at a time. I am requesting that 20th Ave NW, north of 85th St be excluded from the expanded Crown Hill Urban Village.

- Cynthia B.

- Support for implementation as soon as possible to achieve housing affordability and choice goals.
- Support for diversity in housing, including family-sized units
- Strong support for more development along arterials and places that already have capacity but are underdeveloped
- Need for plazas and public open space; design standards to retain character. Support for creating a neighborhood center or gathering place
- Support for NC along Mary Ave and opposition
- Both support and opposition to expanding the urban village boundary
- Opposition to extending NC zoning to a full block deep off of 15th Ave
- Support for changing C zoning to NC to encourage more pedestrian-oriented development and provide affordable options for more small business
- Support for removing 20th between 85th & 89th from the urban village expansion area due to substandard roadway (<10' wide)
- Provide greater setbacks, stepdowns, or transitions where commercial zoning would be next to Residential Small Lot (RSL) or Lowrise (LR) zoning
- Neighborhood planning before zoning changes
- Tie density to infrastructure investments

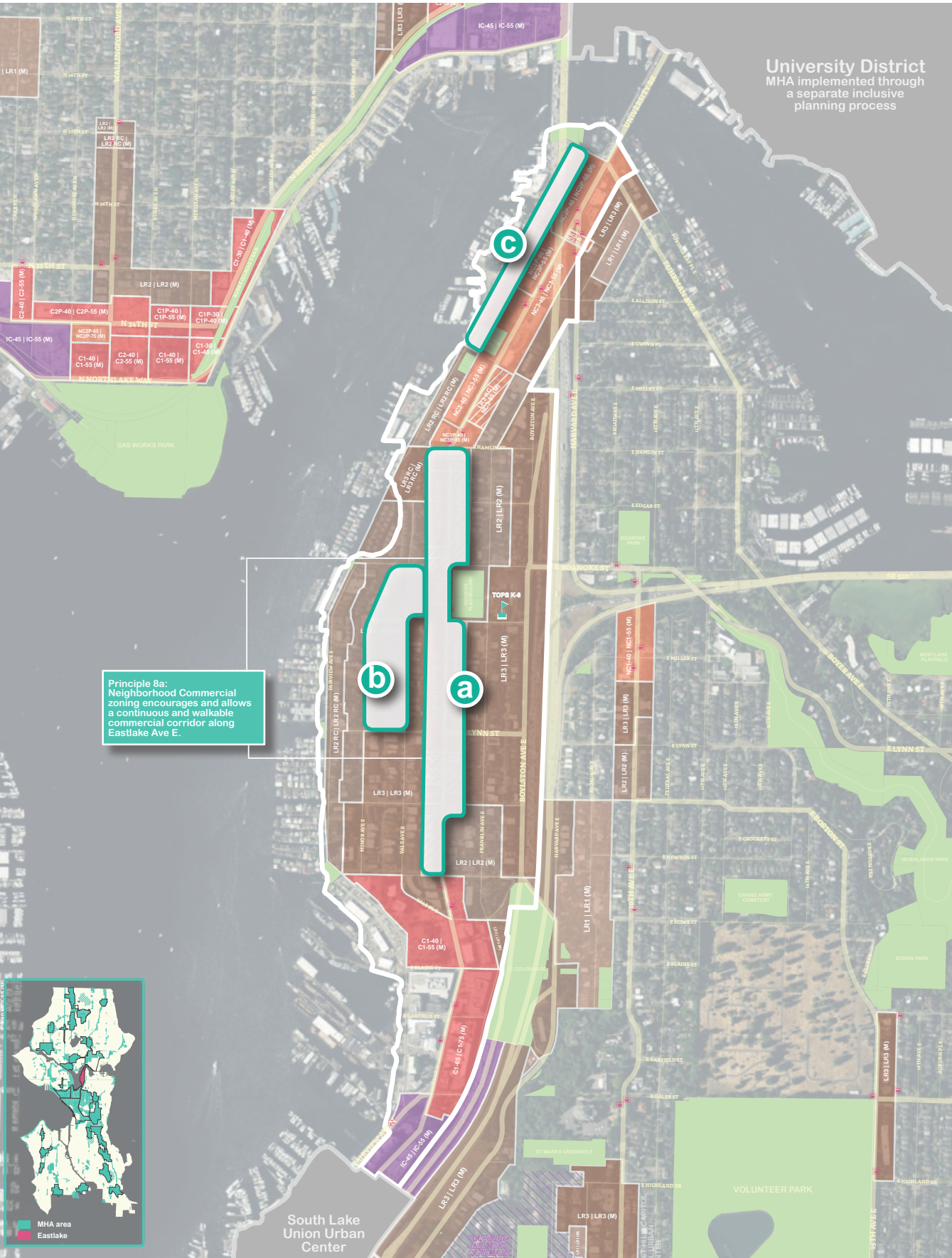
Eastlake

Residential Urban Village

DRAFT ZONING CHANGES to implement Mandatory Housing Affordability (MHA)

HALA.Consider.it Interactive web map seattle.gov/HALA October 19, 2016

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Solid areas have a typical increase in zoning (usually one story)	(M1) 9% of homes must be affordable or a payment of \$20.00 per sq. ft.	Lowrise (LR) townhouses, rowhouses, or apartments	Proposed boundary
Hatched areas have a larger increase in zoning or a change in zone type.	(M2) 10% of homes must be affordable or a payment of \$22.25 per sq. ft.	Lowrise 1 (LR1) max height 30 ft. Lowrise 2 (LR2) max height 40 ft. Lowrise 3 (LR3) max height 50 ft.	Seattle 2035 10-minute walkshed
		Midrise (MR) apartments with 7-8 stories	Open space
		Highrise (HR) apartments with heights of 240-300 ft.	Public school
		Neighborhood Commercial (NC) mixed-use buildings with 4-9 stories	Light rail
		Commercial (C) auto-oriented commercial buildings	Bus stop
		Seattle Mixed (SM) buildings with a mix of offices, retail, and homes	
		Industrial Commercial (IC) MHA applies only to commercial uses	



Eastlake

Low Risk of Displacement / High Access to Opportunity

Zoning changes from Draft 1 map

Please visit our [web map](#) to see more zoning detail including the Final Proposal.

Recognizing the high access to opportunity and low risk of displacement in this community, we propose more (M1) and (M2) zone changes where they align with principles.

a Propose more capacity to NC-65 (M1) & (M2) along Eastlake Ave from E. Newton (south) to E. Hamlin (north). This aligns with principles to allow more housing near assets and infrastructure, since this area is the heart of the business district and on eportion is adjacent to a park.

b Propose LR3 (M1) from E Lynn St (south) to E. Roanoke (north) following Minor Ave. E. Adding proposed capacity better aligns with transitions principle, stepping down gradually from the business district and allowing for more housing choices in this high opportunity area.

c Propose changing allowed uses from C to NC. Pedestrian-friendly development can help improve trail access and is consistent with NC zoning on adjacent blocks.

What we heard from the community*

*Note that input shown here does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

Citywide themes most discussed

- Infrastructure
- Public transit
- Commercial affordability & small business

There should be no RSL this close to downtown. We should be looking at drastically raising height limits to address climate change and affordability crises.

- Mike E.

Local opportunities and challenges

- Concern about changes to zoning
- Interest in more transit and better mobility for this area
- Interest in preserving the views from school as well as private homes
- Increase density near I-5
- Increase density at the north and south end of the Urban Village
- Access to South Lake Union and University make this a great place to live
- Lots of great parks and the trail along the water is a great asset
- Transit Improvements are needed
- Parking is pinched
- New development missing the community character
- New density could create a more vibrant and walkable area
- Transit is overcrowded. The Brooklyn light rail station as well as the upcoming BRT should help with that.
- Air quality along I-5 is a problem. At the least the first block or more along I-5 is within 500 feet of I-5, and not recommended for additional housing capacity.

First Hill–Capitol Hill Urban Center

DRAFT ZONING CHANGES to implement Mandatory Housing Affordability (MHA)

HALA.Consider.it Interactive web map seattle.gov/HALA October 19, 2016

proposed zoning

white labels identify changes:

- existing zone | draft MHA zone
- Solid areas have a typical increase in zoning (usually one story)
- Hatched areas have a larger increase in zoning or a change in zone type.

MHA requirements

vary based on scale of zoning change (residential proposal shown)

- (M) 7% of homes must be affordable or a payment of \$20.75 per sq. ft.
- (M1) 10% of homes must be affordable or a payment of \$29.75 per sq. ft.
- (M2) 11% of homes must be affordable or a payment of \$32.75 per sq. ft.

zone categories

follow the links below to see examples of how buildings could look under MHA

- Residential Small Lot (RSL)**
cottages, townhouses, duplexes/triplexes similar in scale to single family zones
- Lowrise (LR)**
townhouses, rowhouses, or apartments
- Midrise (MR)**
apartments with 7-8 stories
- Highrise (HR)**
apartments with heights of 240-300 ft.
- Neighborhood Commercial (NC)**
mixed-use buildings with 4-9 stories
- Commercial (C)**
auto-oriented commercial buildings
- Seattle Mixed (SM)**
buildings with a mix of offices, retail, and homes
- Industrial Commercial (IC)**
MHA applies only to commercial uses

urban villages

areas designated for growth in our Comprehensive Plan

- Existing boundary
- Proposed boundary
- Seattle 2035 10-minute watershed
- Open space
- Public school
- Light rail
- Bus stop

Principle 4a:
In designated historic districts, do not make zoning changes.

Principle 5a:
Expand housing options near infrastructure like transit.

South Lake Union Urban Center

Under current rules for this hatched NC-40 area, the height limit is 65 feet if residential uses occur above 40 feet (SMC 23.47A.012).

Downtown Urban Center

PIONEER SQUARE PRESERVATION DISTRICT

INTERNATIONAL DISTRICT SPECIAL REVIEW DISTRICT

First Hill / Capitol Hill

High Risk of Displacement / High Access to Opportunity

Zoning changes from Draft 1 map

Please visit our [web map](#) to see more zoning detail including the Final Proposal.

Recognizing the high risk of displacement in this community, we propose making only standard (M) zoning changes, except in areas within a five-minute walk of frequent transit.

- a** Propose MR (M1) in multiple areas. Some are within a five-minute walk to frequent transit. Others are targeted for additional capacity to maximize opportunity for 100 percent affordable housing development.

- b** Propose NC2P-75 (M1) for parcel at 12th Ave between Spring and Marion based on input from Photographic Center Northwest to support affordable housing. Currently has split zoning.
- c** Propose NC-75 (M1) around John and 12th Ave in response to community input asking for contiguous retail in the area.
- d** Propose change in allowed uses from C to NC along East Fir. This area targeted for additional capacity to maximize opportunity for 100 percent affordable housing development.

What we heard from the community*

*Note that input shown here does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

Citywide themes most discussed

- Displacement
- Urban design quality
- Locating more housing near assets and infrastructure
- Housing options

This is a prime upzone location. Please do so much more heavily, but also keep in mind principles of livability and increase public spaces and setbacks. Also please increase MHA!

- Alphonse

More people need to live on Broadway where access to link is so easy and you don't need to walk up or down any hills.

- Scott

Local opportunities and challenges

- Maximize capacity increases near the Capitol Hill light rail station, and consider higher MHA requirements here
- Consider MR in areas around light rail up to 15th
- Allow higher density and expand housing options near future Madison BRT
- In Capitol Hill more housing may not mean more affordability. Programs will need to help defend existing residents against "economic eviction" and also seek to remedy displacement that has already occurred.
- New development must maintain sensitivity to local character
- Apply preservation approaches along with increased densities, (some are of the opinion that buildings 8 stories instead of 7 will no longer function as an effective financial incentive)
- NC zones should not be isolated. Along 12th Ave and E John St, consider creating a continuous corridor of NC zoning.
- Do not allow towers on Capitol Hill
- Nothing can be reasonable and appropriate until expanded infrastructure, schools and other amenities are provided to accommodate the density

Fremont

Hub Urban Village

DRAFT ZONING CHANGES to implement Mandatory Housing Affordability (MHA)

HALA.Consider.it Interactive web map seattle.gov/HALA October 19, 2016

proposed zoning

white labels identify changes:

existing zone | draft MHA zone

Solid areas have a typical increase in zoning (usually one story)

Hatched areas have a larger increase in zoning or a change in zone type.

MHA requirements

vary based on scale of zoning change (residential proposal shown)

(M) 6% of homes must be affordable or a payment of \$13.25 per sq. ft.

(M1) 9% of homes must be affordable or a payment of \$20.00 per sq. ft.

(M2) 10% of homes must be affordable or a payment of \$22.25 per sq. ft.

zone categories

follow the links below to see examples of how buildings could look under MHA

Residential Small Lot (RSL)
cottages, townhouses, duplexes/triplexes similar in scale to single family zones

Lowrise (LR)
townhouses, rowhouses, or apartments

Lowrise 1 (LR1) max height 30 ft.
Lowrise 2 (LR2) max height 40 ft.
Lowrise 3 (LR3) max height 50 ft.

Midrise (MR)
apartments with 7-8 stories

Highrise (HR)
apartments with heights of 240-300 ft.

Seattle Mixed (SM)
buildings with a mix of offices, retail, and homes

Neighborhood Commercial (NC)
mixed-use buildings with 4-9 stories

Commercial (C)
auto-oriented commercial buildings

Industrial Commercial (IC)
MHA applies only to commercial uses

urban villages

areas designated for growth in our Comprehensive Plan

Existing boundary

Proposed boundary

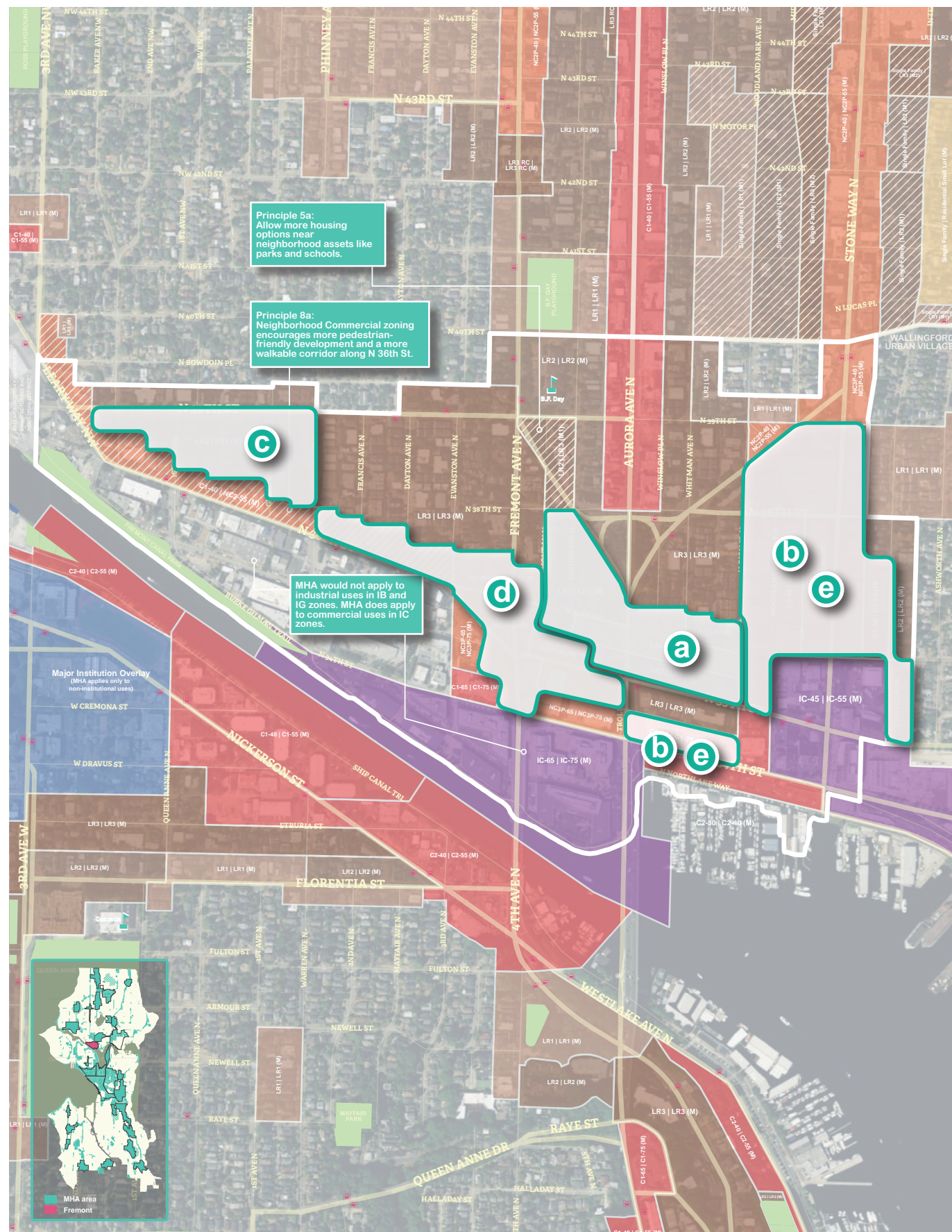
Seattle 2035 10-minute walkshed

Open space

Public school

Light rail

Bus stop



Fremont

Low Risk of Displacement / High Access to Opportunity

Zoning changes from Draft 1 map

Please visit our [web map](#) to see more zoning detail including the Final Proposal.

Recognizing the high access to opportunity and low risk of displacement in this community, we propose more (M1) and (M2) zone changes where they align with principles.

- a** Propose capacity increase to LR3 (M1) in central portions of the neighborhood along N. 35th and N. 36th streets and vicinity.
- b** Propose capacity increase to NC-75 (M1) in the Stone Way corridor and blocks to the west.

- c** Propose LR3 (M1) at the west edge of the urban village, south of N 39th St.
- d** Propose NC-75 (M1) in the center of the business district, on blocks flanking Fremont Ave. N and Leary Way.
- e** Propose changes from C to NC. Proposal is consistent with community support for a more pedestrian-friendly neighborhood.

What we heard from the community*

*Note that input shown here does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

Citywide themes most discussed

- Community planning
- Affordable housing requirements
- Affordability
- Livability
- Assets and Infrastructure

The proposed upzones to the east and west of Stone Way will allow more people to share the amenities and opportunity of this neighborhood, including neighbors of lesser privilege because of the MHA program.

- Peter

It's a good place for diversity to exist, as it's near lots of transit options and neighborhood assets.

- hogsmanor

Local opportunities and challenges

- Proposed conversion of single-family areas in 'East Fremont' (within Wallingford Urban Village) to Lowrise.
- Strong need for affordability
- Corresponding livability investments – transit service, open space
- Concerns about lack of adequate neighborhood planning process and consideration of neighborhood-specific issues.
- Oppose the scale of conversion to lowrise

zones in East Fremont (within Wallingford Urban Village).

- Corresponding infrastructure and livability investments are needed.
- With strong employment growth in the area, in general this is good location for more housing.
- Many comments that transit is overcrowded. Upgrade and enhance existing transit service.
- Desire for more open space in the area
- Improve protections for trees with new development
- Improve urban design of new development
- Some comments in favor of larger capacity increases in, or expansion of the Fremont Urban Village, consider adding the 'island' between Fremont and Wallingford to the urban village.
- General support to convert existing C zoning on Leary and on Aurora to NC.
- Consider additional density along Aurora Ave. N.
- Concern about infrastructure – sidewalks, and bicycle infrastructure should be improved
- Monitor MHA production in urban villages
- Differing opinions were expressed about the East Fremont area
- Some comments received in favor of lowrise multi-family housing there due to proximity to employment and transit.
- Some comments (including FNC) opposed to LR zoning there.
- Consider increased capacity at transit nodes (i.e. N. 35th / 36th St, 39th St., and Stone Way N.)
- Discussion was generally polarized, but comment in support of draft zoning changes outweighed those against by about 1/3. Numerous written comments in Consider.it suggested Lower Fremont is a good location for additional housing.

Green Lake
Residential Urban Village

DRAFT ZONING CHANGES
to implement Mandatory
Housing Affordability (MHA)

HALA.Consider.it Interactive web map seattle.gov/HALA October 19, 2016

proposed zoning
white labels identify changes:

existing zone | draft MHA zone

Solid areas have a typical increase in zoning (usually one story)

Hatched areas have a larger increase in zoning or a change in zone type.

MHA requirements
vary based on scale of zoning change (residential proposal shown)

(M) 6% of homes must be affordable or a payment of \$13.25 per sq. ft.

(M1) 9% of homes must be affordable or a payment of \$20.00 per sq. ft.

(M2) 10% of homes must be affordable or a payment of \$22.25 per sq. ft.

zone categories
follow the links below to see examples of how buildings could look under MHA

Residential Small Lot (RSL)
cottages, townhouses, duplexes/triplexes similar in scale to single family zones

Lowrise (LR)
townhouses, rowhouses, or apartments

Lowrise 1 (LR1) max height 30 ft.

Lowrise 2 (LR2) max height 40 ft.

Lowrise 3 (LR3) max height 50 ft.

Midrise (MR)
apartments with 7-8 stories

Highrise (HR)
apartments with heights of 240-300 ft.

Seattle Mixed (SM)
buildings with a mix of offices, retail, and homes

Neighborhood Commercial (NC)
mixed-use buildings with 4-9 stories

Commercial (C)
auto-oriented commercial buildings

Industrial Commercial (IC)
MHA applies only to commercial uses

urban villages
areas designated for growth in our Comprehensive Plan

Existing boundary

Proposed boundary

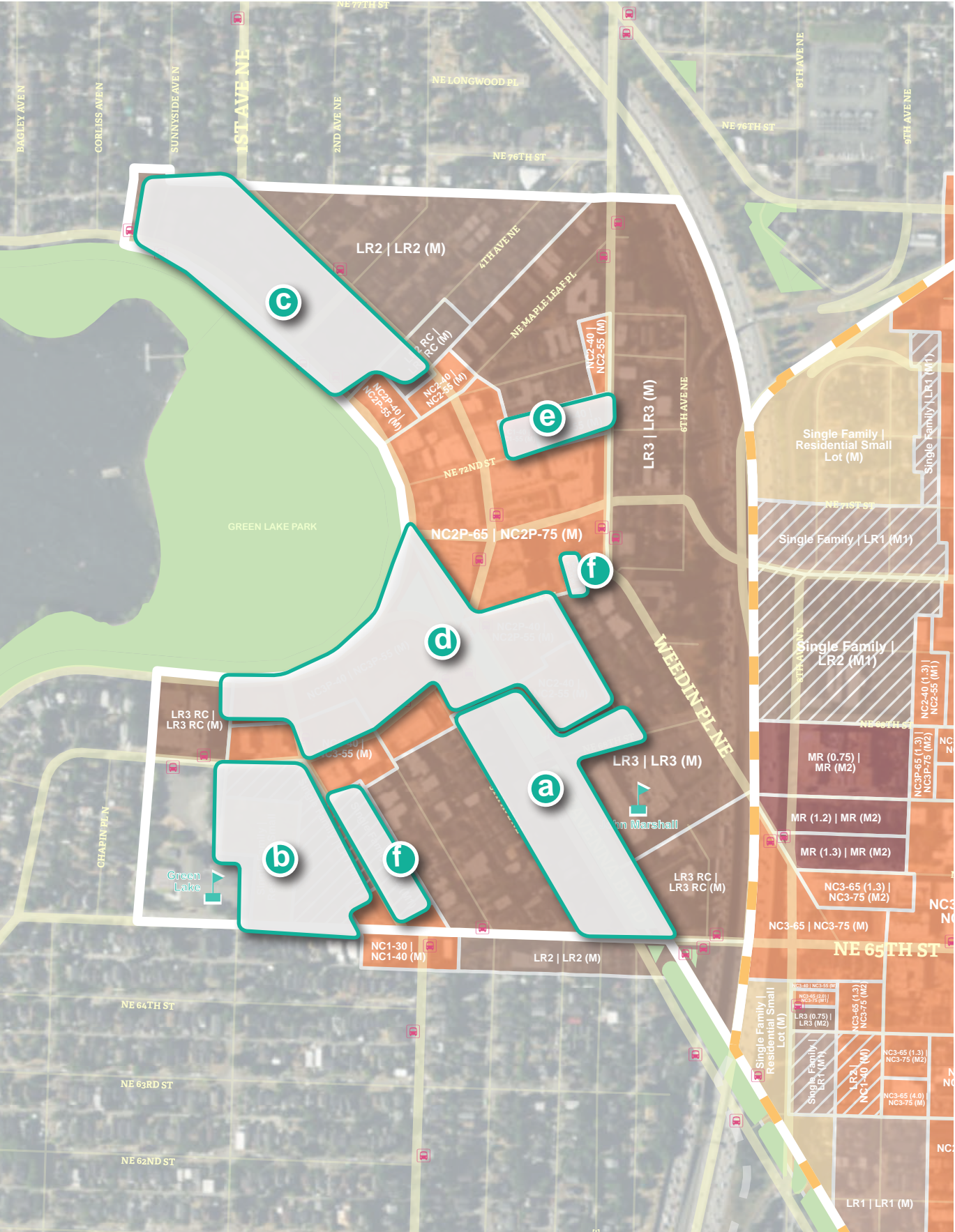
Seattle 2035 10-minute walkshed

Open space

Public school

Light rail

Bus stop



Greenwood-Phinney Ridge

Residential Urban Village

DRAFT ZONING CHANGES to implement Mandatory Housing Affordability (MHA)

HALA.Consider.it Interactive web map seattle.gov/HALA October 19, 2016

proposed zoning
white labels identify changes:

existing zone | draft MHA zone

Solid areas have a typical increase in zoning (usually one story)

Hatched areas have a larger increase in zoning or a change in zone type.

MHA requirements
vary based on scale of zoning change (residential proposal shown)

(M) 6% of homes must be affordable or a payment of \$13.25 per sq. ft.

(M1) 9% of homes must be affordable or a payment of \$20.00 per sq. ft.

(M2) 10% of homes must be affordable or a payment of \$22.25 per sq. ft.

zone categories
follow the links below to see examples of how buildings could look under MHA

Residential Small Lot (RSL)
cottages, townhouses, duplexes/triplexes similar in scale to single family zones

Lowrise (LR)
townhouses, rowhouses, or apartments

Midrise (MR)
apartments with 7-8 stories

Highrise (HR)
apartments with heights of 240-300 ft.

Seattle Mixed (SM)
buildings with a mix of offices, retail, and homes

Neighborhood Commercial (NC)
mixed-use buildings with 4-9 stories

Commercial (C)
auto-oriented commercial buildings

Industrial Commercial (IC)
MHA applies only to commercial uses

urban villages
areas designated for growth in our Comprehensive Plan

Existing boundary

Proposed boundary

Seattle 2035 10-minute walkshed

Open space

Public school

Light rail

Bus stop

Principle 8a: Neighborhood Commercial (NC) zoning encourages more pedestrian-friendly buildings.

a

Greenwood-Phinney Ridge

Low Risk of Displacement / High Access to Opportunity

Zoning changes from Draft 1 map

Please visit our [web map](#) to see more zoning detail including the Final Proposal.

Recognizing the high access to opportunity and low risk of displacement in this community, we propose more (M1) and (M2) zone changes where they align with principles.

a Propose increase in capacity to NC-65 (M1) based on community feedback to increase heights along Greenwood. Also heard support for this from specific property owners.

What we heard from the community*

*Note that input shown here does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

Citywide themes most discussed

- Transitions
- Parking
- Infrastructure
- Urban design quality

These changes are modest. Our neighborhood could easily support greater density.

– Evangeline

An increase in the type of housing available is good for everyone.

– Scott

Local opportunities and challenges

- Support for expanding urban village boundary
- Urban village as it is does not provide opportunity for smooth transitions - too narrow - transitions adjacent to SF will be problematic
- People both in favor of more density and reduced density along the corridor
- Reduce density near the bend of Greenwood Avenue (south of 67th)
- Concerns about infrastructure
- Concerns about parking
- Concerns about impact on light and shade
- Concern that 85th & Greenwood will turn into a “canyon of modern blandness”
- Public transportation is a concern
- Would like RSL in single-family areas adjacent to LR3
- Increasing the height and number of tall buildings will only increase the canyon problem along Phinney Ridge
- Focus density around arterials and transit hubs
- Switch from C1 to NC is good

proposed zoning
white labels identify changes:

existing zone | draft MHA zone

Solid areas have a typical increase in zoning (usually one story)

Hatched areas have a larger increase in zoning or a change in zone type.

MHA requirements
vary based on scale of zoning change (residential proposal shown)

(M) 5% of homes must be affordable or a payment of \$7.00 per sq. ft

(M1) 8% of homes must be affordable or a payment of \$11.25 per sq. ft

(M2) 9% of homes must be affordable or a payment of \$12.50 per sq. ft

zone categories
follow the links below to see examples of how buildings could look under MHA

Residential Small Lot (RSL)
cottages, townhouses, duplexes/triplexes similar in scale to single family zones

Lowrise (LR)
townhouses, rowhouses, or apartments

Midrise (MR)
apartments with 7-8 stories

Highrise (HR)
apartments with heights of 240-300 ft.

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buildings with a mix of offices, retail, and homes

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mixed-use buildings with 4-9 stories

Commercial (C)
auto-oriented commercial buildings

Industrial Commercial (IC)
MHA applies only to commercial uses

urban villages
areas designated for growth in our Comprehensive Plan

Existing boundary

Proposed boundary

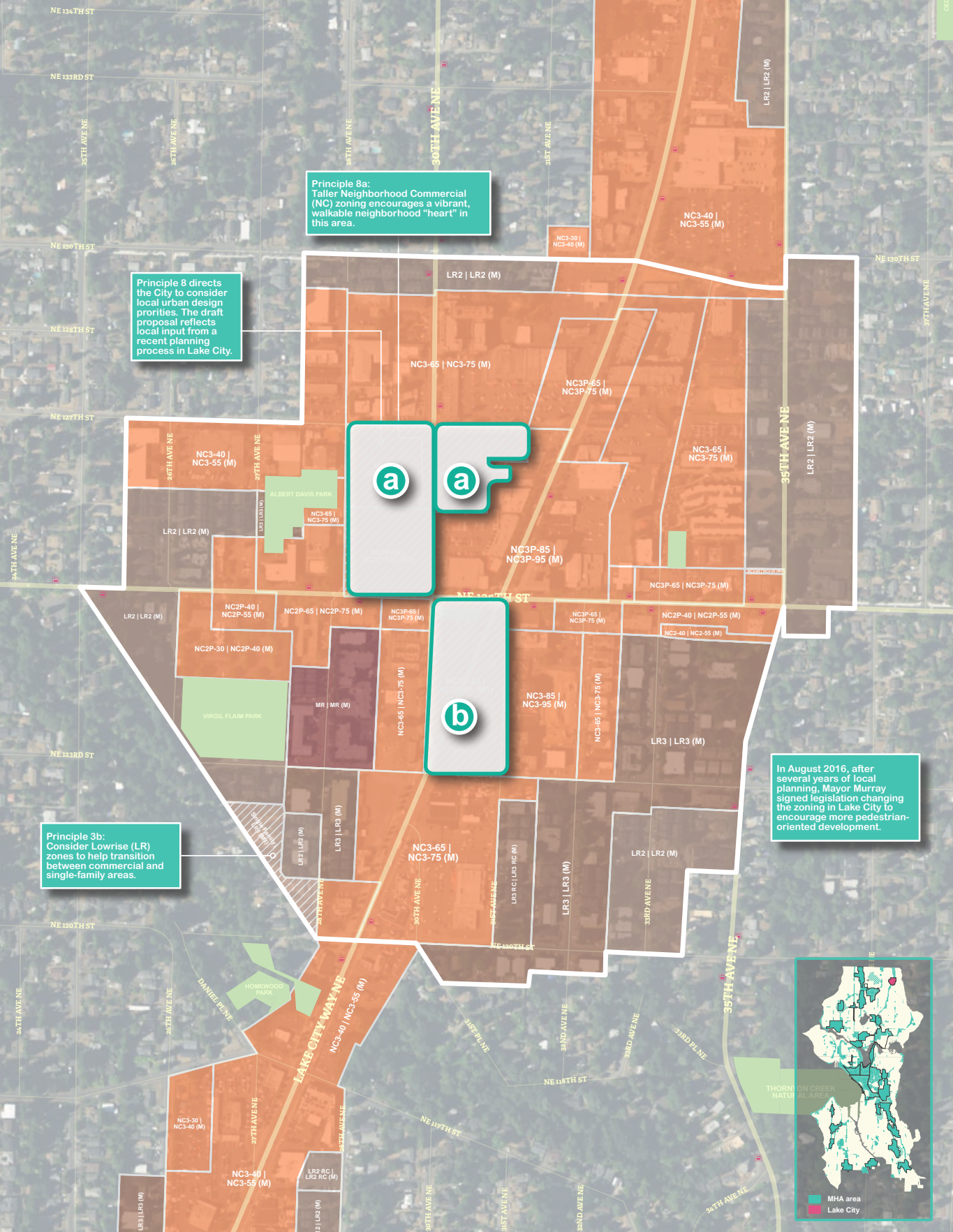
Seattle 2035 10-minute walkshed

Open space

Public school

Light rail

Bus stop



Zoning changes from Draft 1 map

Please visit our [web map](#) to see more zoning detail including the Final Proposal.

Recognizing the high risk of displacement in this community, we propose making only standard (M) zoning changes, except in areas within a five-minute walk of frequent transit.

a In area west of 30th Ave NE and north of NE 125th St reduce to (M) tier. Same as area east of 30th Ave NE and south of NE 127th St., and area between NE 123rd St and NE 125th St along Lake City Way. Draft 1 showed greater capacity increases (M1) in this area.

b In area between NE 123rd St and NE 125th St along Lake City Way, same rationale as above, as well as removing zoning change emphasis from small scale business district corridor.

What we heard from the community*

*Note that input shown here does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

Citywide themes most discussed

- Displacement
- Property taxes
- Housing options
- Traffic
- Public transit
- Public safety
- Sidewalks & Walkability
- Parking

Local opportunities and challenges

- Recent planning addressed C/NC zoning changes desired
- Additional sidewalk, transit, and street infrastructure greatly desired
- Expand urban village more where transit service is good – both east and west
- Create connections to 130th and Bitter Lake
- Concern that more people living in Lake City could put additional pressure on transportation infrastructure, including narrow streets, parking challenges, and lack of sidewalks

“ Consider three areas of higher density rather than concentrating it all in the civic core.

– MHA open house written comment

“ Density and growth should create stronger community.

– MHA open house written comment

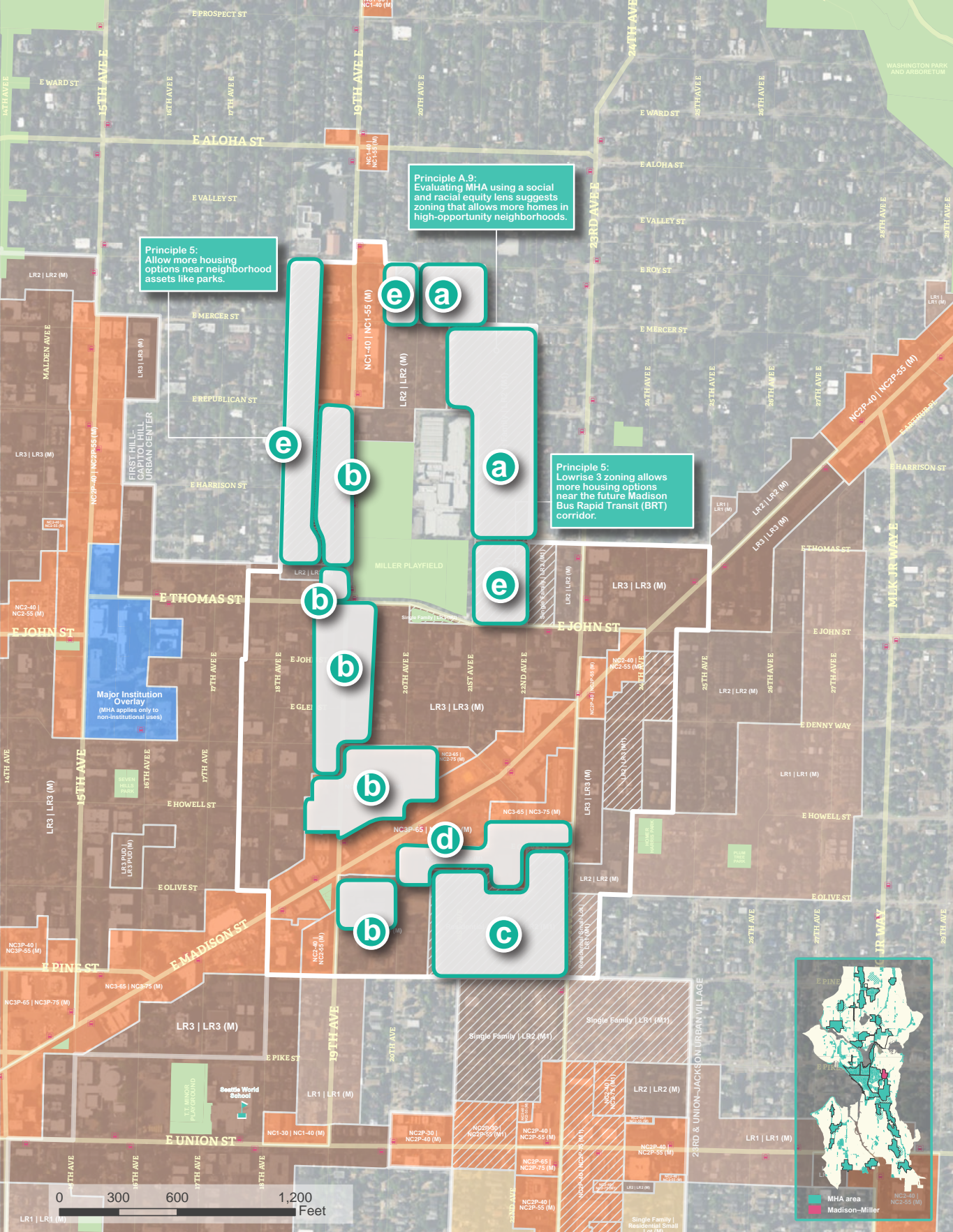
Madison–Miller

Residential Urban Village

DRAFT ZONING CHANGES to implement Mandatory Housing Affordability (MHA)

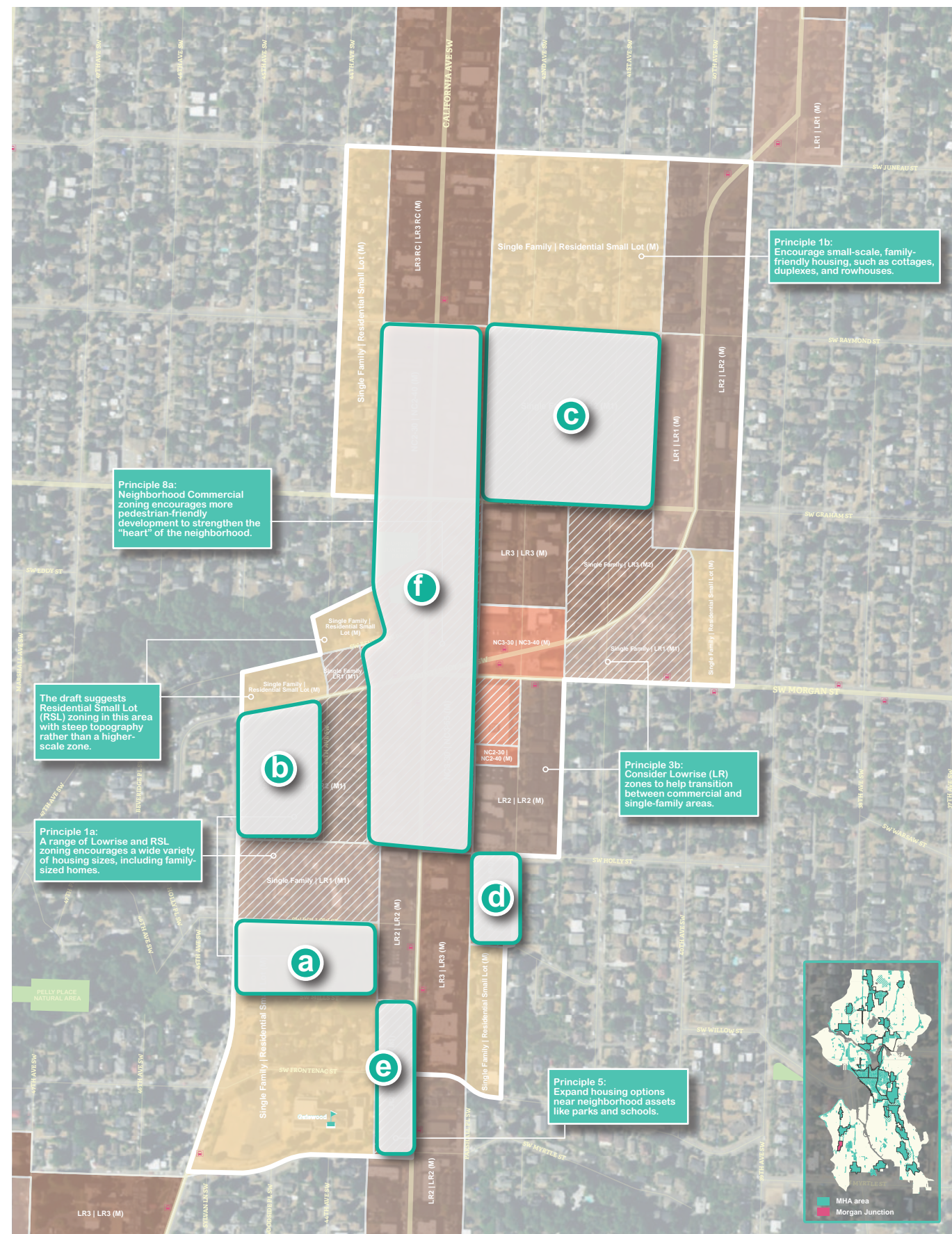
HALA.Consider.it Interactive web map seattle.gov/HALA October 19, 2016

proposed zoning	MHA requirements	zone categories	urban villages
white labels identify changes: existing zone draft MHA zone	vary based on scale of zoning change (residential proposal shown)	follow the links below to see examples of how buildings could look under MHA	areas designated for growth in our Comprehensive Plan
Solid areas have a typical increase in zoning (usually one story) Hatched areas have a larger increase in zoning or a change in zone type.	(M) 7% of homes must be affordable or a payment of \$20.75 per sq. ft. (M1) 10% of homes must be affordable or a payment of \$29.75 per sq. ft. (M2) 11% of homes must be affordable or a payment of \$32.75 per sq. ft.	Residential Small Lot (RSL) cottages, townhouses, duplexes/triplexes similar in scale to single family zones Lowrise (LR) townhouses, rowhouses, or apartments Lowrise 1 (LR1) max height 30 ft. Lowrise 2 (LR2) max height 40 ft. Lowrise 3 (LR3) max height 50 ft. Midrise (MR) apartments with 7-8 stories Highrise (HR) apartments with heights of 240-300 ft. Seattle Mixed (SM) buildings with a mix of offices, retail, and homes Neighborhood Commercial (NC) mixed-use buildings with 4-9 stories Commercial (C) auto-oriented commercial buildings Industrial Commercial (IC) MHA applies only to commercial uses	Existing boundary Proposed boundary Seattle 2035 10-minute walkshed Open space Public school Light rail Bus stop



DRAFT ZONING CHANGES to implement Mandatory Housing Affordability (MHA)

proposed zoning white labels identify changes:	MHA requirements very varied on scale of zoning change (residential proposal shown)	zone categories follow the links below to see examples of how buildings could look under MHA	urban villages areas designed for growth in our Comprehensive Plan
existing zone draft MHA zone		<div> <div>Residential Small Lot (RSL)</div> <div>cottages, townhouses, duplexes/triplexes similar in scale to single family zones</div> </div> <div> <div>Midrise (MR)</div> <div>apartments with 7-8 stories</div> </div> <div> <div>Neighborhood Commercial (NC)</div> <div>mixed-use buildings with 4-9 stories</div> </div>	<div> <div>Existing boundary</div> <div>Open space</div> </div> <div> <div>Proposed boundary</div> <div>Public school</div> </div> <div> <div>Light rail</div> </div>
Solid areas have a typical increase in zoning (usually one story)	<div>(M)</div> <div>6% of homes must be affordable or a payment of \$13.25 per sq. ft</div>	<div> <div>Lowrise (LR)</div> <div>townhouses, rowhouses, or apartments</div> </div> <div> <div>Highrise (HR)</div> <div>apartments with heights of 24-30 stories</div> </div> <div> <div>Commercial (C)</div> <div>auto-oriented commercial buildings</div> </div>	<div> <div>Seattle 2035 10-minute walkshed</div> <div>Bus stop</div> </div>
Hatched areas have a larger increase in zoning or a change in zone type.	<div>(M1)</div> <div>9% of homes must be affordable or a payment of \$20.00 per sq. ft</div> <div>(M2)</div> <div>10% of homes must be affordable or a payment of \$22.25 per sq. ft</div>	<div> <div>Lowrise 1 (LR1)</div> <div>max height 30 ft</div> </div> <div> <div>Lowrise 2 (LR2)</div> <div>max height 40 ft</div> </div> <div> <div>Lowrise 3 (LR3)</div> <div>max height 50 ft</div> </div> <div> <div>Seattle Mixed (SM)</div> <div>buildings with a mix of offices, retail, and homes</div> </div> <div> <div>Industrial Commercial (C)</div> <div>MHA applies only to commercial uses</div> </div>	



Low Risk of Displacement / Low Access to Opportunity

Please visit our [web map](#) to see more zoning detail including the Final Proposal.

- a** Increase from RSL (M) to LR1 (M1) to better align with transitions principle and to balance decreases elsewhere in the urban village.
- b** Decrease from LR2 (M1) to LR1 (M1) to better align with transitions principle and in response to community input.
- c** Decrease from LR2 (M1) to LR1 (M1) to better align with transitions principle and in response to community input.
- d** Decrease from LR1 (M1) to RSL (M) in the area between Parshall, Holly and 42nd to support minimal changes on steep slopes
- e** Decrease from LR3-RC (M1) to LR2-RC (M) to support zoning consistency along the west side of California.
- f** Apply a Pedestrian zone classification to the NC areas, which supports the commercial node and pedestrian-friendly urban design.

*Note that input shown here does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

- Displacement
- Traffic congestion
- Transitions
- Parking
- Community planning
- Infrastructure

- Rob

- Written comment at a HALA event

- Support affordable housing in Morgan Junction, including existing residents remaining
- Rezones should apply to single-family areas outside of urban villages
- Rezones to bring more housing choices in residential areas
- Better design standards
- Changes from SF to LR3 from residents interested in selling their homes

- Support for RSL housing types, cottages, duplexes, and family-sized requirements
- Support for affordable housing in Morgan Junction, not just payment
- Support for other tools in addition to rezones to produce affordable housing
- Support for greater density along the arterials, and leaving single-family areas alone
- Support for improving walkable neighborhood
- Support for modest infill, like ADUs and DADUs

Concerns

- Decreasing property values and loss of equity
- Increasing property values and property taxes
- Increased density on steep slopes and environmentally sensitive areas
- Current infrastructure insufficient for more people—stormwater, sewer, emergency response
- Amenities being insufficient for more people—including parks, transit, and schools
- Transportation, transit, bike lanes, parking, and commute traffic congestions
- Changes from SF to LR2 or LR3 are too great
- Loss of tree canopy
- Changing neighborhood identity
- Views, sunlight on streets and existing gardens
- Lack of neighborhood planning
- MHA rezones inconsistent with neighborhood plan policies to retain single-family zoning

Ideas

- City should create additional new urban villages
- Rezones should wait for ST3 alignment decision
- Change state law to allow more condos and encourage ownership, not just apartments

North Rainier Hub Urban Village

DRAFT ZONING CHANGES to implement Mandatory Housing Affordability (MHA)

HALA.Consider.it Interactive web map seattle.gov/HALA October 19, 2016

proposed zoning white labels identify changes:

existing zone | draft MHA zone

Solid areas have a
typical increase in zoning
(usually one story)

Hatched areas have a
larger increase in zoning
or a change in zone type.

MHA requirements vary based on scale of zoning change (residential proposal shown)

(M) 6% of homes must be affordable or
a payment of \$13.25 per sq. ft.

(M1) 9% of homes must be affordable or
a payment of \$20.00 per sq. ft.

(M2) 10% of homes must be affordable
or a payment of \$22.25 per sq. ft.

zone categories

follow the links below to see examples of how buildings could look under MHA

Residential Small Lot (RSL)
cottages, townhouses, duplexes/triplexes
similar in scale to single family zones

Lowrise (LR)
townhouses, rowhouses, or apartments
Lowrise 1 (LR1) max height 30 ft.
Lowrise 2 (LR2) max height 40 ft.
Lowrise 3 (LR3) max height 50 ft.

Midrise (MR)
apartments with 7-8 stories

Highrise (HR)
apartments with heights
of 240-300 ft.

Seattle Mixed (SM)
buildings with a mix of
offices, retail, and homes

Neighborhood Commercial (NC)
mixed-use buildings with 4-9 stories

Commercial (C)
auto-oriented commercial buildings

Industrial Commercial (IC)
MHA applies only to commercial uses

urban villages

areas designated for growth in our Comprehensive Plan

Existing boundary

Proposed boundary

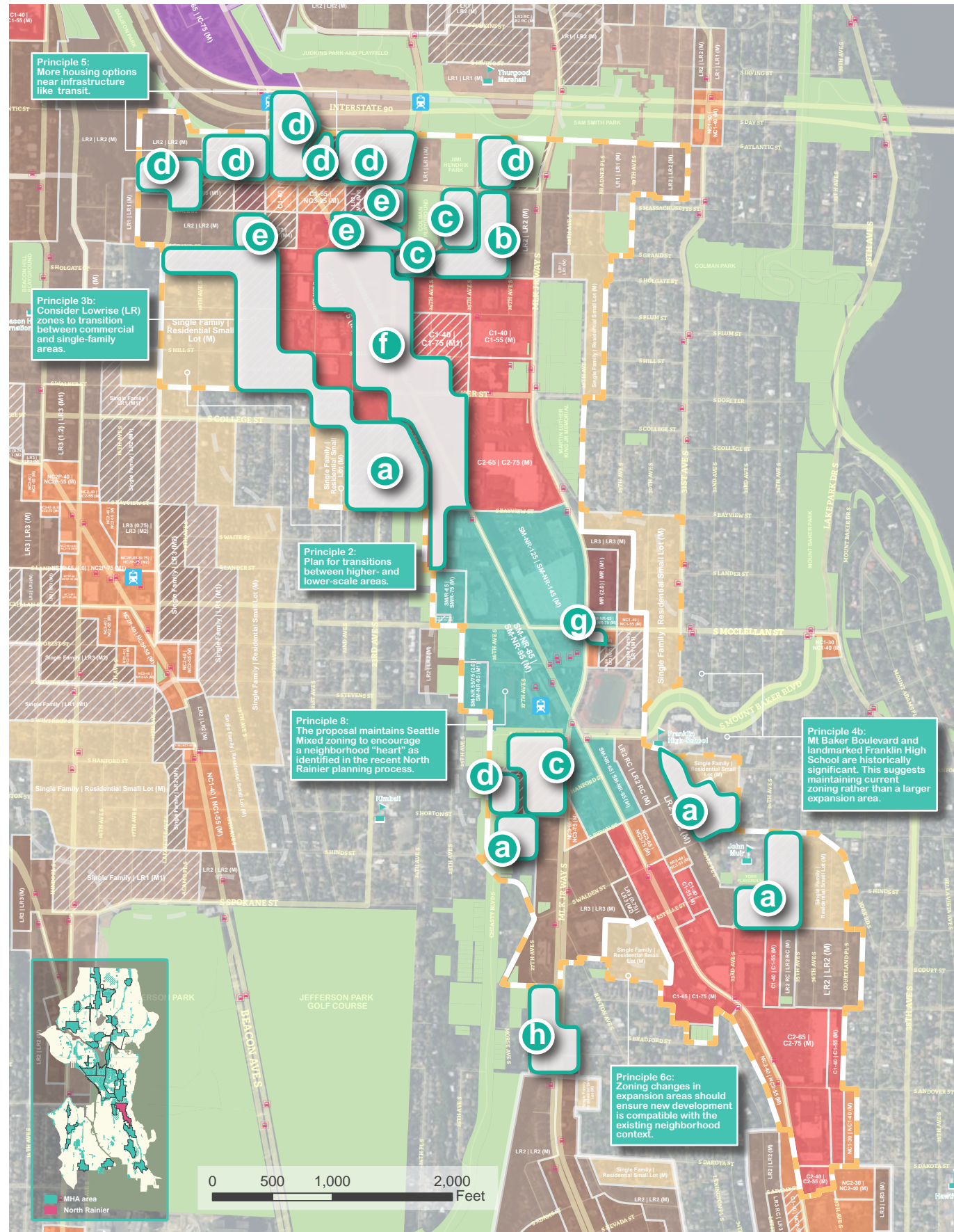
Seattle 2035
10-minute walkshed

Open space

Public school

Light rail

Bus stop



North Rainier

High Risk of Displacement / High Access to Opportunity

Zoning changes from Draft 1 map

Please visit our [web map](#) to see more zoning detail including the Final Proposal.

Recognizing the high risk of displacement in this community, we propose making only standard (M) zoning changes, except in areas within a five-minute walk of frequent transit.

- a** Single-family areas outside the five-minute walk of frequent should be rezoned no higher than RSL (M). Includes area around the current light rail station at Mt Baker and future light rail station at Judkins Park.
- b** Similarly, limit capacity increase to LR1 (M).
- c** Propose SM-95 (M1) for higher capacity change within the five-minute walk of frequent transit.
- d** Multiple decreases in proposed capacity change limiting increases within 500 feet of freeways due to air quality concerns.

- e** Multiple increases in proposed capacity to encourage a walkable mixed-use node supporting the Judkins Park station, outside the 500-foot air quality buffer.
- f** Convert C to NC along Rainier Avenue to encourage pedestrian-friendly redevelopment, where supported by community
- g** Propose NC-75 (M1) targeting additional capacity to maximize opportunity for 100 percent affordable housing development.
- h** Propose urban boundary expansion to incorporate existing LR zone and resolve split zoning in area targeted for additional capacity, maximizing opportunity for 100 percent affordable housing development

What we heard from the community*

*Note that input shown here does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

Citywide themes most discussed

- Sidewalks and walkability
- Displacement
- Infrastructure
- Urban village expansion areas
- Historic areas
- Traffic

RSL could allow flexibility for housing.

- Comment on board at MHA open house

Zoning should be changed to NC rather than C on both sides of Rainier, helping develop neighborhood feel.

- Antoine

Local opportunities and challenges Support

- Opportunity for current residents, especially lower-income and communities of color, to remain
- More housing choices near Franklin High School, along parks and greenways, and near light rail
- Commercial core near light rail station should redevelop into mixed-use town center hub
- Pedestrian-friendly redevelopment along Rainier

- Expand the urban village to include parcels already zoned multifamily, between North Rainier and North Beacon Hill urban villages
- Transition from C to NC zoning along many portions of Rainier Ave
- Affordable housing production in the area
- Expand SM-NR zone near Mount Baker light rail
- Support for denser development along arterials and less development in single-family areas
- Support for redevelopment on vacant lots in neighborhood core

Ideas

- Increase green development; support for an eco-district concept
- Oppose expanding urban village into residential areas; support mixed-use infill on vacant lots
- Support infill redevelopment of town center area into dense TOD with housing choices
- Consider the slopes at the east edge

Concerns

- Redevelopment of single-family areas, including Cheasty Boulevard
- Impacts on the historic single-family homes to the east of the town center
- Property taxes
- 50' heights on the W side of 18th Ave S between Lander and Bayview
- Racial and economic diversity could suffer
- Pedestrian safety along Rainier, traffic congestion

proposed zoning
white labels identify changes:

1000

■ Solid areas have a typical increase in zoning (usually one story)

 Hatched areas have a larger increase in zoning or a change in zone type

MHA requirements
vary based on scale of zoning
(residential proposal shown)

(residential proposal shown)

(M) 6% of homes must be affordable
a payment of \$13.25 per sq. ft

(M1) 9% of homes must be affordable
a payment of \$20.00 per sq. ft

(M2) 10% of homes must be affordable or a payment of \$22.25 per sq. ft.

zone categories
follow the links below to

Residential Small Lot (RSL) Midrise (MR)

cottages, townhouses, duplexes/triplexes similar in scale to single family zones	apartments with 7-8 stories
---	-----------------------------

 **Lowrise (LR)**
townhouses, rowhouses, or apartments

 **Highrise (HR)**
apartments with heights
of 240-300 ft.

Lowrise 1 (LR1) max height 30 ft.
Lowrise 2 (LR2) max height 40 ft.
Lowrise 3 (LR3) max height 50 ft.

Seattle Mixed (SM)
 buildings with a mix of
 offices, retail, and homes

urban villages
areas designated for

 Existing Open space

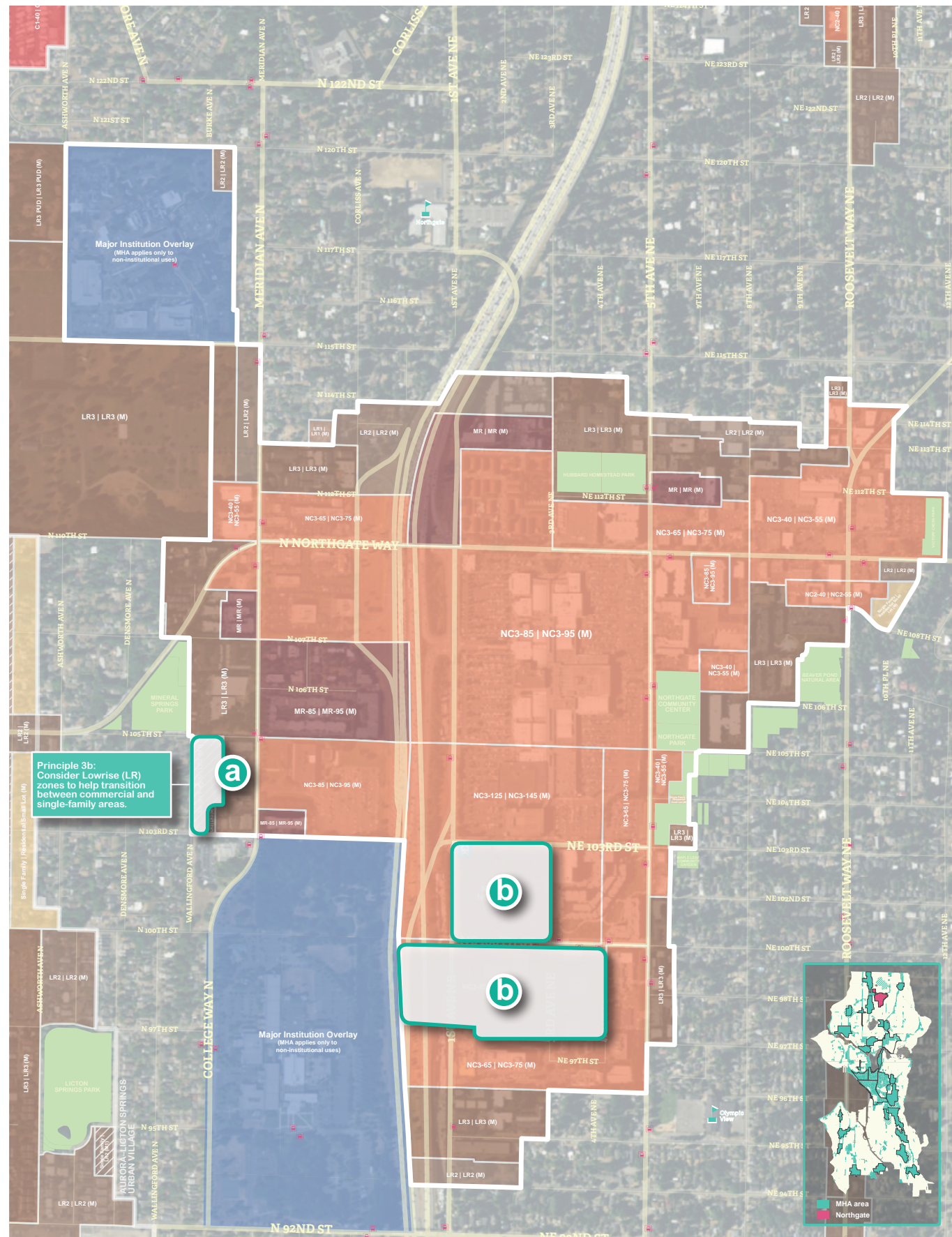
boundary

Proposed boundary

Public school

Light rail

Seattle 2035
10-minute walkshed



Northgate

High Risk of Displacement / High Access to Opportunity

Zoning changes from Draft 1 map

Please visit our [web map](#) to see more zoning detail including the Final Proposal.

Recognizing the high risk of displacement in this community, we propose making only standard (M) zoning changes, except in areas within a five-minute walk of frequent transit.

- a** Propose reducing added capacity to RSL (M). This responds to public comments received from residents and is consistent with approach to areas with high risk of displacement.

- b** Propose increasing capacity with a new Seattle Mixed (SM) zone and 240' and 145' height limits on parcels directly near the light rail station. This responds to strong community support for locating more housing and jobs near transit. The SM zone would include specific design standards to enhance urban design and multi-modal connections to the light rail station.

What we heard from the community*

*Note that input shown here does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

Citywide themes most discussed

- Assets and Infrastructure
- Transitions
- Walkability
- Parks and open space

One of MHA-HALA's guiding principles is to provide transitions between vastly different sizes and uses of buildings. Currently, our street provides this transition. ... This transition would be destroyed by re-zoning. ...The effect is neither gradual nor moderate. It would be abrupt and severe.

- Sabina, referring to (a) area west of I-5 now proposed for RSL

The Northgate station area is owned by the County so we should grant a big upzone to provide opportunity for big equitable TOD.

- Doug

Local opportunities and challenges

- Discussion generally demonstrated more comments in support of the MHA implementation proposals, than those opposed. Common input suggests that Northgate is a good location for additional density near transit, especially where it can be located on sites with large existing surface parking lots.

Othello

Residential Urban Village

DRAFT ZONING CHANGES to implement Mandatory Housing Affordability (MHA)

HALA.Consider.it Interactive web map seattle.gov/HALA October 19, 2016

proposed zoning

white labels identify changes:

existing zone | draft MHA zone

Solid areas have a typical increase in zoning (usually one story)

Hatched areas have a larger increase in zoning or a change in zone type.

MHA requirements

vary based on scale of zoning change (residential proposal shown)

(M) 5% of homes must be affordable or a payment of \$7.00 per sq. ft.

(M1) 8% of homes must be affordable or a payment of \$11.25 per sq. ft.

(M2) 9% of homes must be affordable or a payment of \$12.50 per sq. ft.

zone categories

follow the links below to see examples of how buildings could look under MHA

Residential Small Lot (RSL) cottages, townhouses, duplexes/triplexes similar in scale to single family zones

Lowrise (LR) townhouses, rowhouses, or apartments

Lowrise 1 (LR1) max height 30 ft.

Lowrise 2 (LR2) max height 40 ft.

Lowrise 3 (LR3) max height 50 ft.

Midrise (MR) apartments with 7-8 stories

Highrise (HR) apartments with heights of 240-300 ft.

Seattle Mixed (SM) buildings with a mix of offices, retail, and homes

Neighborhood Commercial (NC) mixed-use buildings with 4-9 stories

Commercial (C) auto-oriented commercial buildings

Industrial Commercial (IC) MHA applies only to commercial uses

urban villages

areas designated for growth in our Comprehensive Plan

Existing boundary

Proposed boundary

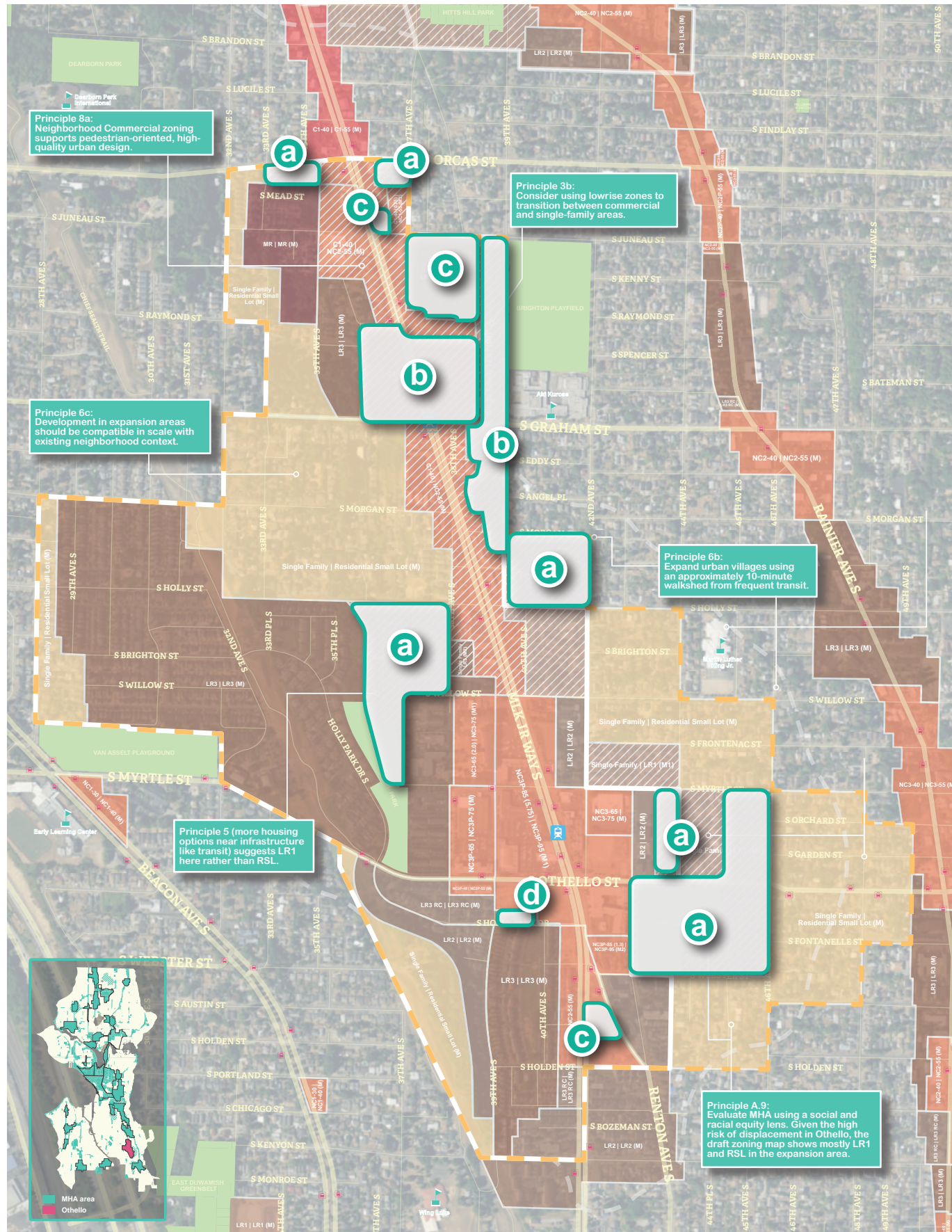
Seattle 2035 10-minute walkshed

Open space

Public school

Light rail

Bus stop



Othello

High Risk of Displacement / Low Access to Opportunity

Zoning changes from Draft 1 map

Please visit our [web map](#) to see more zoning detail including the Final Proposal.

Recognizing the high risk of displacement in this community, we propose making only standard (M) zoning changes, except in areas within a five-minute walk of frequent transit.

a Both increases and decreases to reflect approach to high displacement risk area. Increased (M1) changes around the Othello link rail station within a five-minute walk of frequent transit. (M) changes outside the walkshed.

- b** Funded Graham Street station will not inform the zoning changes yet. Keep 55-foot height limit in NC area and RSL where previously proposed as LR1.
- c** These sites targeted for additional capacity to maximize opportunity for 100 percent affordable housing development. MR and NC-75 near Graham Street and NC-75 at S. Juneau and MLK.
- d** NC-95 (M1) provides consistent zoning for block framed by Othello, 39th, Holly Park and MLK.

What we heard from the community*

*Note that input shown here does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

Citywide themes most discussed

- Displacement
- Locating housing near assets and infrastructure
- Sidewalks and walkability
- Commercial affordability

“My dad grew up in the Central Area and watched the same thing happen to his parents and siblings as rising housing costs became unaffordable as they aged forcing them all out of the CD. Being able to maximize the housing potential of a rare over-sized lot near light rail and transit options would be great for them and others in need of housing by allowing them to stay in their neighborhood in a new multi-family or multi-townhouse structure and rent out and/or sell the others.”

– Natasha

Local opportunities and challenges

- Support for expansion area around the station.
- Split opinion about how to tackle displacement—some have support for upzoning, others have asked for less intense zoning changes.
- Support for commercial to neighborhood commercial.

- Consider limiting depth of the urban village expansion into single family areas to minimize displacement potential in existing affordable single family areas.
- Expand Othello urban village farther to capitalize on Link light rail.
- Neighborhood plan needs to guide zoning changes from residential to commercial
- Concern that most new construction will just pay the fee rather than build affordable units—especially with low fees. This will contribute to displacement in the area.
- Need to consider walkability concerns/ infrastructure needs such as sidewalks, pedestrian crossings, safety issues.
- Zoning increases could be large near the Othello light rail station and along the MLK Jr Way S corridor, especially in lower Othello along MLK Jr Way S, to take advantage of transit at Othello and Rainier Beach.
- Displacement is a concern for residents of the neighborhood, but some Focus Group members believe reducing the urban village boundary expansions and the amount of potential new housing is not the best way to do it. More housing is needed to address displacement
- There is not enough upzoning near the future Graham St. Station. There will still be single family zoning a block away from the new station. There should be greater upzoning, especially near the light rail station.
- It is appropriate to change any remaining SF zones to RSL, but more should be changes to LR and higher zoning due to the station proximity.

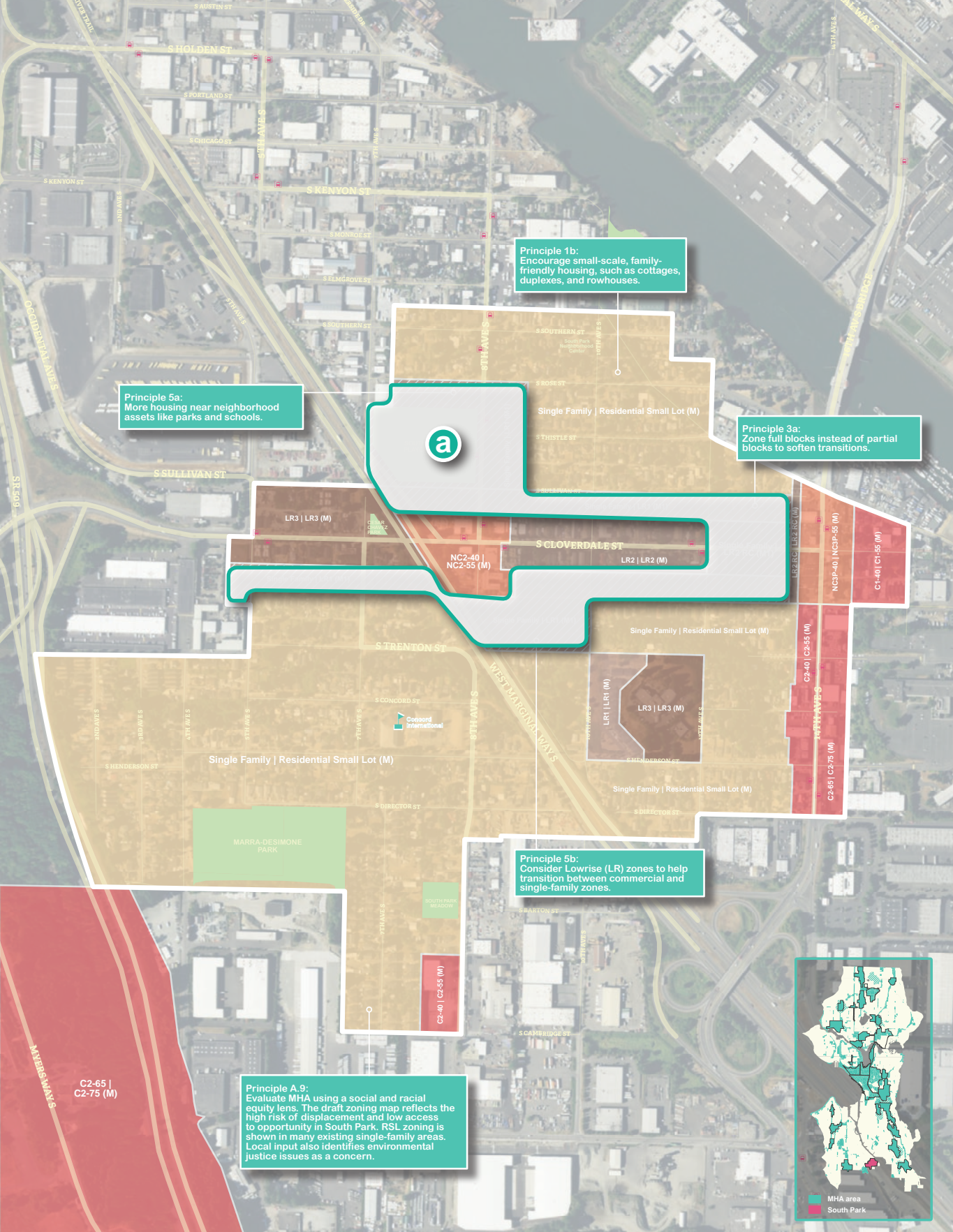
South Park

Residential Urban Village

DRAFT ZONING CHANGES to implement Mandatory Housing Affordability (MHA)

HALA.Consider.it Interactive web map seattle.gov/HALA October 19, 2016

proposed zoning white labels identify changes: existing zone draft MHA zone Solid areas have a typical increase in zoning (usually one story) Hatched areas have a larger increase in zoning or a change in zone type.	MHA requirements vary based on scale of zoning change (residential proposal shown) (M) 5% of homes must be affordable or a payment of \$7.00 per sq. ft. (M1) 8% of homes must be affordable or a payment of \$11.25 per sq. ft. (M2) 9% of homes must be affordable or a payment of \$12.50 per sq. ft.	zone categories follow the links below to see examples of how buildings could look under MHA Residential Small Lot (RSL) cottages, townhouses, duplexes/triplexes similar in scale to single family zones Lowrise (LR) townhouses, rowhouses, or apartments Lowrise 1 (LR1) max height 30 ft. Lowrise 2 (LR2) max height 40 ft. Lowrise 3 (LR3) max height 50 ft. Midrise (MR) apartments with 7-8 stories Highrise (HR) apartments with heights of 240-300 ft. Seattle Mixed (SM) buildings with a mix of offices, retail, and homes Neighborhood Commercial (NC) mixed-use buildings with 4-9 stories Commercial (C) auto-oriented commercial buildings Industrial Commercial (IC) MHA applies only to commercial uses	urban villages areas designated for growth in our Comprehensive Plan Existing boundary Proposed boundary Seattle 2035 10-minute walkshed Open space Public school Light rail Bus stop
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South Park

High Risk of Displacement / Low Access to Opportunity

Zoning changes from Draft 1 map

Please visit our [web map](#) to see more zoning detail including the Final Proposal.

Recognizing the high risk of displacement in this community, we propose making only standard (M) zoning changes, except in areas within a five-minute walk of frequent transit.

- a Existing single-family areas that were proposed to be changed to Lowrise are now proposed to be changed to Residential Small Lot. This change is consistent with other areas that have a high risk of displacement and are not located near frequent transit service.

What we heard from the community*

*Note that input shown here does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

Citywide themes most discussed

- Displacement
- Public transit
- Commercial affordability & small business

Rezone construction should be compatible with existing buildings.

– Comment form at an MHA community meeting

We don't need more NC -- property owners are already having a hard time finding tenants for what we have!

– Comment form at an MHA community meeting

Local opportunities and challenges

- South Park has unique constraints, including limited connectivity to other neighborhoods and high displacement risk.
- Concern about unique health issues such as superfund site, poor air quality, and proximity to industrial uses
- Concerns about unique drainage and flooding issues
- Limited transit options
- Interest in supporting commercial area and economic development. Ideas included more Neighborhood Commercial (NC) zoning near S Cloverdale St and 10th Ave S, changing zoning along Cloverdale to LR2-RC, and allowing higher zoning near S Cloverdale St and 10th Ave S.
- Some commenters suggested adding capacity adjacent to businesses on 14th Ave S and along Dallas and 8th
- Suggestions for reducing rezone focused primarily on proposed LR1 zones north of South Park Playground and South of S Donovan and adjacent to industrial areas.
- Some people felt the extent of the rezone area was too large given that it includes all the residential zoning in the area and might result in more people living adjacent to industrial zones.
- Some commenters pointed out that some single-family zones already have multi-family and commercial structures, especially around Dallas Avenue and S Cloverdale. These commenters generally felt the existing rezone proposal would help the owners of these properties and might not change the character of those areas.
- Comments for and against changing adjacent industrially-zoned property to residential zoning. Some felt we should look at those areas where a small amount of industrial land separates residential areas from the water.

Upper Queen Anne Residential Urban Village

DRAFT ZONING CHANGES to implement Mandatory Housing Affordability (MHA)

HALA.Consider.it Interactive web map seattle.gov/HALA October 19, 2016

proposed zoning

white labels identify changes:

existing zone | draft MHA zone

Solid areas have a typical increase in zoning (usually one story)

Hatched areas have a larger increase in zoning or a change in zone type.

MHA requirements

vary based on scale of zoning change (residential proposal shown)

(M) 6% of homes must be affordable or a payment of \$13.25 per sq. ft.

(M1) 9% of homes must be affordable or a payment of \$20.00 per sq. ft.

(M2) 10% of homes must be affordable or a payment of \$22.25 per sq. ft.

zone categories

follow the links below to see examples of how buildings could look under MHA

Residential Small Lot (RSL) cottages, townhouses, duplexes/triplexes similar in scale to single family zones

Lowrise (LR) townhouses, rowhouses, or apartments

Lowrise 1 (LR1) max height 30 ft.
Lowrise 2 (LR2) max height 40 ft.
Lowrise 3 (LR3) max height 50 ft.

Midrise (MR) apartments with 7-8 stories

Highrise (HR) apartments with heights of 240-300 ft.

Seattle Mixed (SM) buildings with a mix of offices, retail, and homes

Neighborhood Commercial (NC) mixed-use buildings with 4-9 stories

Commercial (C) auto-oriented commercial buildings

Industrial Commercial (IC) MHA applies only to commercial uses

urban villages

areas designated for growth in our Comprehensive Plan

Existing boundary

Proposed boundary

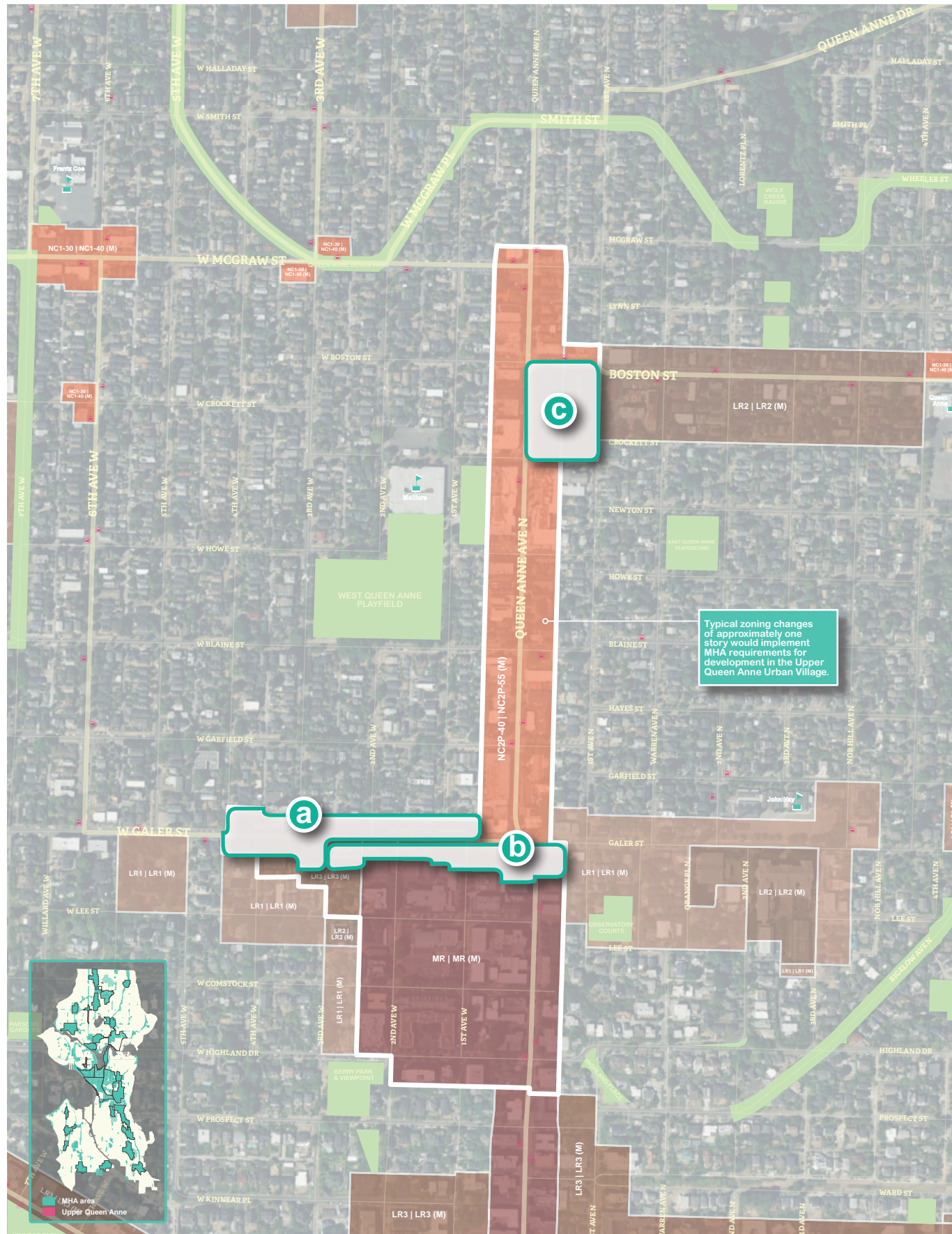
Seattle 2035 10-minute walkshed

Open space

Public school

Light rail

Bus stop



Upper Queen Anne

Low Risk of Displacement / High Access to Opportunity

Zoning changes from Draft 1 map

Please visit our [web map](#) to see more zoning detail including the Final Proposal.

Recognizing the high access to opportunity and low risk of displacement in this community, we propose more (M1) and (M2) zone changes where they align with principles.

a NC area north of W Galer St and west of 3rd Ave W changed to (M1) tier and expanded P designation. Draft 1 map had no (M1) or (M2) changes. More housing in this area would allow access to transit, pedestrian access to downtown, and assets and amenities abundant in Upper Queen Anne. Expansion of P designation enhances W Galer Street as a pedestrian corridor, keeping uses restricted to those in keeping with current uses.

b NC area south of W Galer street and east of 3rd Ave W changed to (M1) tier at 75'. This NC area primarily abuts MR, making NC-75 an appropriate adjacent transition zone.

c NC area south and east of Boston St and Queen Anne Ave N changed to (M1) tier. This node is at an intersection of transit lines and could allow more housing at the north end of the urban village, providing more people access to transit, assets, and amenities abundant in Upper Queen Anne.

What we heard from the community*

*Note that input shown here does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

Citywide themes most discussed

- Transitions
- Public transit
- Zoning changes where MHA will apply
- Housing options
- Urban design quality

Local opportunities and challenges

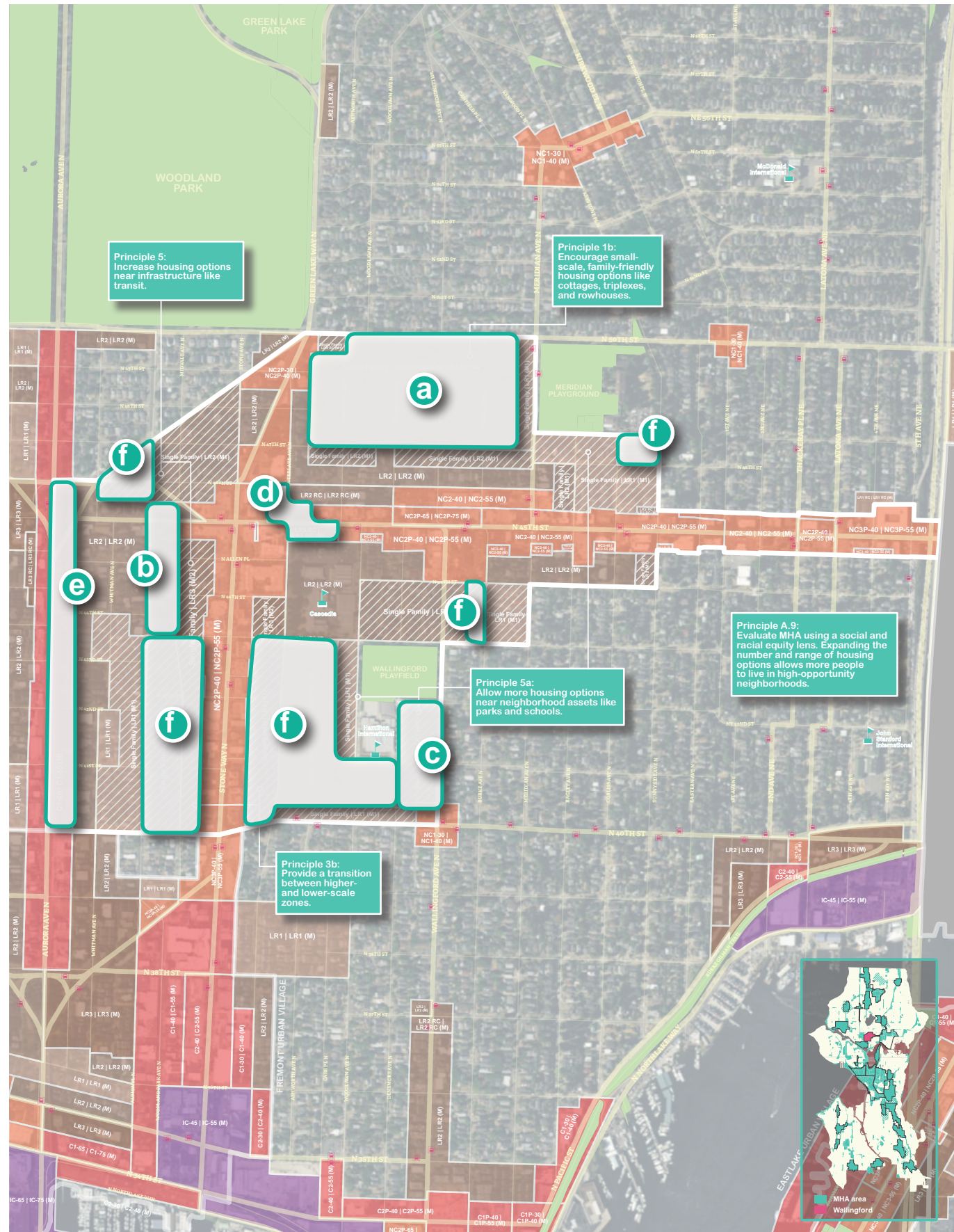
- Focus on protecting views
- Desire for more transit
- Both support for and opposition to adding more height than what was proposed in Draft 1.
- Citywide there was support for expanding urban villages well served by transit, particularly those where boundaries encompass only commercial corridors.
- Investments in infrastructure (transportation, services, wastewater, etc.) should be made along with growth to ensure services keep up with proposed increases in development.
- Focus Group members supported careful attention to transitions between zones. Avoid incompatibilities between adjacent zones and consider development standards within zones to mitigate transitions.
- Some Focus Group members stressed the importance of relatively larger MHA zoning increases in areas with strong markets in order to expand housing opportunity in high-demand locations.

Wallingford Residential Urban Village

DRAFT ZONING CHANGES to implement Mandatory Housing Affordability (MHA)

HALA.Consider.it Interactive web map seattle.gov/HALA October 19, 2016

proposed zoning white labels identify changes: existing zone draft MHA zone Solid areas have a typical increase in zoning (usually one story) Hatched areas have a larger increase in zoning or a change in zone type.	MHA requirements vary based on scale of zoning change (residential proposal shown) (M) 6% of homes must be affordable or a payment of \$13.25 per sq. ft. (M1) 9% of homes must be affordable or a payment of \$20.00 per sq. ft. (M2) 10% of homes must be affordable or a payment of \$22.25 per sq. ft.	zone categories follow the links below to see examples of how buildings could look under MHA Residential Small Lot (RSL) cottages, townhouses, duplexes/triplexes similar in scale to single family zones Lowrise (LR) townhouses, rowhouses, or apartments Lowrise 1 (LR1) max height 30 ft. Lowrise 2 (LR2) max height 40 ft. Lowrise 3 (LR3) max height 50 ft. Midrise (MR) apartments with 7-8 stories Highrise (HR) apartments with heights of 240-300 ft. Seattle Mixed (SM) buildings with a mix of offices, retail, and homes Neighborhood Commercial (NC) mixed-use buildings with 4-9 stories Commercial (C) auto-oriented commercial buildings Industrial Commercial (IC) MHA applies only to commercial uses	urban villages areas designated for growth in our Comprehensive Plan Existing boundary Proposed boundary Seattle 2035 10-minute walkshed Open space Public school Light rail Bus stop
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Wallingford

Low Risk of Displacement / High Access to Opportunity

Zoning changes from Draft 1 map

Please visit our [web map](#) to see more zoning detail including the Final Proposal.

Recognizing the high access to opportunity and low risk of displacement in this community, we propose more (M1) and (M2) zone changes where they align with principles.

- a** Propose increasing added capacity to LR1 (M1). Allows more housing options and creates more consistent zoning.
- b** Propose increasing added capacity to LR3 (M1) along Woodland Park Ave N, in an area close to transit and services around 45th and Stone Way.
- c** Propose increasing added capacity to LR2 (M1). This is an area near a park and school in an area with existing multifamily structures.

- d** Propose changing required uses to NC-55 (M) along N 45th St to provide consistent zoning along the commercial corridor.
- e** Propose changing required uses to NC-55 (M) in response to community support for more pedestrian-oriented development here.
- f** Propose reducing scale of changes in several areas from LR3 (M2) to LR2 (M1) and LR1 (M1). This provides more consistent zoning.

What we heard from the community*

*Note that input shown here does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

Citywide themes most discussed

- Transitions
- Affordable housing & housing options
- Infrastructure
- Single-family areas

We therefore feel that LR1 or RSL zoning on the west side of Interlake Ave N. would better meet the scale transition goals of the plan.

- Greg A. and Franz R.

Wallingford has the characteristics that make it a desirable place to live as a renter. Increasing height within a 4 to 5 block radius of 45th Ave will increase opportunities.

- Jessica W.

Local opportunities and challenges

- Mix perspectives on single-family zone changes
- Mix of perspectives on concentrating zone changes on Aurora and other arterials
- Infrastructure capacity a major concern (schools, parking, open space, roads, sanitary sewers)
- Transitions from Stone Way to other areas
- Concern about changes to architectural character
- Interest in zone changes outside the urban village and/or expanding the urban village

- MHA payments should be invested here
- Desire to retain and create more family housing
- Support for ADUs and DADUs (in some cases instead of rezones and MHA)
- Support for more density to create more housing and economic diversity in the neighborhood
- Interest in RSL
- Concerns about single-family to LR3
- Some suggestions for FAR increases for LR
- Concern about tree canopy
- Desire for small neighborhood business space
- Concern about loss of views
- Desire for larger (10- 20-foot) setbacks
- Focus Group members generally supported multifamily zoning in the area located between Aurora Ave N and Stone Way along Midvale and Woodlawn Avenues. It is well served by transit and well located for more housing.
- Consider ways to create safe connections across Aurora Ave N to Fremont
- Online, some respondents said that the draft proposal should be the minimum considered in this desirable, high opportunity neighborhood. Others feel the urban village lacks critical infrastructure to support more population and opposes rezones in single-family areas.
- Some suggest rezones in other neighborhoods outside urban villages to distribute growth more evenly across the city
- Some support for RSL, citing concern about changes to Lowrise.

West Seattle Junction Hub Urban Village

DRAFT ZONING CHANGES to implement Mandatory Housing Affordability (MHA)

HALA.Consider.it Interactive web map seattle.gov/HALA October 19, 2016

proposed zoning
white labels identify changes:

existing zone | draft MHA zone

Solid areas have a typical increase in zoning (usually one story)

Hatched areas have a larger increase in zoning or a change in zone type.

MHA requirements
vary based on scale of zoning change (residential proposal shown)

(M) 6% of homes must be affordable or a payment of \$13.25 per sq. ft.

(M1) 9% of homes must be affordable or a payment of \$20.00 per sq. ft.

(M2) 10% of homes must be affordable or a payment of \$22.25 per sq. ft.

zone categories
follow the links below to see examples of how buildings could look under MHA

Residential Small Lot (RSL)
cottages, townhouses, duplexes/triplexes similar in scale to single family zones

Lowrise (LR)
townhouses, rowhouses, or apartments

Midrise (MR)
apartments with 7-8 stories

Highrise (HR)
apartments with heights of 240-300 ft.

Neighborhood Commercial (NC)
mixed-use buildings with 4-9 stories

Commercial (C)
auto-oriented commercial buildings

Seattle Mixed (SM)
buildings with a mix of offices, retail, and homes

Industrial Commercial (IC)
MHA applies only to commercial uses

urban villages
areas designated for growth in our Comprehensive Plan

Existing boundary

Proposed boundary

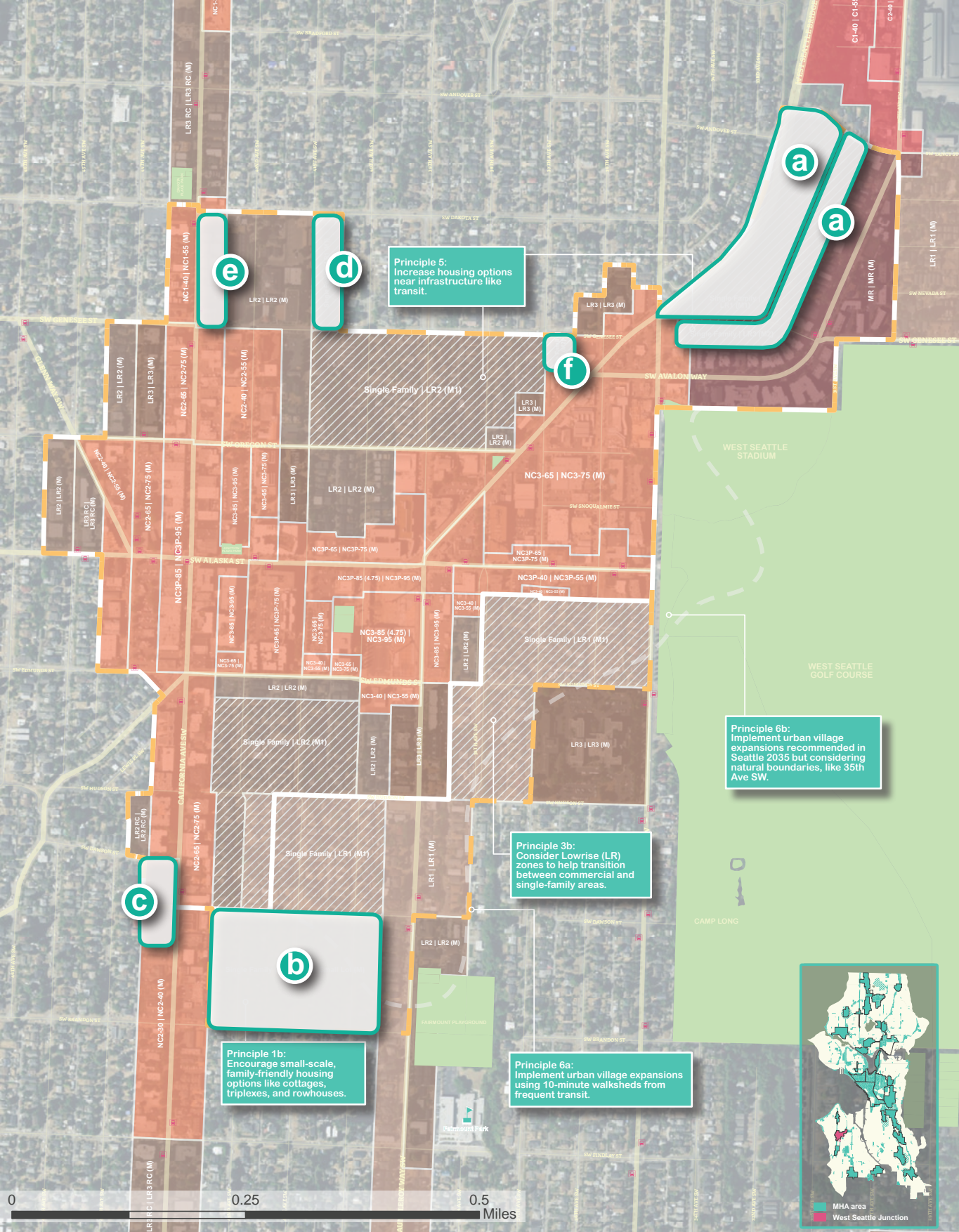
Seattle 2035 10-minute walkshed

Open space

Public school

Light rail

Bus stop



West Seattle Junction

Low Risk of Displacement / High Access to Opportunity

Zoning changes from Draft 1 map Please visit our [web map](#) to see more zoning detail including the Final Proposal.

Recognizing the high access to opportunity and low risk of displacement in this community, we propose more (M1) and (M2) zone changes where they align with principles.

- a** Propose reducing added capacity to RSL (M) and LR1 (M1) due to distance from the transportation node and proximity to the West Seattle Bridge off-ramp, a source of noise and air pollution.
- b** Propose reducing urban village boundary expansion by one block to the south. The area is mostly outside the half-mile walkshed and there is community interest in reducing the scope of change in this area.

- c** Propose increasing added capacity to NC-55 (M1) and expanding boundary to encompass entire parcel at California and Dawson St Site identified as a significant opportunity.
- d** Propose reducing added capacity to RSL (M) on this half block at 41st Ave SW and SW Dakota St as it is separated from the rest of the urban village by a significant change in topography.
- e** Propose increasing added capacity to NC-65 (M1) for a half block at California and Dakota St. Proposal provides a transition from NC-75 to the south and LR3 to the north.
- f** Propose reducing added capacity to LR2 (M1) for a quarter block at 37th Ave SW and SW Genessee St to reduce the amount of change from the existing single-family zoning, given that the area is not in the core of the neighborhood and represents a small portion of the block.

What we heard from the community*

*Note that input shown here does not convey consensus among community members. The purpose of this section is to share the diversity of opinions expressed.

Citywide themes most discussed

- Public transit
- Traffic
- Parking
- Property taxes
- Affordable housing requirements

We are currently sandwiched between multi family zones and it truly makes sense to rezone our block.

- Joel O.

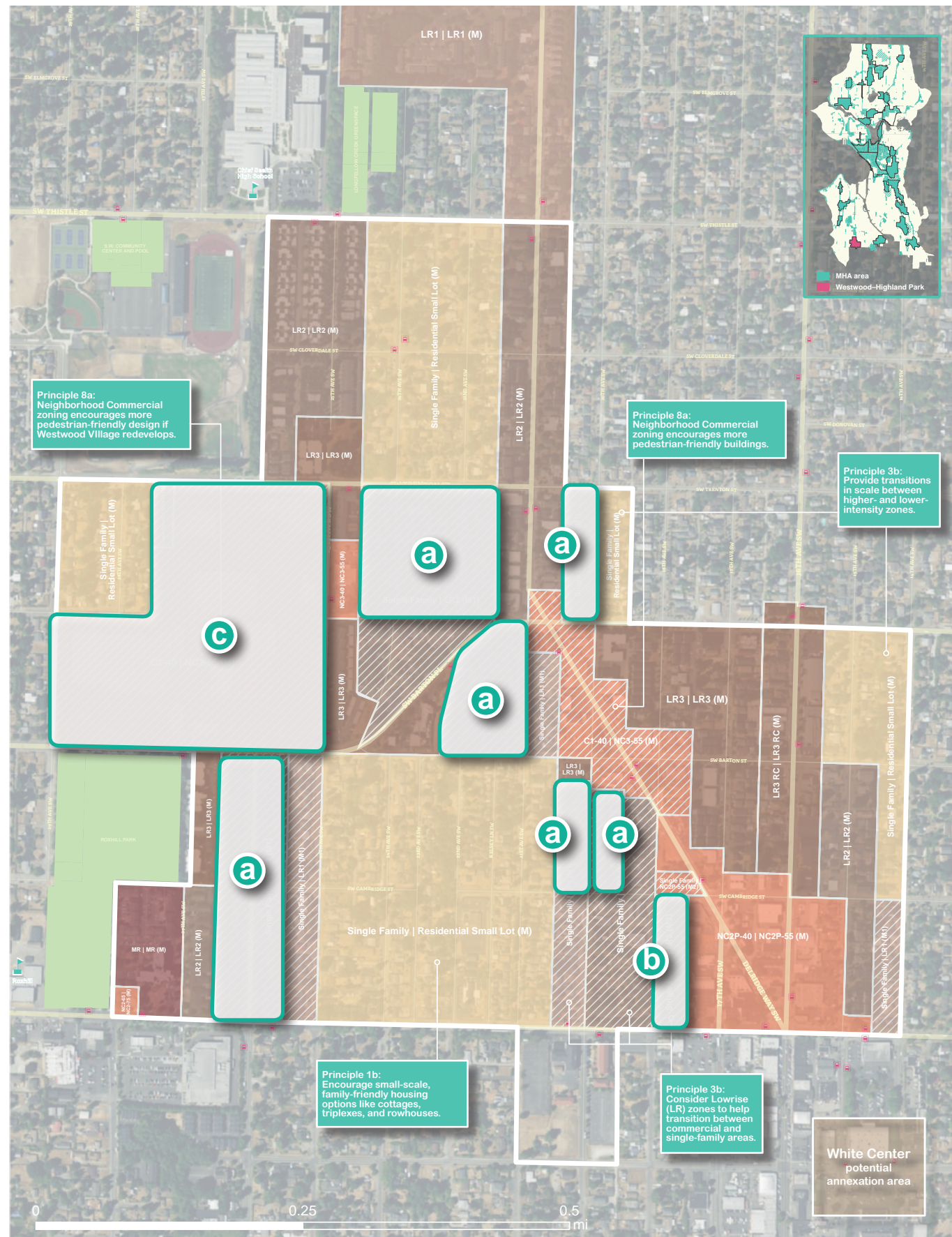
While we understand that our close proximity to the Alaska Junction will bring increased density, however, we request the City control growth to maintain the family friendly nature of the street.

- Dan R.

Local opportunities and challenges*

- Concerns about transit and car access to areas outside of West Seattle
- Concerns about impacts on property values (both increasing and decreasing)

- Divergent viewpoints on concentrating additional capacity in center of neighborhood versus spreading it out
- There were many comments about the amount of growth that has occurred in Alaska Junction in the last ten years relative to other parts of West Seattle. Some people thought more growth should be shifted to other areas.
- Suggestions for reducing capacity focused primarily on areas that are currently zoned Single-Family, particularly those areas that were proposed to be rezoned to LR2 or LR3.
- Suggestions for increasing capacity focused primarily along Alaska Street, however, there was a diversity of opinion about the extent to which that capacity would be best around California, Fauntleroy or the West Seattle Triangle. Also avoid encouraging redevelopment on California near Alaska citing the character of this area.
- Some felt the boundary of the urban village should be expanded to the west, citing California Avenue and Alaskan as the heart of the neighborhood
- Some commenters expressed a desire to postpone the rezone until the exact location of the proposed light rail station was known
- Some people were interested in allowing highrise towers in specific locations as an alternative to changes over a larger area.



65

Reflection

GROWING OUR TOOLBOX

Citywide outreach on MHA has provided opportunities to try new techniques. Our approach was quite a bit different, reflecting a citywide commitment to reaching people where they are in their communities. This outreach and engagement effort was focused on learning about a broader set of needs and aspirations, making sure a lot more people have a seat at the table, and hearing from many new voices.

Working at multiple scales

We focused on reaching out to a broad public audience through a variety of events, venues, and formats.

- We used a relatively new platform, Consider.it, to reach individuals who may not have time or resources to meet us in person
- We called folks at home and invited them to call and email us, and we made sure to respond effectively to each person who reached out
- Our newsletter, Weekly Wonk videos, and website provided in-depth coverage of our work progress, upcoming events, and key issues
- In-person meetings provided opportunities to engage that some communities prefer, so we kept those too
- Focus groups, workshops, and open houses included interactive visualization through the hololens, interactive and facilitated mapping

Formalizing feedback loops

This process catalyzed our emerging community commissions and further refined the charge of our long standing community engagement partners, our Community Liaisons.

Learn more about our community-supported engagement:

- [Seattle Renters' Commission \(NEW!\)](#)
- [Community Involvement Commission \(NEW!\)](#)
- [Community Liaisons](#)
- [Informing our equity-centered approach](#)

MHA outreach and engagement also helped formalize our commitment to reaching communities in-language. Many meetings included interpreters trained in the subject matter to engage in nuanced discussion with community members. We translated informational materials, including videos, into seven languages, and learned that we need to do this earlier and more often in future endeavors.

Using City resources more effectively

Our community engagement efforts can always improve and we will continually strive to hear more voices and broader perspectives. Understanding that our 700,000+ community members have many different preferences, levels of availability, and opportunities for engaging on city policy efforts, we are working to make sure our efforts have the greatest impact, reaching more and more people in every corner of our city. This means that outreach through this and future processes may feel different than it has in the past. We found this to be challenging for members of some communities, and we are committed to working together to refine the tools that work best on both a citywide and neighborhood scale.

Thank you again for taking the time to weigh in on this very important topic.

APPENDIX C



MHA IMPLEMENTATION PRINCIPLES.

Available online at:

http://www.seattle.gov/Documents/Departments/HALA/FocusGroups/Principles_MHA_Implementation_2pager.pdf



MHA Final EIS
Nov. 2017

Principles for MHA Implementation

Community generated principles that will guide MHA implementation



1. Housing Options

- a. Encourage or incentivize a wide variety of housing sizes, including family- sized units and not just one-bedroom and studio units.
- b. Encourage more small-scale multi-unit housing that is family friendly, such as cottages, duplexes or triplexes, rowhouses, and townhouses.

2. Urban Design Quality: Address urban design quality, including high-quality design of new buildings and landscaping.

- a. Encourage publicly visible green space and landscaping at street level.
- b. Encourage design qualities that reflect Seattle's context, including building materials and architectural style.
- c. Encourage design that allows access to light and views in shared and public spaces.

3. Transitions: Plan for transitions between higher- and lower-scale zones as additional development capacity is accommodated.

- a. Zone full blocks instead of partial blocks in order to soften transitions.
- b. Consider using low-rise zones to help transition between single-family and commercial / mixed-use zones.
- c. Use building setback requirements to create step-downs between commercial and mixed-use zones and other zones.

4. Historic Areas

- a. In Seattle's Historic districts, do not increase development capacity, even if it means these areas do not contribute to housing affordability through MHA.
- b. In other areas of historic or cultural significance, do not increase development capacity, even if it means these areas do not contribute to affordability through MHA.

5. Assets and Infrastructure

- a. Consider locating more housing near neighborhood assets and infrastructure such as parks, schools, and transit.

6. Urban Village Expansion Areas

- a. Implement the urban village expansions using 10-minute walksheds similar to those shown in the draft Seattle 2035 Comprehensive Plan update.
- b. Implement urban village expansions recommended in Seattle 2035 but with modifications to the 10-minute walkshed informed by local community members. Consider topography, "natural" boundaries, such as parks, major roads, and other large-scale neighborhood elements, and people with varying ranges of mobility
- c. In general, any development capacity increases in urban village expansion areas should ensure that new development is compatible in scale to the existing neighborhood context.

7. Unique Conditions

- a. Consider location-specific factors such as documented view corridors from a public space or right-of-way when zoning changes are made.

8. Neighborhood Urban Design

- a. Consider local urban design priorities when zoning changes are made.

Principles for MHA Implementation

Principles that form the foundation of MHA



1. Contribute to the 10-year HALA goal of 20,000 net new units of rent- and income-restricted housing. Specifically, the MHA goal is at least 6,000 units of housing affordable to households with incomes up to 60% of the area median income (AMI), units that will remain affordable for 50 years. In 2016, 60% of the AMI is \$37,980 for an individual and \$54,180 for a family of four.
2. Require multifamily and commercial developments to contribute to affordable housing.
3. Contributions to affordable housing will be provided by including affordable housing on site, or by providing a payment to the Seattle Office of Housing for creation of new affordable housing.
4. Ensure MHA program creates affordable housing opportunities throughout the city.
5. In alignment with a state-approved affordable housing based incentive zoning approach (37.70A.540), new affordability requirements are linked to allowing some additional development capacity in commercial and multifamily zones (in many cases this includes one additional floor).
6. Allow a variety of housing types in existing single-family zones within urban villages.
7. Expand the boundaries of some urban villages to allow for more housing near high-frequency transit hubs.
8. Maintain Seattle as an inclusive city by providing housing opportunities for everyone: people of all ages, races, ethnicities, and cultural backgrounds and households of all sizes, types, and incomes.
9. Evaluate MHA implementation using a social and racial equity/justice lens.

APPENDIX D



ENVIRONMENTAL SCOPING REPORT.

Available online at:

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

MANDATORY HOUSING AFFORDABILITY EIS SCOPING SUMMARY

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

1 INTRODUCTION

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

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

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

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

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

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

2 EIS SCOPING

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

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

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

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

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

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

3 TABLE OF COMMENTS

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

Overall Approach

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

Response:

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

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

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

Alternatives

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

Response:

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

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

Housing and Socioeconomics

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

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

Response:

Housing Affordability

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

MHA Requirements

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

Equity/Displacement/Vulnerable Populations

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

Jobs/Businesses

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

Land Use

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

Response:

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

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

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

Aesthetics, Height/Bulk/Scale

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

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

Response:

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

Transportation

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

Response:

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

Historic Resources

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

Response:

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

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

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

Open Space, Urban Forest, Sustainability

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

Response:

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

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

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

Public Services and Utilities

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

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

Response:

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

Other

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

Response:

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

ATTACHMENTS

Attachment 1 Determination of Significance and Scoping Notice

Attachment 2 Scoping Informational Handout



Jul 28, 2016

Seattle Department of Construction and Inspections

Land Use Information Bulletin

A Twice-Weekly Bulletin Announcing Land Use Applications, Decisions, Hearings, and Appeals

www.seattle.gov/dpd

DETERMINATION OF SIGNIFICANCE AND REQUEST FOR COMMENTS ON SCOPE OF EIS

Area: **Address:**

Project: **Zone:** **Notice Date:** 07/28/2016

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

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

Proponent: City of Seattle

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

Lead agency: City of Seattle

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

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

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

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

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

Saturday, August 13, 2016

Rainier Valley Summer Parkways Event

Rainier Ave. S., between 29th Ave. S. and 42nd Ave. S.

1:00PM – 3:00PM

Saturday August 27, 2016

Ballard Summer Parkways Event

Ballard Ave. NW, between NW Market St. and 22nd Ave. NW

1:00PM – 3:00PM

2. Mail written comments to the Responsible Official at the address below or email comments to Geoffrey.Wentlandt@seattle.gov. The City must receive comments by 5:00 pm on September 9, 2016 for the comments to be considered.

Responsible official: Sam Assefa, Director
Office of Planning & Community Development
700 5th Ave, Suite 1900
PO Box 94788
Seattle, WA 98124-7088

There is no agency appeal.

MHA

MANDATORY HOUSING AFFORDABILITY EIS



ENVIRONMENTAL IMPACT STATEMENT

The City of Seattle is proposing Mandatory Housing Affordability (MHA) to require all new multifamily and commercial developments to build affordable homes, either constructing them on-site or paying the City to build them elsewhere in the city. MHA is expected to create a total of 6,000 new affordable homes over the next 10 years for low-income and moderate-income families and individuals.

In order to implement MHA, the City would allow developers to build slightly higher or larger buildings where these kinds of developments are already allowed.

The City is proposing to prepare an Environmental Impact Statement (EIS) that will analyze three alternatives and identify the impacts of each alternative. As we consider additional density, we want your feedback on what issues need to be considered and evaluated.





ALTERNATIVES

Three alternatives all include same 20 year growth estimate:

+70,000 Total Households;

+8,400 Affordable Units*

The alternatives differ in whether the MHA program is implemented and how the affordable units are distributed amongst urban villages and centers.

NO ACTION

MHA is not implemented

MHA Affordable Units: None

Building Height/Mass: No change to existing requirements

Urban Village/Center Boundaries: Based on Comprehensive Plan

Rezones: Based on Comprehensive Plan

Program Options: None

ALTERNATIVE 2

Implement MHA

MHA Affordable Units: 8,400*

Building Height/Mass: Revised standards to allow additional height and floor area in existing urban village/center multi family and commercial zones, existing single family zones in new/expanded urban villages, and existing multi family/commercial zones outside of urban villages

Urban Village/Center Boundaries: All Comprehensive Plan boundary expansions included

Rezones: Single-family rezones to allow greater variety of housing in all urban villages uniformly; capacity increases to commercial and multifamily zones uniformly

No changes to single-family zoned areas outside of urban villages

Program Options: Distribution of units developed through the payment option according to current criteria

ALTERNATIVE 3

Implement MHA with integrated program measures intended to reduce displacement in high risk areas

MHA Affordable Units: 8,400*

Building Height/Mass: Revised standards to allow additional height and floor area in existing urban village/center multi family and commercial zones, existing single family zones in new/expanded urban villages, and existing multi family/commercial zones outside of urban villages

Urban Village/Center Boundaries: Limit expansions in high risk displacement areas

Rezones: Variations in rezones in urban villages depending on displacement risk, with areas at high risk of displacement proposed for lower intensity rezones

No changes to single-family zoned areas outside of urban villages

Program Options: Focused investment of units developed through the payment option in areas at risk of displacement

* MHA is expected to yield approximately 6,000 new affordable housing units over the next 10 years. For purposes of this EIS analysis, this number has been extrapolated to maintain consistency with the Seattle 2035 Comprehensive Plan's 20 year planning horizon. For this reason, the City estimates approximately 8,400 affordable units will be added within 20 years.



PROPOSED SCOPE

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

HOUSING AND SOCIOECONOMICS

- Review of future housing development and supply
- Housing affordability, including a qualitative assessment of the MHA performance and fee options on the overall supply and distribution of affordable housing and MHA requirements on market-rate housing production
- Assessment of socio-economic characteristics, current housing affordability, and relative potential for displacement under each alternative

LAND USE

- Impacts to land use patterns, compatibility with existing and planned land use patterns, consistency with applicable plans and policies

AESTHETICS, HEIGHT/BULK/SCALE

- Impacts to visual character, including scale compatibility, street-level conditions, public spaces
- Qualitative review of potential shadow impacts

TRANSPORTATION

- Assessment of potential impacts on mobility, circulation, transit, parking, bicycle and walking patterns

HISTORIC RESOURCES

- Potential impacts to historic character and patterns of development and potential impacts on national register historic districts

OPEN SPACE AND RECREATION

- Assessment of potential changes to development patterns with respect to existing open space needs, potential impacts of increased density and development on open space needs

PUBLIC SERVICES AND UTILITIES

- Police, fire and emergency medical services, public schools, water, sewer, stormwater
- Potential impacts related to demand for services overall and in different geographic areas of the City



PROCESS

we
are
here

ISSUE DETERMINATION
OF SIGNIFICANCE AND
SCOPING NOTICE

Determination of Significance and Scoping Notice
for Mandatory Housing Affordability was issued on
July 28, 2016

CONDUCT SEPA SCOPING

Scoping comment period will close
September 9, 2016

PREPARE DRAFT EIS

Draft EIS will be prepared

ISSUE DRAFT EIS

Tentative issuance **December 2016**

DRAFT EIS PUBLIC
COMMENT PERIOD

45-day period following issuance of the Draft EIS,
will include a public hearing

PREPARE FINAL EIS

Responds to public comments after close of public
comment period

ISSUE FINAL EIS

Tentative issuance **March 2017**

CITY ACTION

Implement Mandatory Housing Affordability

APPENDIX E



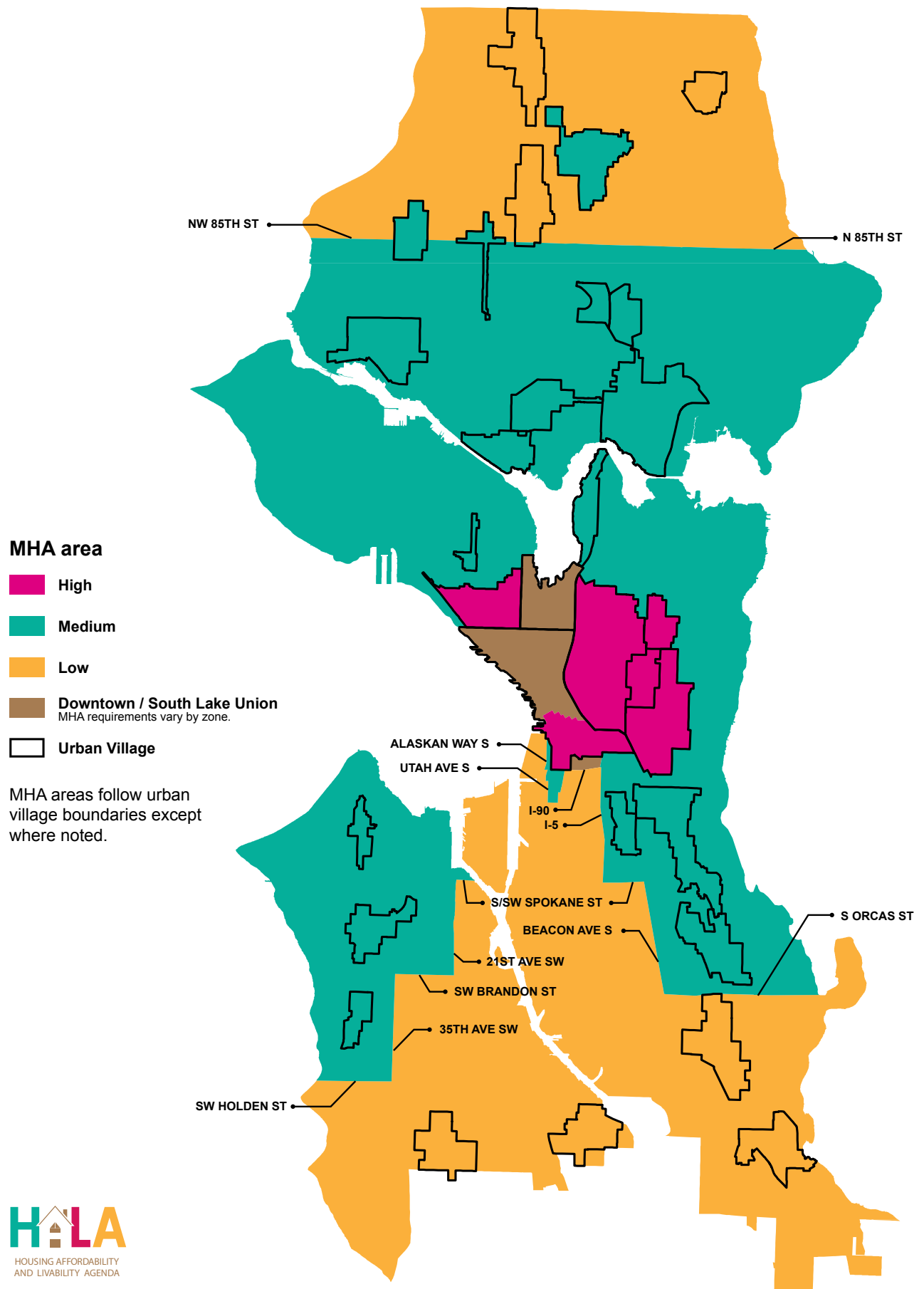
MAP OF MHA AREAS.

Available online at:

<http://www.seattle.gov/Documents/Departments/HALA/Policy/MHA%20Areas.pdf>



Mandatory Housing Affordability (MHA) Areas



« intentionally blank »

What's changed since the DEIS?

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

APPENDIX F



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

DEVELOPMENT CAPACITY INCREASES

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

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

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

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

Source: City of Seattle, 2017.

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

ZONING		FAR LIMIT*			HEIGHT LIMIT	
Existing	Proposed	Housing Type	Existing	Proposed	Existing	Proposed
Lowrise 1 (LR1)	Lowrise 1 (LR1)	Cottage Housing	1.1	1.3	<u>22'</u>	<u>22'</u>
		Townhouse	1.2	1.3		
		Rowhouse	1.1	4.2 <u>1.3</u>	30'	30'
		Apartment	1.0	1.3	+ 5' roof pitch	+ 5' roof pitch
Lowrise 2 (LR2)	Lowrise 2 (LR2)	Cottage Housing	1.1	1.3	<u>22'</u>	<u>22'</u>
		Townhouse	1.3	1.4		
		Rowhouse	1.2	1.4	30'	40'
		Apartment	1.3	4.5 <u>1.4-1.6</u>	+ 5' roof pitch	+ 5' roof pitch
Lowrise 3 (LR3) Outside of urban village, center, or station areas	Lowrise 3 (LR3) Outside of urban village, center, or station areas	Cottage Housing	1.1	1.3	<u>22'</u>	<u>22'</u>
		Townhouse	1.4	4.6 <u>1.8</u>		
		Rowhouse	1.3	4.5 <u>1.8</u>	30'	40'
		Apartment	1.5	1.8	+ 5' roof pitch	+ 5' roof pitch
Lowrise 3 (LR3) Inside of urban village, center, or station areas	Lowrise 3 (LR3) Inside of urban village, center, or station areas	Cottage Housing	1.1	1.3	<u>22'</u>	<u>22'</u>
		Townhouse	1.4	4.6 <u>2.3</u>		
		Rowhouse	1.4	2.2 <u>2.3</u>	40'	50'
		Apartment	2.0	2.3	+ 5' roof pitch	+ 5' roof pitch

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

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

Source: City of Seattle, 2017.

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

ZONING		DENSITY LIMIT		
Existing	Proposed	Housing Type	Existing*	Proposed
Lowrise 1 (LR1)	Lowrise 1 (LR1)	Townhouse	1 Unit / 1,600 ft²	<u>1 Unit / 1,350 ft²</u>
		Rowhouse	1 Unit / 1,600 ft²	<u>1 Unit / 1,300 ft²</u>
		Apartment	1 Unit / 2,000 ft²	No Limit**
Lowrise 2 (LR2)	Lowrise 2 (LR2)	Townhouse	No Limit	No Limit
		Rowhouse		
		Apartment		
Lowrise 3 (LR3) Outside of urban village, center, or station areas	Lowrise 3 (LR3) Outside of urban village, center, or station areas	Townhouse	No Limit	No Limit
		Rowhouse		
		Apartment		
		Density limit for cottage housing is 1 unit / 1,600sf of lot area for all Lowrise zones		
		No Limit		

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

** A family-sized housing requirement applies.

Source: City of Seattle, 2017.

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

ZONING		FAR LIMIT*		HEIGHT LIMIT	
Existing	Proposed	Existing	Proposed	Existing	Proposed
Midrise (MR)	Midrise (MR)	3.2 base 4.25 bonus	4.5 (no base or bonus)	60' base 75' bonus	80' (no base or bonus)
Highrise (HR)	Highrise (HR)	13 (with bonuses) for buildings 240' and less 14 (with bonuses) for buildings over 240'	14 (with bonuses) for buildings 240' and less 15 (with bonuses) for buildings over 240'	300'	340' <u>440' (Preferred Alt.)</u>

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

Source: City of Seattle, 2017.

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

ZONING		FAR LIMIT*		HEIGHT LIMIT	
Existing	Proposed	Existing	Proposed	Existing	Proposed
NC-30 C-30	NC-40 C-40	2.25 single use 2.5 all uses	3.0 (no single use limit)	30' + 4' or 7' for ground floor commercial space features	80' 40' + 4' or 7' for ground floor commercial space features
NC-40 C-40	NC-55 C-55	3.0 single use 3.25 all uses	3.75 (no single use limit)	40' + 4' or 7' for ground floor commercial space features	55'
NC-65 C-65	NC-75 C-75	4.25 single use 4.75 all uses	5.5 (no single use limit)	65'	75'
NC-85 C-85	NC-95 C-95	4.5 single use 6.0 all uses	5.0 single use 6.25 all uses (no single use limit)	85'	95'
NC-125	NC-145	5.0 single use 6.0 all uses	6.0 single use 7.0 all uses (no single use limit)	125'	145'
NC-160	NC-200	5.0 single use 7.0 all uses	6.5 single use 8.25 all uses (no single use limit)	160'	200'
AHIC-45 IC-65 Zones	IC-65 IC-65	2.5	2.75	Varies, no changes to height limit proposed.	

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

Source: City of Seattle, 2017.

Other Development Capacity Increases

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

- A new Seattle Mixed ~~(SM)~~ Northgate zone (SM-NG) would be established in Alternative 2 and the Preferred Alternative. It would have a height limit of 240' and a maximum FAR of 7.0. In the Preferred Alternative, a new SM-NG zone with a 125 foot height limit would also be created. The SM-NG zones include standards for tower separation, ground level and upper level setbacks, and a requirement for a publicly accessible through-block corridor.
- A new Seattle Mixed Rainier Beach (SM-RB) zone would be established in the Preferred Alternative. The SM-RB zone would have a height limits of 125, 85, and 55 feet and includes incentives for the inclusion of certain employment-generated uses. The zone also includes ground and upper level setbacks and other design standards.
- Northgate Overlay Development Standards in SMC 23.71.040 that limit housing density would be removed in Alternative 2 and 3, and the Preferred Alternative.
- Additional development capacity in Station Area Overlay districts would be provided in Action Alternatives as listed in the Urban Design and Neighborhood Character Study.
- Standards in the Pike / Pine Conservation Overlay District would be modified to allow for one extra floor of development in addition to what can be achieved through the incentive program. Amendments to the existing NC-65 zone could include:
 - » Increase commercial maximum FAR to 2.25, and overall FAR limit to 5.5 (underlying zone).
 - » Allow a 15 percent increase in the 15,000 square foot floor plate limit for retention of a character structure and participation in MHA, and increase height at which the floor plate limit applies to 45'.
 - » Retain existing 10' height allowance for retention of a character structure.
 - » Add a floor area limitation of 2.25 for residential uses if a character structure on site is not preserved, in order to maintain an incentive for developers to preserve character structures.
- Development Capacity increases that can be achieved through the Living Building Pilot program would be in addition to MHA capacity increases granted in the Action Alternatives.

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

New and Modified Development Standards

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

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

New to the FEIS

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

New to the FEIS

Rezone Criteria amendments are updated since issuance of the DEIS

REZONE CRITERIA

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

Single Family Zones

23.34.010 Designation of ~~((single-family))~~ SF 5000, SF 7200, and SF 9600 zones

- A. Except as provided in ~~((subsections B or C of Section 23.34.010))~~ subsection 23.34.010.B, ((single-family zoned)) areas zoned SF 5000, SF 7200, or SF 9600 may be rezoned to zones more intense than ~~((Single-family))~~ SF 5000 only if the City Council determines that the area does not meet the criteria for single-family designation.
- B. Areas zoned ~~((single-family or RSL))~~ SF 5000, SF 7200, or SF 9600 that meet the locational criteria ~~((for single-family zoning))~~ contained in subsection ~~((B of Section 23.34.011))~~ 23.34.011.B and that are located within the adopted boundaries of an urban village may be rezoned to zones more intense than ~~((Single-family))~~ SF 5000 if all of the following conditions are met:
 1. ~~((A neighborhood plan has designated the area as appropriate for the zone designation, including specification of the RSL/T, RSL/C, or RSL/TC suffix, if applicable))~~ The Comprehensive Plan Future Land Use Map designation is a designation other than Single-family or, if the Comprehensive Plan Future Land Use Map designation is Single-family, the rezone is to RSL; and
 2. The rezone is ~~((:))~~ to a zone that is subject to the provisions of Chapter 23.58B and Chapter 23.58C.
 - ~~((a. To a Residential Small Lot (RSL), Residential Small Lot Tandem (RSL/T), Residential Small Lot Cottage (RSL/C), Residential Small Lot Tandem/Cottage (RSL/TC), Lowrise 1 (LR1), Lowrise 1/Residential-Commercial (LR1/RC), or~~
 - ~~b. Within the areas identified on Map P-1 of the adopted North Beacon Hill Neighborhood Plan, and the rezone is to any Lowrise zone, or to an NC1 zone or NC2 zone with a 30 foot or 40 foot height limit, or~~

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

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

23.34.011 ((Single-family)) SF 5000, SF 7200, and SF 9600 zones, function, and locational criteria ((-))

- A. Function. An area that provides predominantly detached single-family structures on lot sizes compatible with the existing pattern of development and the character of single-family neighborhoods.
- B. Locational ~~((Criteria))~~ criteria. A ~~((single-family))~~ SF 5000, SF 7200, or SF 9600 zone designation is most appropriate in areas ~~((meeting))~~ that are outside of urban centers and villages and meet the following criteria:
 - 1. Areas that consist of blocks with at least ~~((seventy (70)))~~ 70 percent of the existing structures, not including detached accessory dwelling units, in single-family residential use; or
 - 2. Areas that are designated by an adopted neighborhood plan as appropriate for single-family residential use; or
 - 3. Areas that consist of blocks with less than ~~((seventy (70)))~~ 70 percent of the existing structures, not including detached accessory dwelling units, in single-family residential use but in which an increasing trend toward single-family residential use can be demonstrated; for example:
 - a. The construction of single-family structures, not including detached accessory dwelling units, in the last five ~~((5))~~

- years has been increasing proportionately to the total number of constructions for new uses in the area, or
 - b. The area shows an increasing number of improvements and rehabilitation efforts to single-family structures, not including detached accessory dwelling units, or
 - c. The number of existing single-family structures, not including detached accessory dwelling units, has been very stable or increasing in the last five ~~((5))~~ years, or
 - d. The area's location is topographically and environmentally suitable for single-family residential developments.
- C. An area that meets at least one ~~((4))~~ of the locational criteria in subsection ~~((B above))~~ 23.34.011.B should also satisfy the following size criteria in order to be designated as a ~~((single-family))~~ SF 5000, SF 7200, or SF 9600 zone:
- 1. The area proposed for rezone should comprise ~~((fifteen-15))~~ 15 contiguous acres or more, or should abut ~~((an))~~ existing ~~((single-family))~~ SF 5000, SF 7200, or SF 9600 zones.
 - 2. If the area proposed for rezone contains less than ~~((fifteen-15))~~ 15 contiguous acres, and does not abut ~~((an))~~ existing ~~((single-family))~~ SF 5000, SF 7200, or SF 9600 zones, then it should demonstrate strong or stable single-family residential use trends or potentials such as:
 - a. That the construction of single-family structures, not including detached accessory dwelling units, in the last five ~~((5))~~ years has been increasing proportionately to the total number of constructions for new uses in the area, or
 - b. That the number of existing single-family structures, not including detached accessory dwelling units, has been very stable or increasing in the last five ~~((5))~~ years, or
 - c. That the area's location is topographically and environmentally suitable for single-family structures, or
 - d. That the area shows an increasing number of improvements or rehabilitation efforts to single-family structures, not including detached accessory dwelling units.
- D. Half-blocks at the edges of ~~((single-family))~~ SF 5000, SF 7200, or SF 9600 zones which have more than ~~((fifty-50))~~ 50 percent single-family structures, not including detached accessory dwelling units, or portions of blocks on an arterial which have a majority of single-family structures, not including detached accessory dwelling units,

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

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

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

Midrise Zones

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

- A. Function. An area that provides concentrations of housing in desirable, pedestrian-oriented urban neighborhoods having convenient access to regional transit stations, where the mix of activity provides convenient access to a full range of residential services and amenities, and opportunities for people to live within walking distance of employment.
- B. Locational ~~((Criteria:))~~ criteria
 1. Threshold ~~((Conditions))~~ conditions. Subject to subsection 23.34.024.B.2, ~~((of this section,))~~ properties that may be considered for a Midrise designation are limited to the following:
 - a. Properties already zoned Midrise;
 - b. Properties in areas already developed predominantly to the intensity permitted by the Midrise zone; or
 - c. Properties within an urban center or urban village. ~~((where a neighborhood plan adopted or amended by the City Council after January 1, 1995 indicates that the area is appropriate for a Midrise zone designation.))~~
 2. Environmentally ~~((Critical Areas))~~ critical areas. Except as stated in this subsection 23.34.024.B.2, properties designated as environmentally critical may not be rezoned to a Midrise designation, and may remain Midrise only in areas predominantly developed to the intensity of the Midrise zone. The preceding sentence does not apply if the environmentally critical area either:
 - ~~((1) was))~~ a. Was created by human activity, or
 - ~~((2) is))~~ b. Is a designated peat settlement; ~~((; (:) liquefaction, seismic, or volcanic hazard; ((, or)) flood-prone area; (:) or abandoned landfill.~~
 3. Other ~~((Criteria))~~ criteria. The Midrise zone designation is most appropriate in areas generally characterized by the following:
 - a. Properties that are adjacent to business and commercial areas with comparable height and bulk;
 - b. Properties in areas that are served by major arterials and where transit service is good to excellent and street capacity could absorb the traffic generated by midrise development;

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

AMENDMENTS TO POLICIES IN NEIGHBORHOOD PLAN ELEMENT OF THE COMPREHENSIVE PLAN

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



MHA Final EIS
Nov. 2017

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Mandatory Housing Affordability (MHA)

URBAN DESIGN and NEIGHBORHOOD CHARACTER Study

(Draft for Public Comment)

NATURAL MARKETS

HOLA

HOUSING AFFORDABILITY
AND LIVABILITY AGENDA

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ZIMMER GUNSUL FRASCA ARCHITECTS LLP

Introduction

Background

This report provides urban design analysis used to evaluate potential zoning changes to implement Mandatory Housing Affordability (MHA) in neighborhoods outside Downtown and South Lake Union. Under MHA, anyone developing multifamily and commercial buildings in Seattle would be required to provide for affordable housing either by building affordable homes or by paying into a fund that the City uses to support the development of affordable housing through Seattle.

Consistent with a state-approved approach for affordable housing incentive programs, MHA requirements take effect with adoption of zoning changes that increase development capacity. Zoning changes would apply in designated urban villages and in existing commercial and multifamily zones. As part of MHA implementation, we propose to expand some urban village boundaries.

This report focuses on changes in Seattle's Multifamily Residential (LR, MR, HR), Neighborhood Commercial (NC), and Commercial (C) zones. Separate [documents](#) review potential changes to implement zoning in Downtown and South Lake Union and other neighborhoods that have recently undergone area planning, such as the University District.

The zoning changes to create additional capacity vary by zone and generally include increases in the maximum height limit and the maximum floor area ratio (FAR) limit. In some zones, we propose to modify other development standards to provide additional development capacity and encourage good urban design.

Community Input

The models in this study reflect public input received since June 2016. Earlier versions of the zone change models were made available for public comment on-line, in public meetings, and in focus group meetings. Input received so far has influenced the development standards depicted in this report. Summaries of public input received and how it influenced the current draft are included.

Draft for Public Input

This is a draft to solicit further public comment. The City Council will not complete adopting zoning changes to put MHA into effect until summer 2017 or later. The MHA development examples illustrate what future buildings could look like with the MHA zoning changes.

Community Input Themes (to date):

These are overarching comments and ideas expressed by focus group and other community members during the review of example MHA zone changes:

- The proposed height and FAR increases are incremental and moderate, and are appropriate tradeoffs for affordable housing requirements.
- The proposed increases are too limited; additional affordable housing and greater zoning increases should be incorporated to help Seattle meet its affordable housing needs.
- There is no one-size-fits-all approach, and development needs to consider local factors.
- Include commercial space that is attractive to small, local businesses.
- Incorporate space for retail and other services that communities need (e.g., daycare, community spaces, shared work spaces, etc.).
- Encourage variety in building design.
- Where possible include requirements for usable open spaces, usable plazas, courtyards, mid-block cut-throughs, and similar public spaces.
- Where possible the zoning changes should ensure that residents have access to needed amenities, such as laundry facilities.
- Development in single-family zones should also be included in MHA.
- Look for ways to provide for a variety of housing types to encourage both rental and ownership housing.
- Identify fund sources for infrastructure and quality-of-life investments corresponding with anticipated population growth.
- Consider zoning changes that will encourage housing options for larger households.
- In all Seattle zones, HALA and MHA need to consider the potential displacement of existing low-cost market-rate housing as redevelopment occurs.
- Increase development capacity in small scale zones to a level that makes affordable housing performance option viable.



Comments received at the September 27, 2016 Focus Group meeting

MHA Zone Prototypes

This study compares the scale and character of development that could be allowed by existing zoning compared to development that could be built under MHA zoning changes. For each zone, a series of before and after prototypes is shown. The range of development prototypes for each zone is intended to model realistic development scenarios. The different prototypes vary by:

- site sizes and shape
- neighborhood context
- housing formats (eg. townhouses vs. apartments)
- design and massing choices

The prototypes in this report show the increment of change that can be expected for standard MHA implementation scenarios. Typical MHA capacity increases approximate a one-story increase for most zones considered. Typical zone changes will have an (M) suffix in the zone name, applied as a naming convention.

Examples of typical zoning changes include:

- C and NC zones: The zone names change to reflect the height increase. For example, an NC-65 zone becomes an NC-75 zone, reflecting a 10-foot increase in the maximum height limit.
- LR, MR, HR ZONES: The zones retain the same name, but their development standards enable additional height and/or floor area.
- Change of single family zones: Where zoning changes apply in single family areas, a typical change is to the Residential Small Lot (RSL) zone.

In certain areas, based on our community-generated [Principles for MHA Implementation](#) or community input, we propose selective zoning changes. Where selective zoning changes provide a larger increase in development capacity, larger affordable housing requirements will apply. These zones will have a (M1) or (M2) suffix indicating that higher MHA requirements apply.

Affordable Housing Quantities

Each prototype includes an estimate of how much affordable housing the development would produce through MHA. The intent of MHA is to increase production of affordable housing. Based on the amount of floor area developed in each prototype, a projection is made for both the amount of affordable homes and the amount of in-lieu payment that would be required. Housing quantities are estimates based on current assumptions about the MHA requirements, and are included to provide a sense for how such affordable housing requirements relate to the development prototypes.

Urban Design and Neighborhood Character

Seattle's growth strategy as laid out in the Seattle 2035 Comprehensive Plan is based on the urban village concept. Centered around amenities and around existing and future transit stops, urban villages will capture most of the city's expected future growth. The zoning standards recommended under Mandatory Housing Affordability build on the urban village strategy and explore opportunities to improve overall neighborhood character.

The recommended zoning includes carefully selected design standards that allow for increased development capacity without compromising the building form and scale. They offer a harmonious built landscape and as much as possible provide comfortable living spaces to building inhabitants. The prototypes explore a variety of site conditions and lot sizes and a range of unit sizes to accommodate a diversity in family and household sizes.

The location of the zoning prototypes supports livability principles. The denser Midrise (MR) and Neighborhood Commercial (NC) zones are usually closest to the urban village center services and amenities that serve more people. The Lowrise (LR) and Residential Small Lot (RSL) zones help transition to the single family areas. The proposed modification of the existing RSL zone provides greater flexibility and a variety of housing types in the scale and character of single family homes.

The next few pages discuss the development standards and the urban design elements for each zone.



The Jefferson apartments in First Hill were supported with in-lieu payments received from a development project in another location using the existing voluntary incentive zoning program.



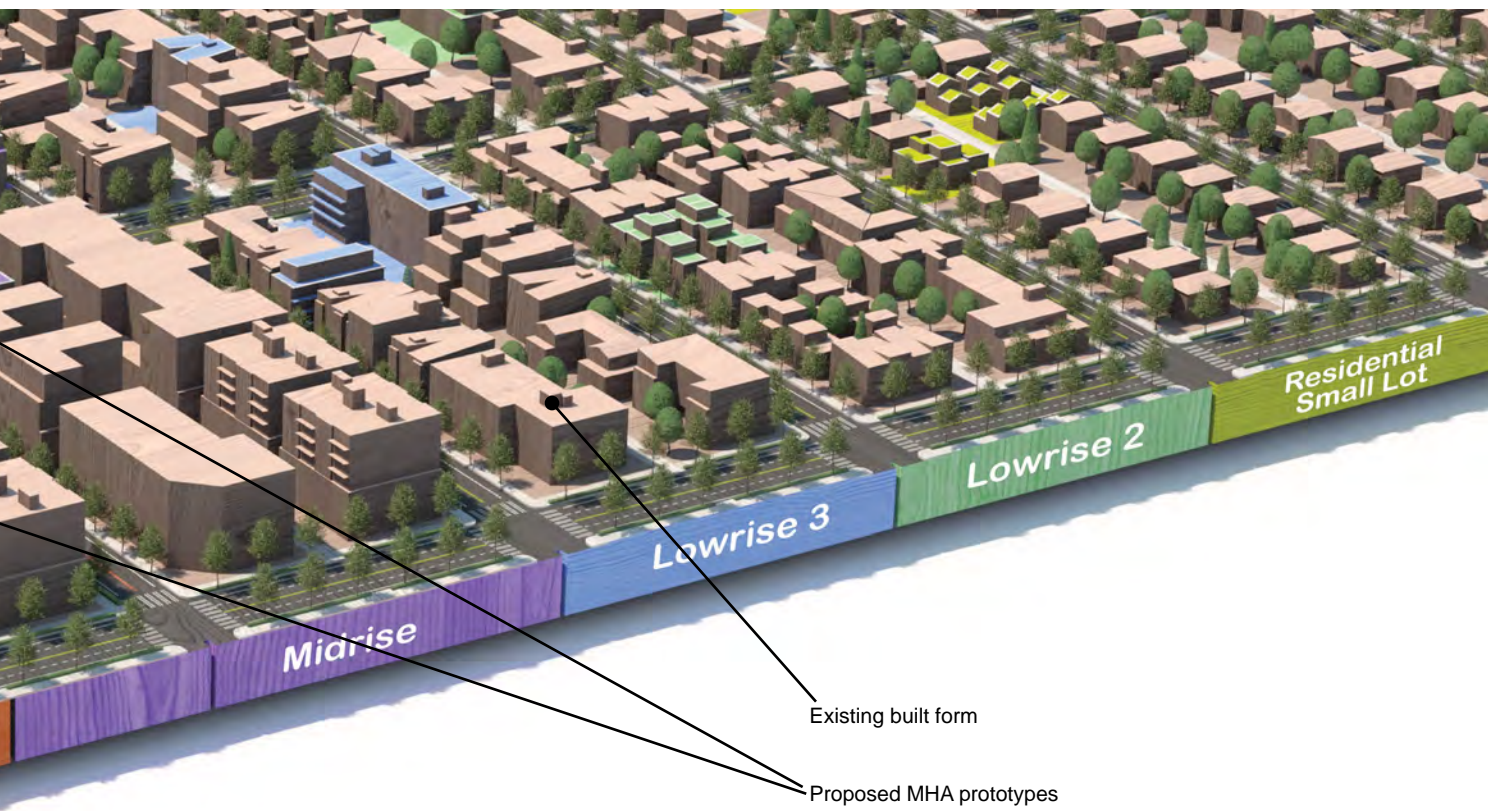
Upper level setbacks in MHA zones will offer a less jarring built landscape to street users.



Indoor amenities offered for residents such as those in downtown mixed commercial zones will be included in the multifamily MHA zones.

MHA Development Examples





Existing built form

Proposed MHA prototypes

Residential Small Lot (RSL)

Community Input Themes

- A good option for areas with existing single family housing
- Ensure units are conducive to families and larger household sizes
- Explore a variety of conditions for how the housing would fit on a range of typical single family lots (i.e., 4,000, 5,000, and 6,000 sq. ft)

Development Examples

The following pages discuss four prototypes within the RSL zone: cottages, attached townhouses, stacked housing and tandem housing.



Cottages



Tandem housing



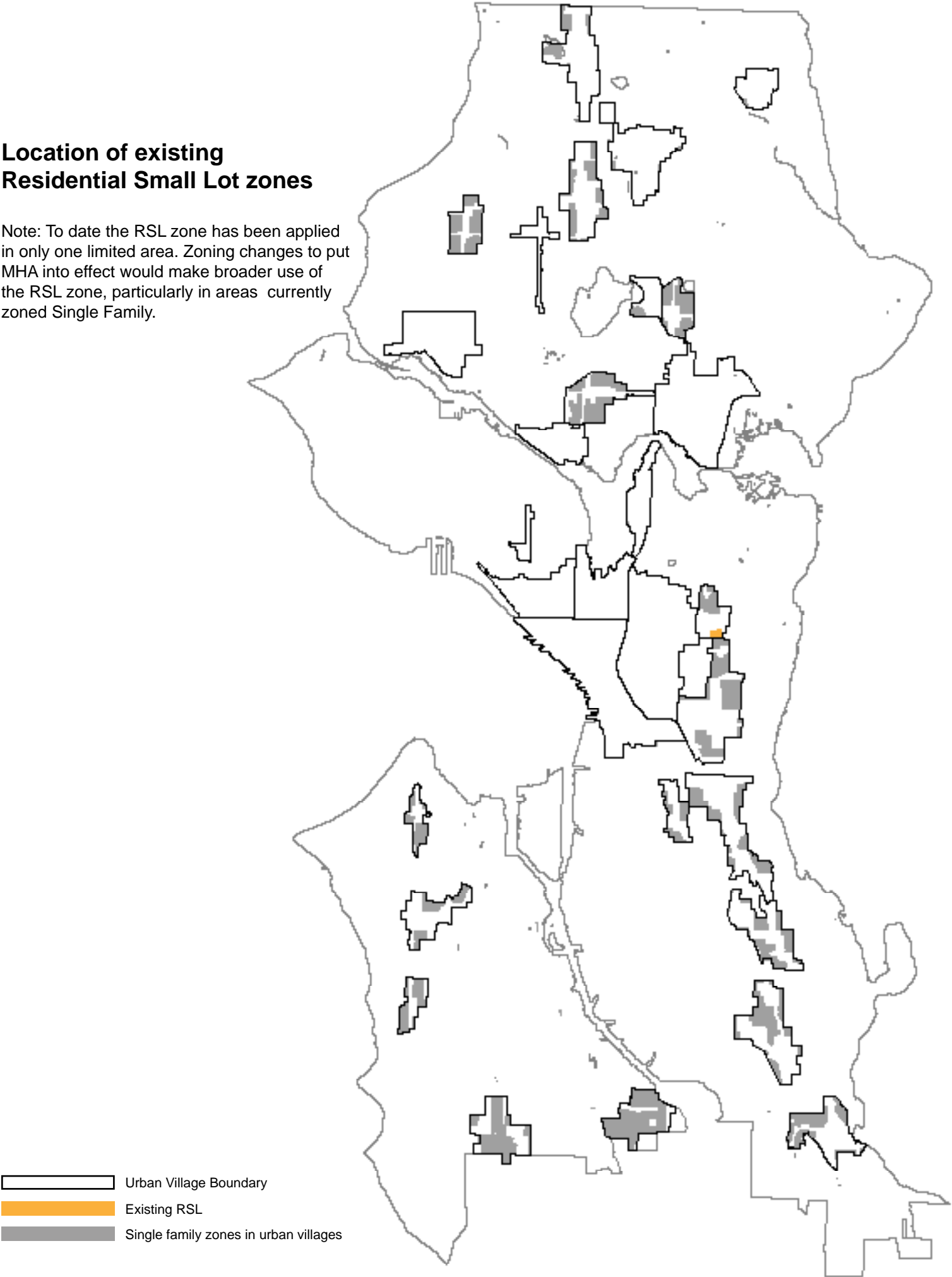
Attached townhouses



Stacked housing

**Location of existing
Residential Small Lot zones**

Note: To date the RSL zone has been applied in only one limited area. Zoning changes to put MHA into effect would make broader use of the RSL zone, particularly in areas currently zoned Single Family.



cottages

Affordable Homes

PERFORMANCE OPTION*

High MHA area (7%)	.35 = 1 unit
Medium MHA area (6%)	.30 = 1 unit
Low MHA area (5%)	.25 = 1 unit

PAYMENT OPTION

High MHA area (\$20.75/sq. ft.)	\$156,000
Med MHA area (\$13.25/sq. ft.)	\$99,000
Low MHA area (\$7/sq. ft.)	\$52,500

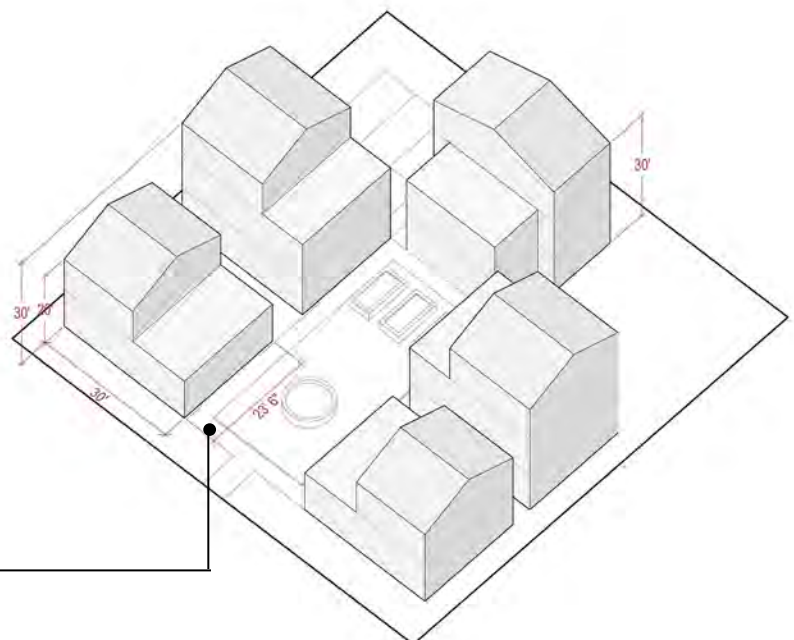
* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

Proposed MHA RSL

Lot coverage	50%
Density limit	1 unit per 2000 sq. ft. of lot area
FAR maximum	0.75
Height limit	30 feet
Setbacks	
Front	10 feet
Rear	10 feet
Sides	5 feet
Parking	1 per unit; no minimum in urban villages

RSL Prototype

Lot size	10,000 sq. ft.
Lot coverage	30%
Total allowed gross area	7,500 sq. ft.
Efficiency factor	1
Total net sq. ft.	7,500 sq. ft.
Total units	5
Average net unit size	1,500 sq. ft.
Parking spaces provided	3



attached townhouses

Affordable Homes

PERFORMANCE OPTION*

High MHA area (7%)	.14 = 1 unit
Medium MHA area (6%)	.12 = 1 unit
Low MHA area (5%)	.10 = 1 unit

PAYMENT OPTION

High MHA area (\$20.75/sq. ft.)	\$62,000
Med MHA area (\$13.25/sq. ft.)	\$40,000
Low MHA area (\$7/sq. ft.)	\$21,000

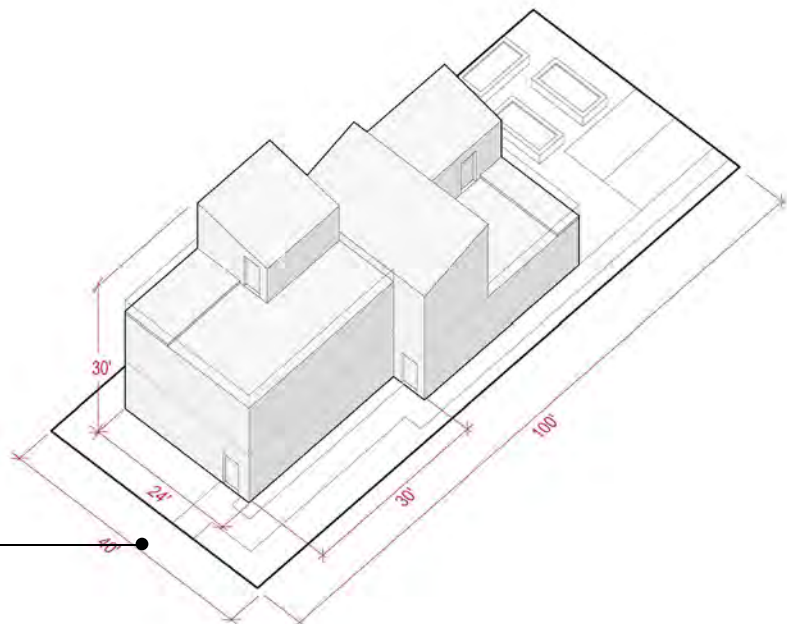
* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

Proposed MHA RSL

Lot coverage	50%
Density limit	1 unit per 2000 sq. ft. of lot area
FAR maximum	0.75
Height limit	30 feet
Setbacks	
Front	10 feet
Rear	10 feet
Sides	5 feet
Parking	1 per unit; no minimum in urban villages

RSL Prototype

Lot size	4,000 sq. ft.
Lot coverage	30%
Total allowed gross area	3,000 sq. ft.
Efficiency factor	1
Total net sq. ft.	3,000 sq. ft.
Total units	2
Average net unit size	1,500 sq. ft.
Parking spaces provided	2



stacked housing

Affordable Homes

PERFORMANCE OPTION*

High MHA area (7%)	.21 = 1 unit
Medium MHA area (6%)	.18 = 1 unit
Low MHA area (5%)	.15 = 1 unit

PAYMENT OPTION

High MHA area (\$20.75/sq. ft.)	\$93,000
Med MHA area (\$13.25/sq. ft.)	\$60,000
Low MHA area (\$7/sq. ft.)	\$31,500

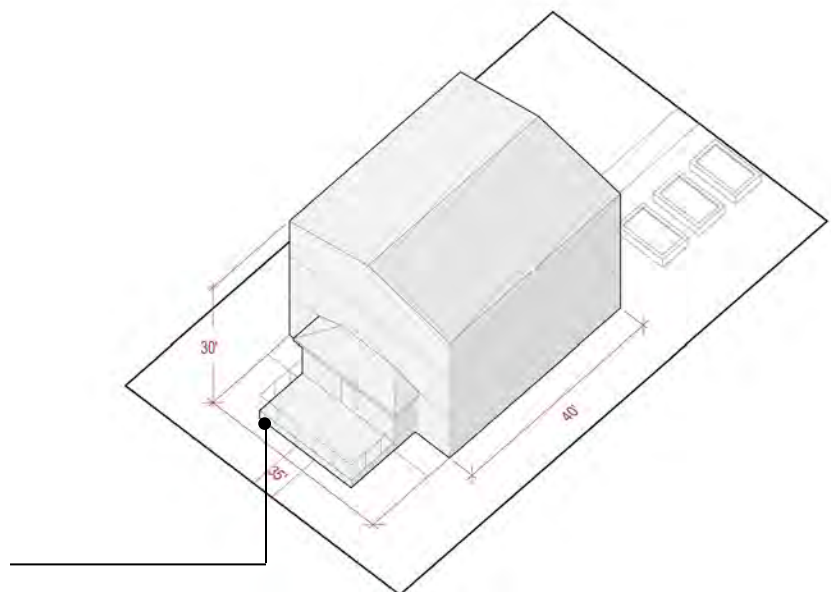
* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

Proposed MHA RSL

Lot coverage	50%
Density limit	1 unit per 2000 sq. ft. of lot area
FAR maximum	0.75
Height limit	30 feet
Setbacks	
Front	10 feet
Rear	10 feet
Sides	5 feet
Parking	1 per unit; no minimum in urban villages

RSL Prototype

Lot size	6,000 sq. ft.
Lot coverage	25%
Total allowed gross area	4,500 sq. ft.
Efficiency factor	1
Total net sq. ft.	4,500 sq. ft.
Total units	3
Average net unit size	1,500 sq. ft.
Parking spaces provided	0



tandem housing

Affordable Homes

PERFORMANCE OPTION*

High MHA area (7%)	.07 = 1 unit
Medium MHA area (6%)	.06 = 1 unit
Low MHA area (5%)	.05 = 1 unit

PAYMENT OPTION

High MHA area (\$20.75/sq. ft.)	\$38,000
Med MHA area (\$13.25/sq. ft.)	\$25,000
Low MHA area (\$7/sq. ft.)	\$13,000

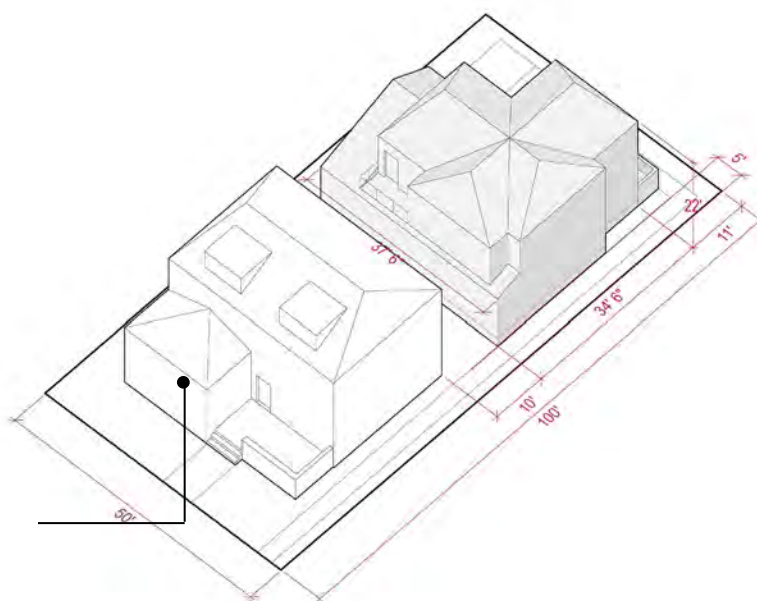
* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

Proposed MHA RSL

Lot coverage	50%
Density limit	1 unit per 2000 sq. ft. of lot area
FAR maximum	0.75
Height limit	30 feet
Setbacks	
Front	10 feet
Rear	10 feet
Sides	5 feet
Parking	1 per unit; no minimum in urban villages

RSL Prototype

Lot size	5,000 sq. ft.
Lot coverage	45%
Total allowed gross area	3,750 sq. ft.
Efficiency factor	1
Total net sq. ft.	1,900 sq. ft. existing 1,850 sq. ft. new
Total units	1 existing, 1 new
Parking spaces provided	2



RSL Zone - Urban Design and Neighborhood Character

Livability Benefits

- Reflects traditional mixed-housing neighborhoods
- Allows a variety of housing types (e.g., cottages, small single family homes, and duplexes) at the scale of an existing single family area.
- Encourages modestly sized single family ownership homes (i.e., 1,500-2,000 sq. ft. in size)
- Provides a transition at the edges of urban villages
- Expands access for more people to live in single family neighborhoods
- Provides for on-site open spaces and yards



Provides for on-site open spaces and yards.

Proposed Development and Urban Design Standards

The following table summarizes other proposed or modified development standards intended to improve an urban design outcome and improve livability with new development in the zone.

Issue	Proposed / Modified Development Standard
Retain compatibility of scale with Single Family zones	<ul style="list-style-type: none"> Maximum FAR limit of 0.75 Retain a density limit of 1 unit per 2,000 sq. ft. of lot area.
Provide for a variety of infill housing types	<ul style="list-style-type: none"> Allow for all housing types outright without a designated RSL suffix. (Currently an RSL zone must specify whether cottage, tandem, etc. is the allowed housing type.)



The Residential Small Lot zone provides a transition at the edges of urban villages and maintains the scale of single family homes.

Lowrise (LR)

Community Input Themes

- Allowing more density within the Lowrise 1 zone with the existing height limit is a good approach.
- Look for ways to ensure the housing isn't exclusively studios and small units.
- Ensure a variety of housing unit sizes particularly in the Lowrise 1 zone.
- In general, the height limit and floor area increases are incremental and a good tradeoff for the affordable housing requirement.
- Retain building design standards, including side setbacks and other design standards to manage the transition between infill buildings and context.

- The Lowrise zones are often in neighborhoods that are changing from lower density to multifamily areas.
- Require a street-facing upper-level setback where height limits are increased in the Lowrise 2 and 3 zones.
- Building entrances should face the street to enhance resident accessibility and streetscape.

Development Examples

The following pages discuss the nine prototypes within the Lowrise zones: Lowrise 1, Lowrise 2 and Lowrise 3.



Lowrise 1
large site



Lowrise 2
townhouses



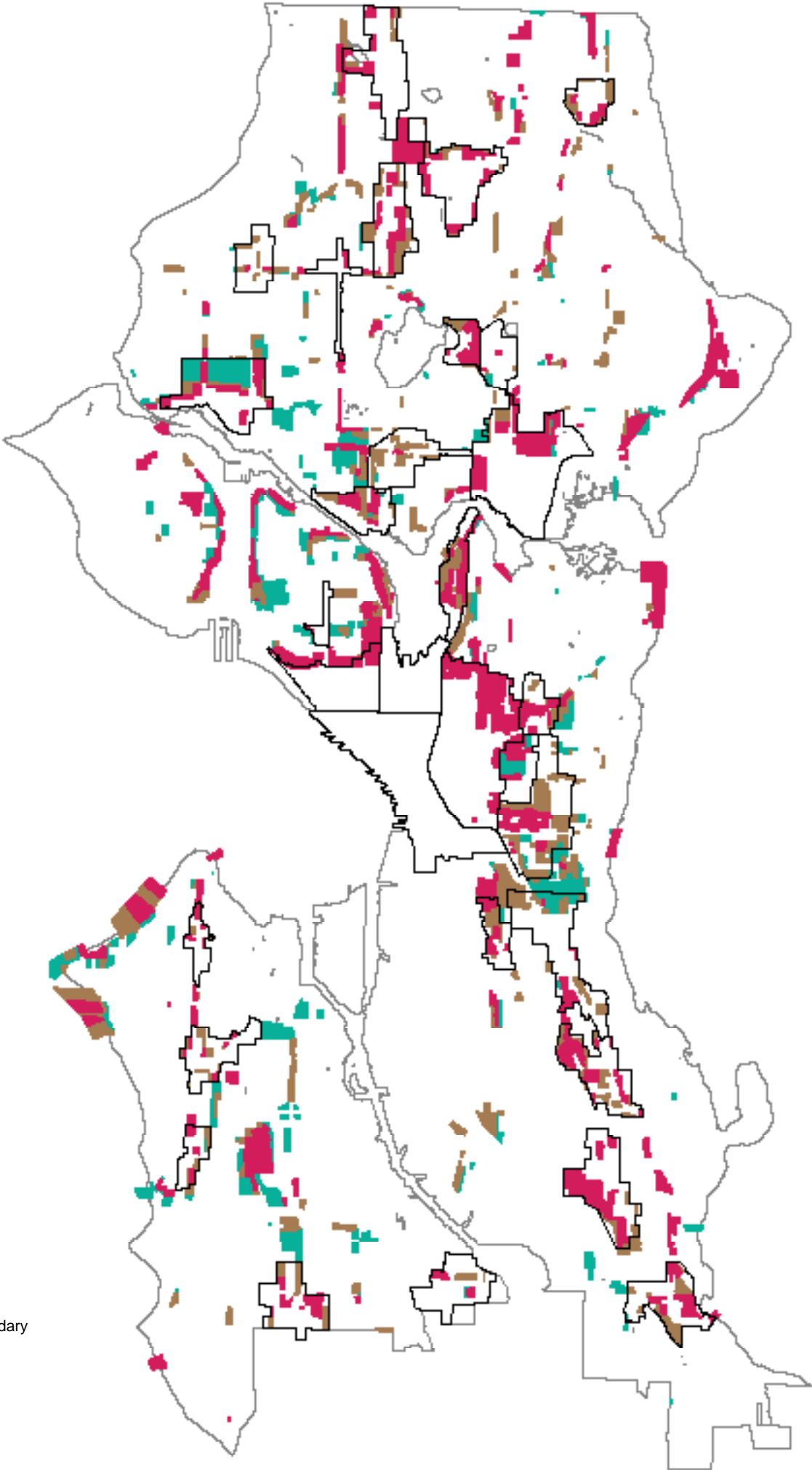
Lowrise 1
small site



Lowrise 3
small site

Location of existing
Lowrise zones

- Urban Village Boundary
- Existing Lowrise 1
- Existing Lowrise 2
- Existing Lowrise 3



LOWRISE 1

apartments | small site

Prototype Description

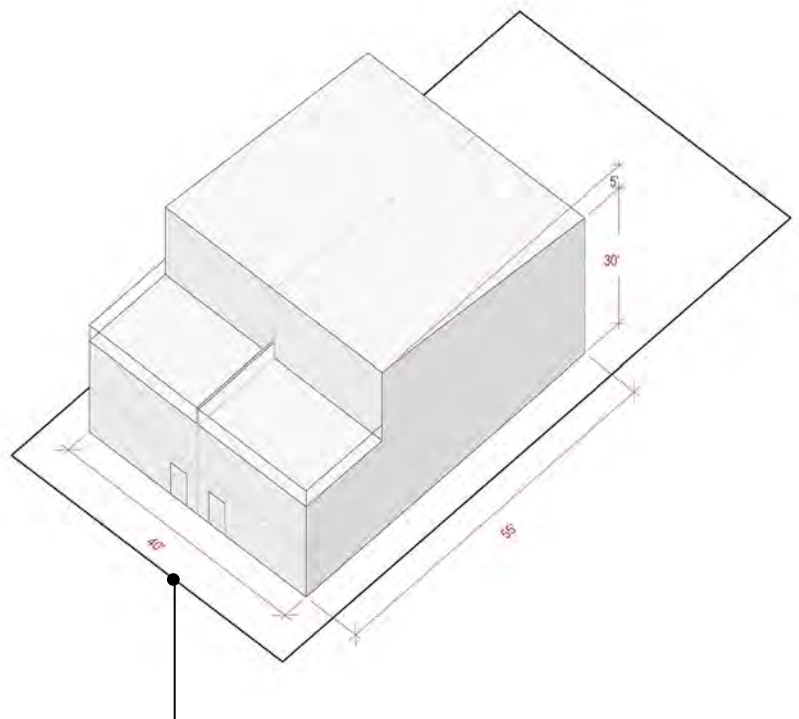
- A rental apartment or condominium housing product
- A commonly platted single 5,000-square-foot lot in a Lowrise zone
- No parking provided on site (urban village location)
- Considers adjacency to a mix of single family homes and small multifamily structures

Existing LR1

Density limit	1 unit per 2000 sq. ft. of lot area
FAR maximum	1.2
Height limit	30 feet
Setbacks	
Front	5 feet
Rear	10 feet with alley 15 feet without alley
Sides	< 40' bldg: 5' > 40' bldg: 7' avg, 5' min.
Parking	1 per unit; no minimum in urban villages

LR1 Prototype – Existing

Lot size	5,000 sq. ft.
Total allowed gross area	6,000 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	4,800 sq. ft.
Maximum density	1 unit / 2,000 sq. ft. maximum 3 homes
Total units	2
Average net unit size	2,400 sq. ft.
Parking spaces provided	0



Affordable Homes

PERFORMANCE OPTION*

High MHA area (7%)	.63 = 1 unit
Medium MHA area (6%)	.54 = 1 unit
Low MHA area (5%)	.45 = 1 unit

PAYMENT OPTION

High MHA area (\$20.75/sq. ft.)	\$135,000
Medium MHA area (\$13.25/sq. ft.)	\$86,000
Low MHA area (\$7/sq. ft.)	\$45,500

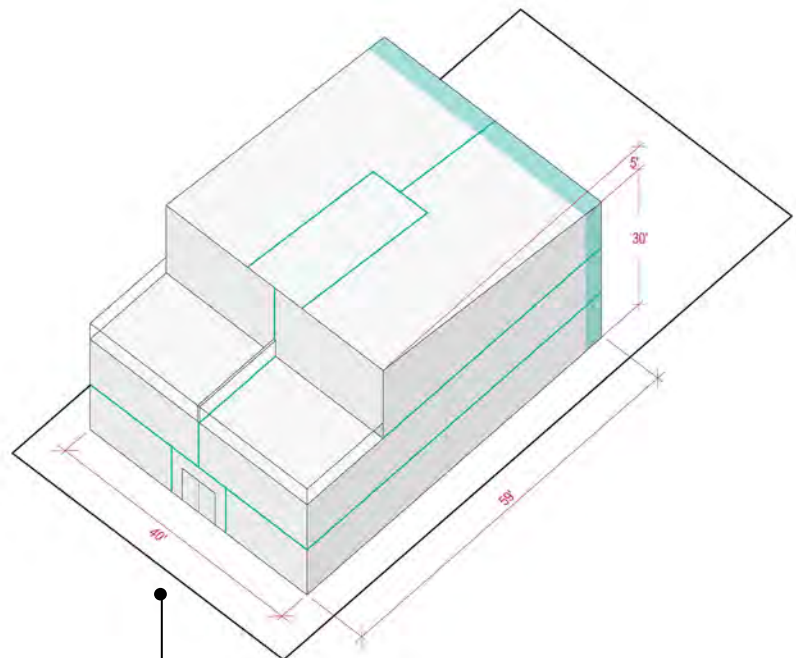
* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

Proposed MHA LR1

Density limit	Family-sized unit requirement*
FAR maximum	1.3
Height limit	30 feet
Setbacks	
Front	5 feet
Rear	10 feet with alley 15 feet without alley
Sides	< 40' bldg: 5' > 40' bldg: 7' avg, 5' min.
Parking	1 per unit; no minimum in urban villages

LR1 Prototype – Proposed

Lot size	5,000 sq. ft.
Total allowed gross area	6,500 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	5,200 sq. ft.
Maximum density	Family-sized unit requirement*
Total units	9
Average net unit size	578 sq. ft.
Parking spaces provided	0



* For every 8 units, at least one 2-bedroom unit (min. 850 sq. ft.). For every 16 units, at least one 3-bedroom unit (min. 1,050 sq. ft.) or two 2-bedroom units (min. 850 sq. ft.)

LOWRISE 1

apartments | large site

Prototype Description

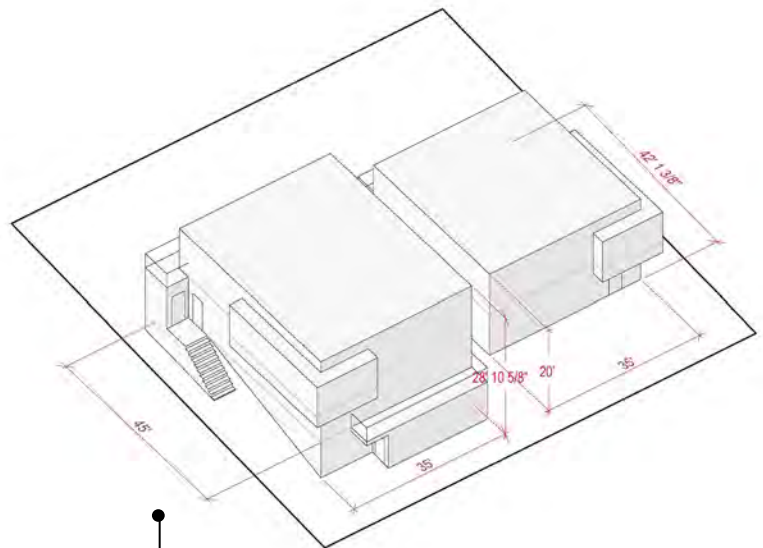
- A rental apartment or condominium housing product
- Two commonly platted lots in a Lowrise zone, for a total site size of 10,000 square feet
- Parking provided on site in a surface parking area accessed from the alley
- Considers adjacency to existing single family scaled structures in a Lowrise zone

Existing LR1

Density limit	1 unit per 2000 sq. ft. of lot area
FAR maximum	1.2
Height limit	30 feet
Setbacks	
Front	5 feet
Rear	10 feet with alley 15 feet without alley
Sides	< 40' bldg: 5' > 40' bldg: 7' avg, 5' min.
Parking	1 per unit; no minimum in urban villages

LR1 Prototype – Existing

Lot size	5,000 sq. ft. x 2
Total allowed gross area	12,000 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	9,600 sq. ft.
Maximum density	1 unit / 2,000 sq. ft. maximum 3 homes per lot
Total units	5
Average net unit size	1,900 sq. ft.
Parking spaces provided	11



Affordable Homes

PERFORMANCE OPTION*

High MHA area (7%)	1.05 = 2 units
Medium MHA area (6%)	.90 = 1 unit
Low MHA area (5%)	.75 = 1 unit

PAYMENT OPTION

High MHA area (\$20.75/sq. ft.)	\$299,000
Med MHA area (\$13.25/sq. ft.)	\$191,000
Low MHA area (\$7/sq. ft.)	\$101,000

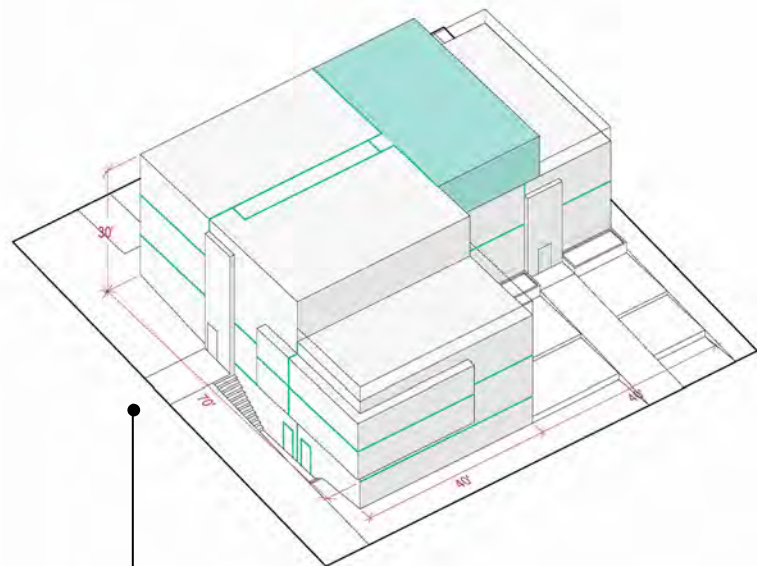
* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

Proposed MHA LR1

Density limit	Family-sized unit requirement*
FAR maximum	1.3
Height limit	30 feet
Setbacks	
Front	5 feet
Rear	10 feet with alley 15 feet without alley
Sides	< 40' bldg: 5' > 40' bldg: 7' avg, 5' min.
Parking	1 per unit; no minimum in urban villages

LR1 Prototype – Proposed

Lot size	10,000 sq. ft.
Total allowed gross area	13,000 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	10,400 sq. ft.
Area below grade	1,400 sq. ft.
Maximum density	Family-sized unit requirement*
Total units	15 (2 below grade)
Average net unit size	787 sq. ft.
Parking spaces provided	11



* For every 8 units, at least one 2-bedroom unit (min. 850 sq. ft.). For every 16 units, at least one 3-bedroom unit (min. 1,050 sq. ft.) or two 2-bedroom units (min. 850 sq. ft.)

LOWRISE 1

townhouses

Prototype Description

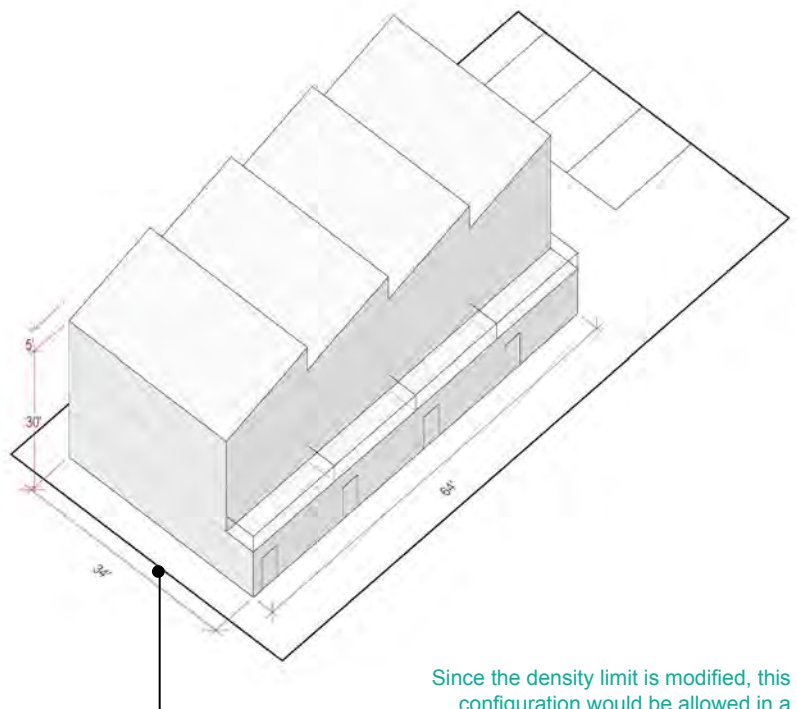
- An attached townhouse homeownership housing product
- A single 5,000-square-foot lot in an LR1 zone
- Parking provided for some units in a surface parking areas accessed from the alley
- Considers adjacency to existing single family scaled structures and other townhouses
- Increased FAR and new density limit requirements allow for variety of housing sizes

Existing LR1

Density limit	1 unit per 1600 sq. ft. (townhouse) No limit (rowhouse)
FAR maximum	1.2
Height limit	30 feet
Setbacks	
Front	5 feet
Rear	10 feet with alley 15 feet without alley
Sides	< 40' bldg: 5' > 40' bldg: 7' avg, 5' min.
Parking	1 per unit; no minimum in urban villages

LR1 Prototype – Existing

Lot size	5,000 sq. ft.
Total allowed gross area	6,000 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	6,000 sq. ft.
Total units	4
Average net unit size	1,500 sq. ft.
Parking spaces provided	3



Since the density limit is modified, this configuration would be allowed in a rowhouse with unit entries facing the street in the existing zoning.

Affordable Homes

PERFORMANCE OPTION*

High MHA area (7%)	.35 = 1 unit
Medium MHA area (6%)	.30 = 1 unit
Low MHA area (5%)	.25 = 1 unit

PAYMENT OPTION

High MHA area (\$20.75/sq. ft.)	\$135,000
Medium MHA area (\$13.25/sq. ft.)	\$86,000
Low MHA area (\$7/sq. ft.)	\$46,000

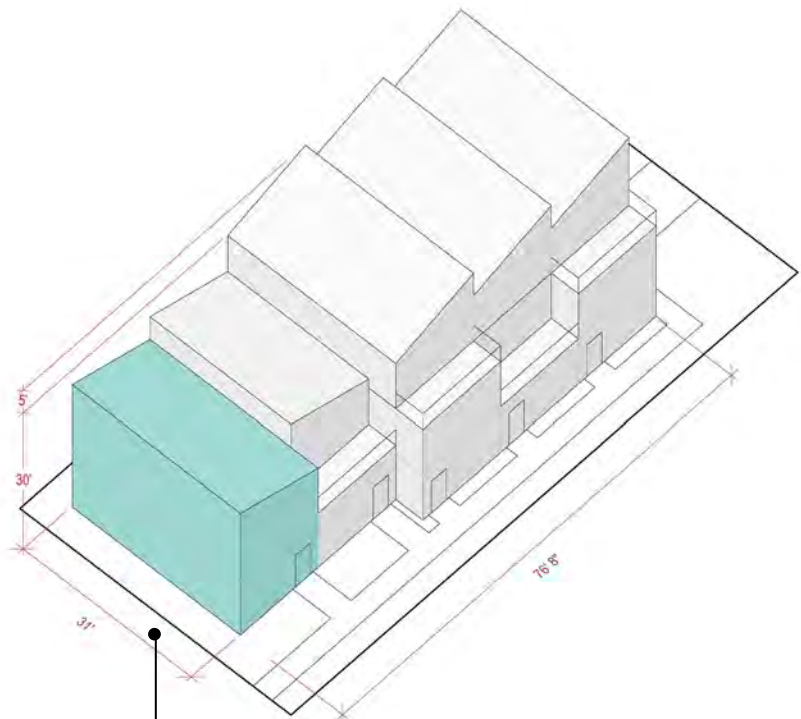
* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

Proposed MHA LR1

Density limit	Family-sized unit requirement*
FAR maximum	1.3
Height limit	30 feet
Setbacks	
Front	5 feet
Rear	10 feet with alley 15 feet without alley
Sides	< 40' bldg: 5' > 40' bldg: 7' avg, 5' min.
Parking	1 per unit; no minimum in urban villages

LR1 Prototype – Proposed

Lot size	5,000 sq. ft.
Total allowed gross area	6,500 sq. ft.
Efficiency factor	1
Total net sq. ft.	6,500 sq. ft.
Total units	5
Average net unit size	1,300 sq. ft.
Parking spaces provided	3



* For every 8 units, at least one 2-bedroom unit (min. 850 sq. ft.). For every 16 units, at least one 3-bedroom unit (min. 1,050 sq. ft.) or two 2-bedroom units (min. 850 sq. ft.)

LOWRISE 2

apartments | small site

Prototype Description

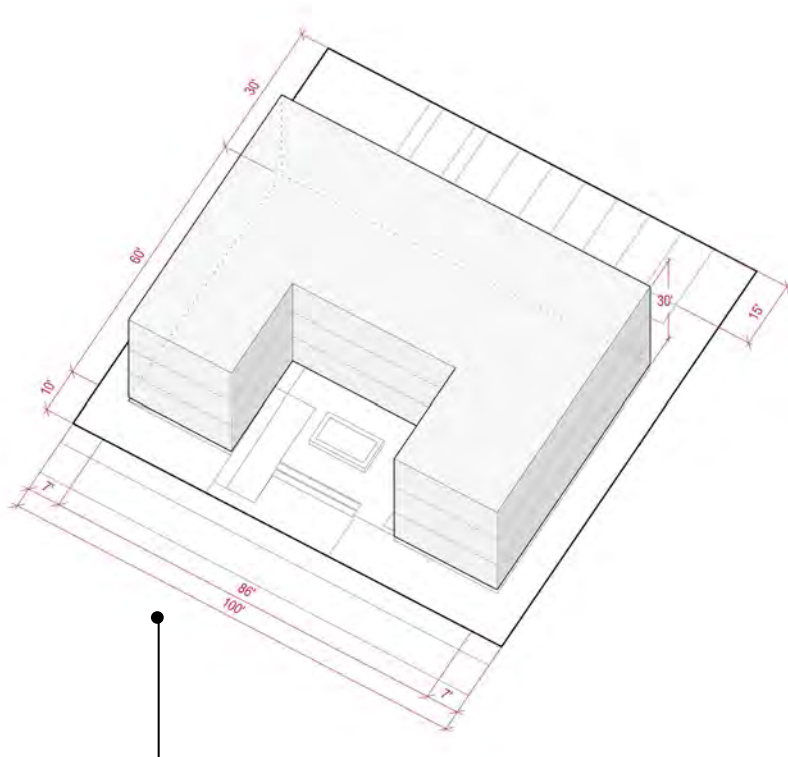
- An apartment or condominium housing product
- Two combined typically platted lots, for a total lot size of 10,000 square feet
- Parking provided for some units in a surface parking areas accessed from the alley
- Considers adjacency to smaller scale of existing single family structures and townhouses
- Upper level setbacks required when facing neighboring single family zones

Existing LR2

FAR maximum	1.3
Height limit	30 feet
Setbacks	
Front	5 feet
Rear	10 feet with alley 15 feet without alley
Sides	< 40' bldg: 5' > 40' bldg: 7' avg, 5' min.
Parking	1 per unit; no minimum in urban villages

LR2 Prototype – Existing

Lot size	10,000 sq. ft.
Total allowed gross area	13,000 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	10,400 sq. ft.
Total units	16
Average net unit size	650 sq. ft.
Parking spaces provided	8



Affordable Homes

PERFORMANCE OPTION*

High MHA area (7%)	1.4 = 2 units
Medium MHA area (6%)	1.2 = 2 units
Low MHA area (5%)	1.0 = 1 unit

PAYMENT OPTION

High MHA area (\$20.75/sq. ft.)	\$311,000
Med MHA area (\$13.25/sq. ft.)	\$199,000
Low MHA area (\$7/sq. ft.)	\$105,000

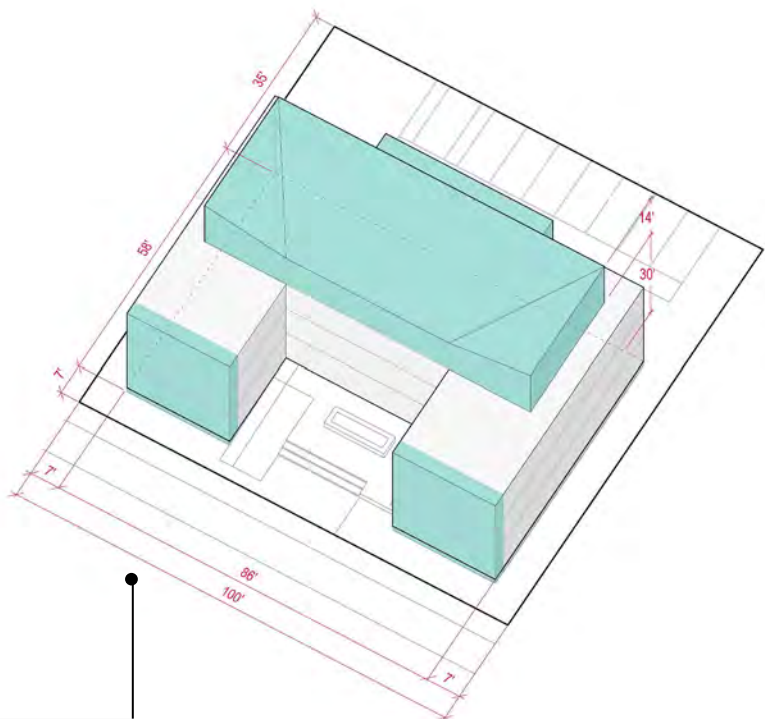
* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

Proposed MHA LR2

FAR maximum	1.5
Height limit	40 + 5 feet
Setbacks	
Front	5 feet
Upper	12 feet above 30 feet
Rear	10 feet with alley 15 feet without alley
Sides	< 40' bldg: 5' > 40' bldg: 7' avg, 5' min.
Parking	1 per unit; no minimum in urban villages

LR2 Prototype – Proposed

Lot size	10,000 sq. ft.
Total allowed gross area	15,000 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	12,000 sq. ft.
Total units	20
Average net unit size	600 sq. ft.
Parking spaces provided	8



LOWRISE 2

apartments | large site

Prototype Description

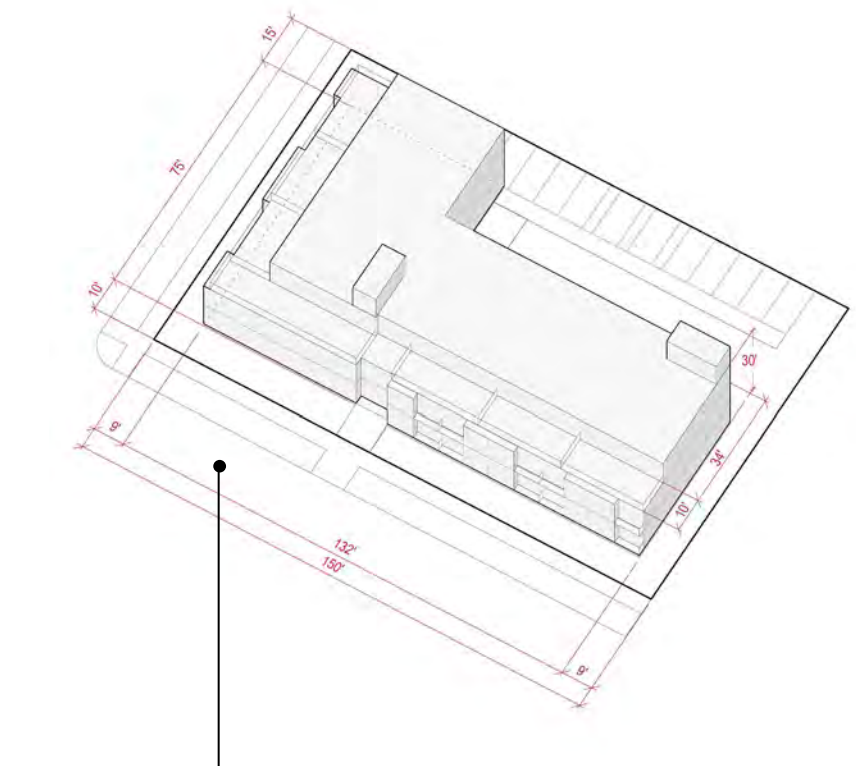
- An apartment or condominium housing product.
- Three combined typically platted lots, for a total lot size of 15,000 square feet.
- Parking is provided for some of the units in a surface parking areas accessed from the alley.
- Considers adjacency to smaller existing single family scaled structures and townhouses.

Existing LR2

FAR maximum	1.3
Height limit	30 feet
Setbacks	
Front	5 feet
Rear	10 feet with alley 15 feet without alley
Sides	< 40' bldg: 5' > 40' bldg: 7' avg, 5' min.
Parking	1 per unit; no minimum in urban villages

LR2 Prototype – Existing

Lot size	15,000 sq. ft.
Total allowed gross area	19,500 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	15,600 sq. ft.
Total units	24
Average net unit size	650 sq. ft.
Parking spaces provided	16



Affordable Homes

PERFORMANCE OPTION*

High MHA area (7%)	1.82 = 2 units
Medium MHA area (6%)	1.56 = 2 units
Low MHA area (5%)	1.30 = 2 units

PAYMENT OPTION

High MHA area (\$20.75/sq. ft.)	\$467,000
Med MHA area (\$13.25/sq. ft.)	\$298,000
Low MHA area (\$7/sq. ft.)	\$158,000

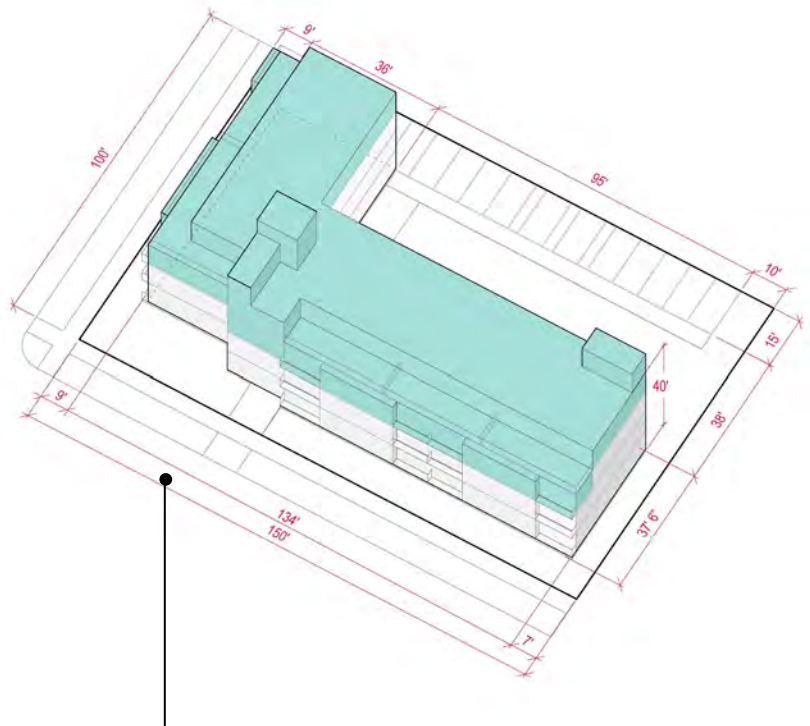
* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

Proposed MHA LR2

FAR maximum	1.5
Height limit	40 + 5 feet
Setbacks	
Front	5 feet
Upper	12 feet above 30 feet
Rear	10 feet with alley 15 feet without alley
Sides	< 40' bldg: 5' > 40' bldg: 7' avg, 5' min.
Parking	1 per unit; no minimum in urban villages

LR2 Prototype – Proposed

Lot size	15,000 sq. ft.
Total allowed gross area	22,500 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	18,000 sq. ft.
Total units	26
Average net unit size	692 sq. ft.
Parking spaces provided	16



LOWRISE 2 townhouses

Prototype Description

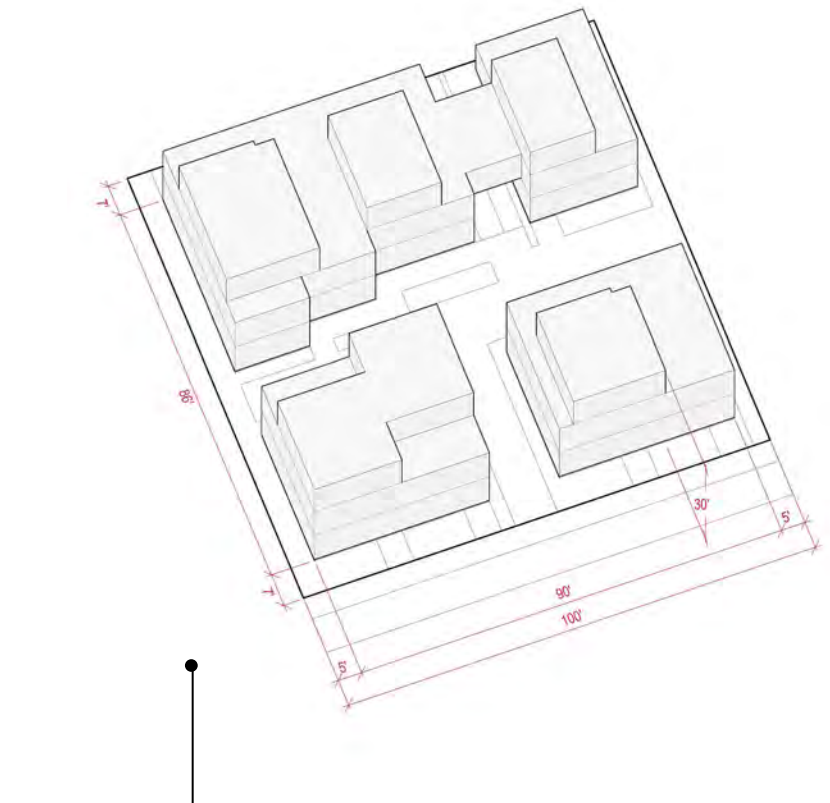
- An attached townhouse homeownership housing product.
- Two combined typically platted lots, for a total lot size of 10,000 square feet.
- Parking is provided for some of the units within structures accessed from the alley.
- Considers adjacency to smaller existing single family scaled structures and townhouses.

Existing LR2

FAR maximum	1.3
Height limit	30 + 5 feet
Setbacks	
Front	7' avg, 5' min
Rear	7' avg, 5' min
Sides	< 40' bldg: 5' > 40' bldg: 7' avg, 5' min.
Parking	1 per unit; no minimum in urban villages

LR2 Prototype – Existing

Lot size	10,000 sq. ft.
Total allowed gross area	12,000 sq. ft.
Efficiency factor	1
Total net sq. ft.	12,000 sq. ft.
Total units	8
Average net unit size	1,500 sq. ft.
Parking spaces provided	6



Affordable Homes

PERFORMANCE OPTION*

High MHA area (7%)	.56 = 1 unit
Medium MHA area (6%)	.48 = 1 unit
Low MHA area (5%)	.40 = 1 unit

PAYMENT OPTION

High MHA area (\$20.75/sq. ft.)	\$291,000
Med MHA area (\$13.25/sq. ft.)	\$186,000
Low MHA area (\$7/sq. ft.)	\$98,000

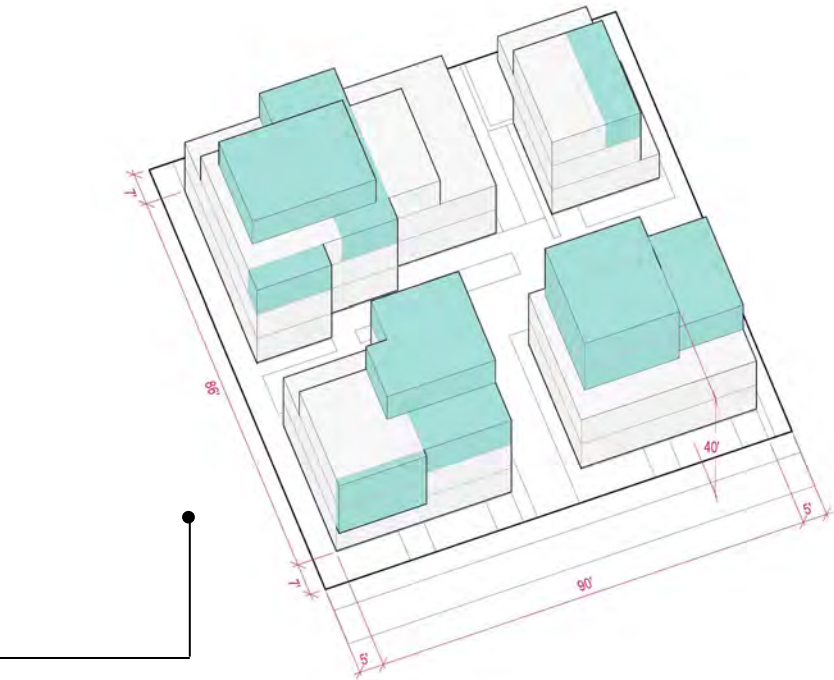
* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

Proposed MHA LR2

FAR maximum	1.4
Height limit	40 + 5 feet
Setbacks	
Front	7' avg, 5' min
Upper	12 feet above 30 feet
Rear	7' avg, 5' min
Sides	< 40' bldg: 5' > 40' bldg: 7' avg, 5' min.
Parking	1 per unit; no minimum in urban villages

LR2 Prototype – Proposed

Lot size	10,000 sq. ft.
Total allowed gross area	14,000 sq. ft.
Efficiency factor	1
Total net sq. ft.	14,000 sq. ft.
Total units	8
Average net unit size	1,750 sq. ft.
Parking spaces provided	6



LOWRISE 3

apartments | small site

Prototype Description

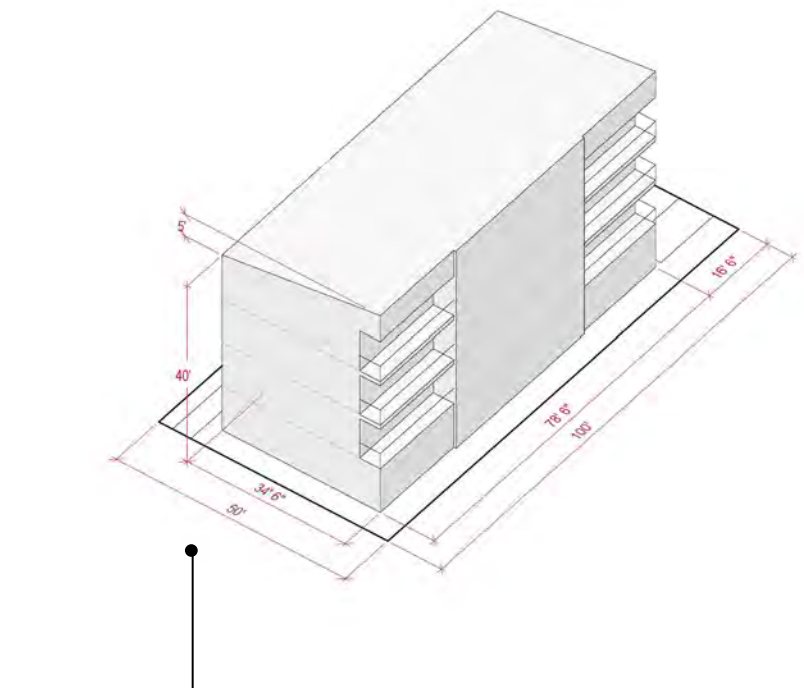
- An apartment or condominium housing product.
- A typically platted lot, for a total lot size of 5,000 square feet.
- Parking is provided for some of the units in a surface parking areas accessed from the alley.
- Considers adjacency to smaller existing single family scaled structures and townhouses.

Existing LR3

FAR maximum	2.0
Height limit	40 feet
Setbacks	
Front	5 feet
Rear	10 feet with alley 15 feet without alley
Sides	< 40' bldg: 5' > 40' bldg: 7' avg, 5' min.
Parking	1 per unit; no minimum in urban villages

LR3 Prototype – Existing

Lot size	5,000 sq. ft.
Total allowed gross area	10,000 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	8,000 sq. ft.
Total units	10
Average net unit size	800 sq. ft.
Parking spaces provided	5



Affordable Homes

PERFORMANCE OPTION*

High MHA area (7%)	.98 = 1 unit
Medium MHA area (6%)	.84 = 1 unit
Low MHA area (5%)	.70 = 1 unit

PAYMENT OPTION

High MHA area (\$20.75/sq. ft.)	\$228,000
Med MHA area (\$13.25/sq. ft.)	\$146,000
Low MHA area (\$7/sq. ft.)	\$77,000

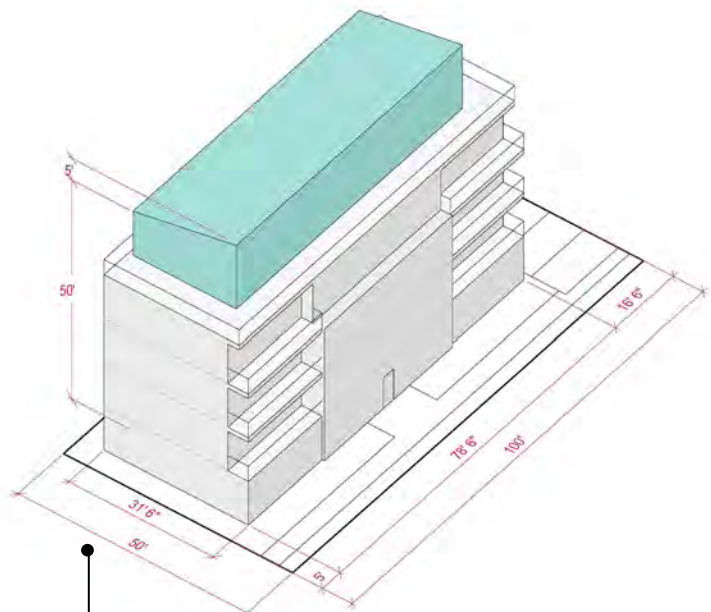
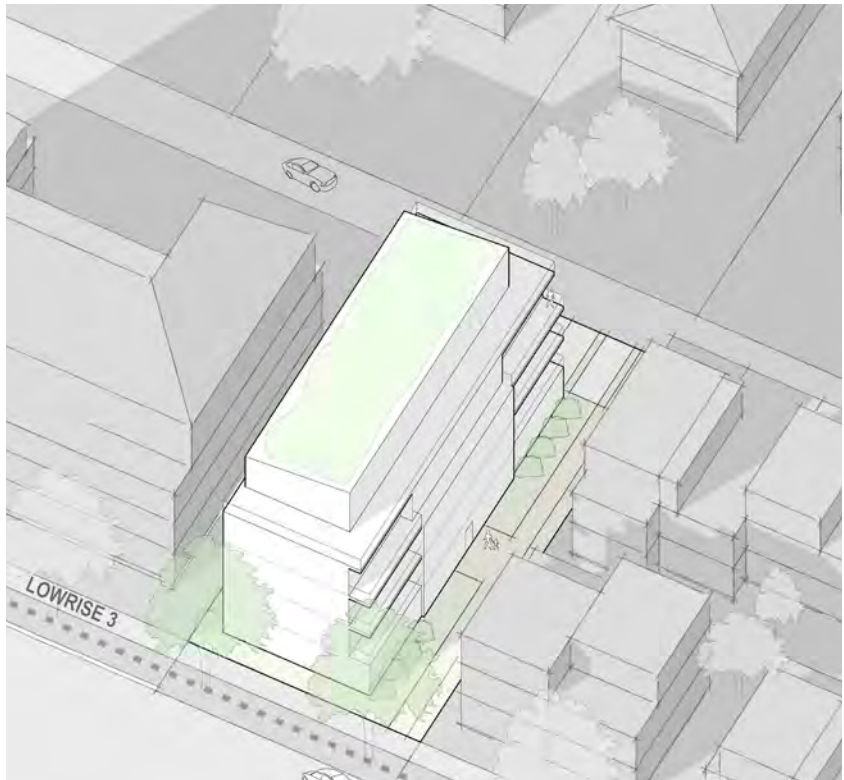
* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

Proposed MHA LR3

FAR maximum	2.2
Height limit	50 feet
Setbacks	
Front	5 feet
Upper	12 feet above 40 feet
Rear	10 feet with alley 15 feet without alley
Sides	< 40' bldg: 5' > 40' bldg: 7' avg, 5' min.
Parking	1 per unit; no minimum in urban villages

LR3 Prototype – Proposed

Lot size	5,000 sq. ft.
Total allowed gross area	11,000 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	8,800 sq. ft.
Total units	14
Average net unit size	650 sq. ft.
Parking spaces provided	5



LOWRISE 3

apartments | large site

Prototype Description

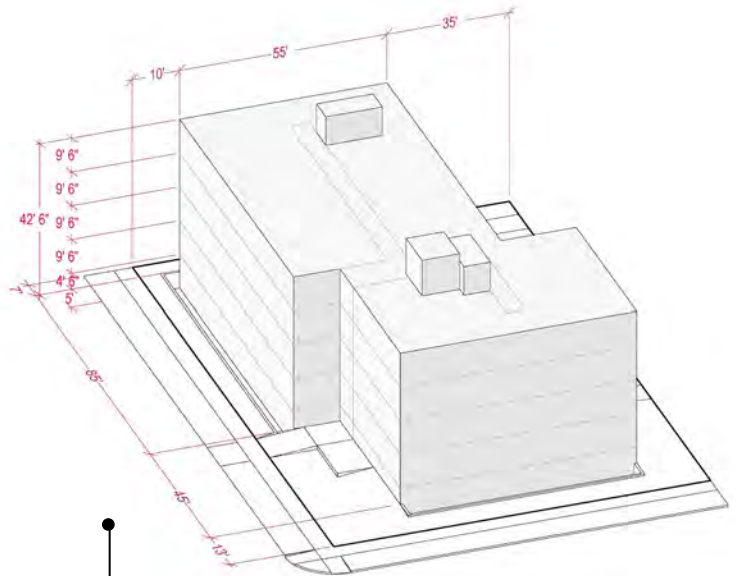
- An apartment or condominium housing product.
- Three combined typically platted lots, for a total lot size of 15,000 square feet.
- Parking is provided for some of the units in a surface parking areas accessed from the alley.
- Considers adjacency to smaller existing single family scaled structures and townhouses.

Existing LR3

FAR maximum	2.0
Height limit	40 feet
Setbacks	
Front	5 feet
Rear	10 feet with alley 15 feet without alley
Sides	< 40' bldg: 5' > 40' bldg: 7' avg, 5' min.
Parking	1 per unit; no minimum in urban villages

LR3 Prototype – Existing

Lot size	15,000 sq. ft.
Total allowed gross area	30,000 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	24,000 sq. ft.
Area below grade	7,000 sq. ft.
Total units	48 (10 below)
Average net unit size	650 sq. ft.
Parking spaces provided	12



Affordable Homes

PERFORMANCE OPTION*

High MHA area (7%)	3.57 = 4 units
Medium MHA area (6%)	3.06 = 4 units
Low MHA area (5%)	2.55 = 3 units

PAYMENT OPTION

High MHA area (\$20.75/sq. ft.)	\$830,000
Med MHA area (\$13.25/sq. ft.)	\$530,000
Low MHA area (\$7/sq. ft.)	\$280,000

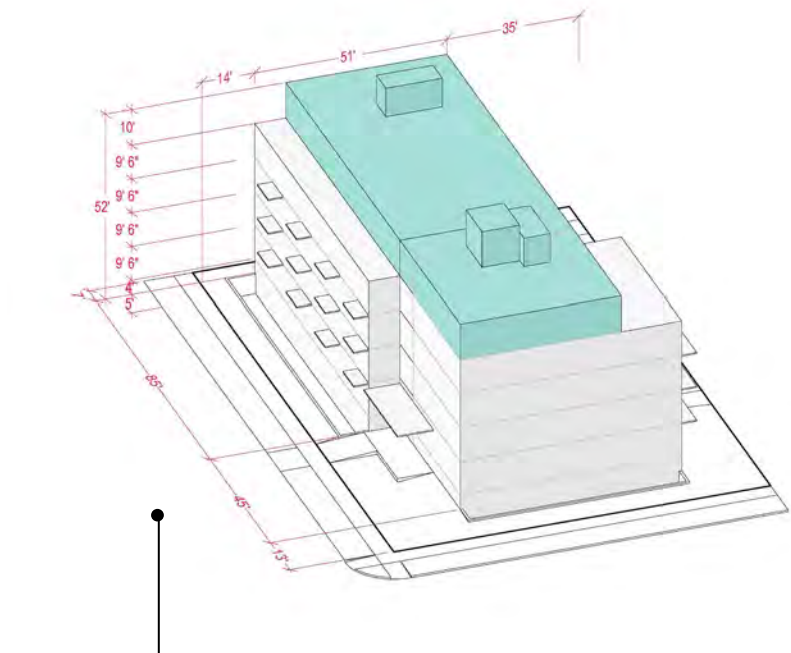
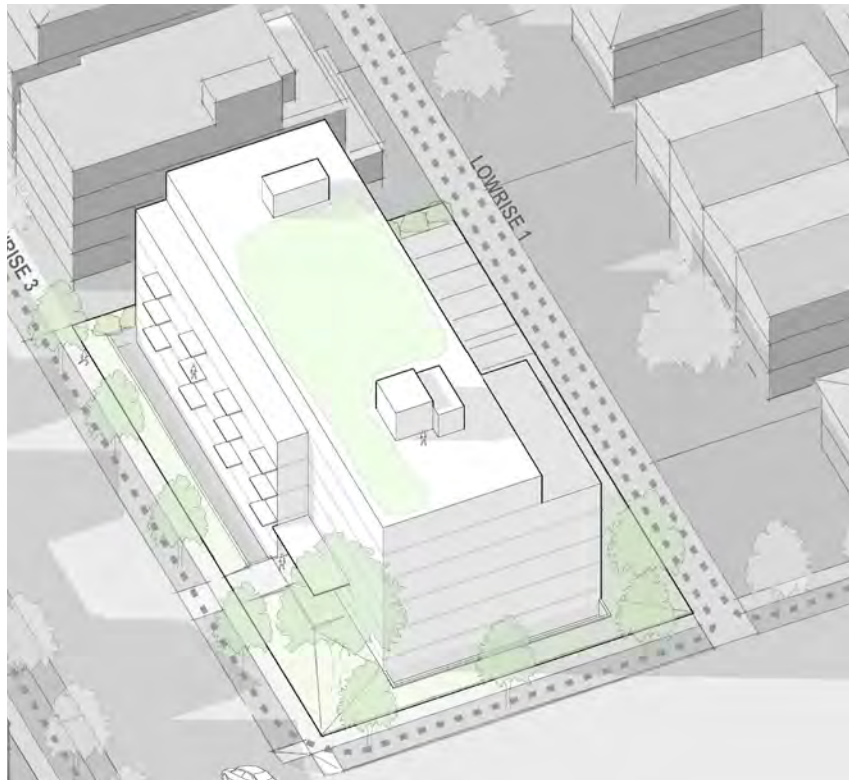
* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

Proposed MHA LR3

FAR maximum	2.2
Height limit	50 feet
Setbacks	
Front	5 feet
Upper	12 feet above 40 feet
Rear	10 feet with alley 15 feet without alley
Sides	< 40' bldg: 5' > 40' bldg: 7' avg, 5' min.
Parking	1 per unit; no minimum in urban villages

LR3 Prototype – MHA

Lot size	15,000 sq. ft.
Total allowed gross area	33,000 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	26,400 sq. ft.
Area below grade	7,000 sq. ft.
Total units	51 (10 below)
Average net unit size	650 sq. ft.
Parking spaces provided	12



LOWRISE 3

apartment-style rowhouses

Prototype Description

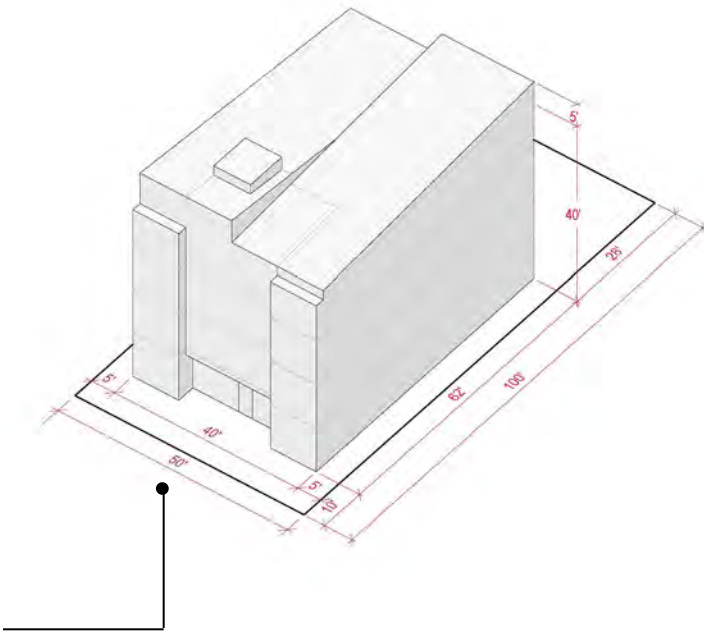
- An apartment or condominium housing product.
- A typically platted lot, for a total lot size of 5,000 square feet.
- Considers adjacency to smaller existing single family scaled structures and townhouses.
- Allows for a larger rear yard setback when facing single family houses

Existing LR3

FAR maximum	2.0
Height limit	40 feet
Setbacks	
Front	5 feet
Rear	10 feet with alley 15 feet without alley
Sides	< 40' bldg: 5' > 40' bldg: 7' avg, 5' min.
Parking	1 per unit; no minimum in urban villages

LR3 Prototype – Existing

Lot size	5,000 sq. ft.
Total allowed gross area	10,000 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	8,000 sq. ft.
Total units	10
Average net unit size	800 sq. ft.
Parking spaces provided	0



Affordable Homes

PERFORMANCE OPTION*

High MHA area (7%)	0.98 = 1 unit
Medium MHA area (6%)	0.84 = 1 unit
Low MHA area (5%)	0.70 = 1 unit

PAYMENT OPTION

High MHA area (\$20.75/sq. ft.)	\$228,000
Med MHA area (\$13.25/sq. ft.)	\$146,000
Low MHA area (\$7/sq. ft.)	\$77,000

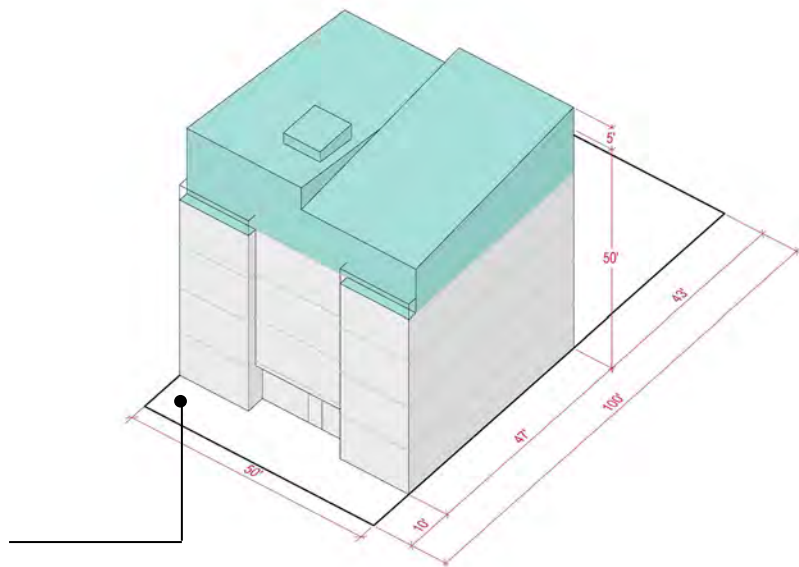
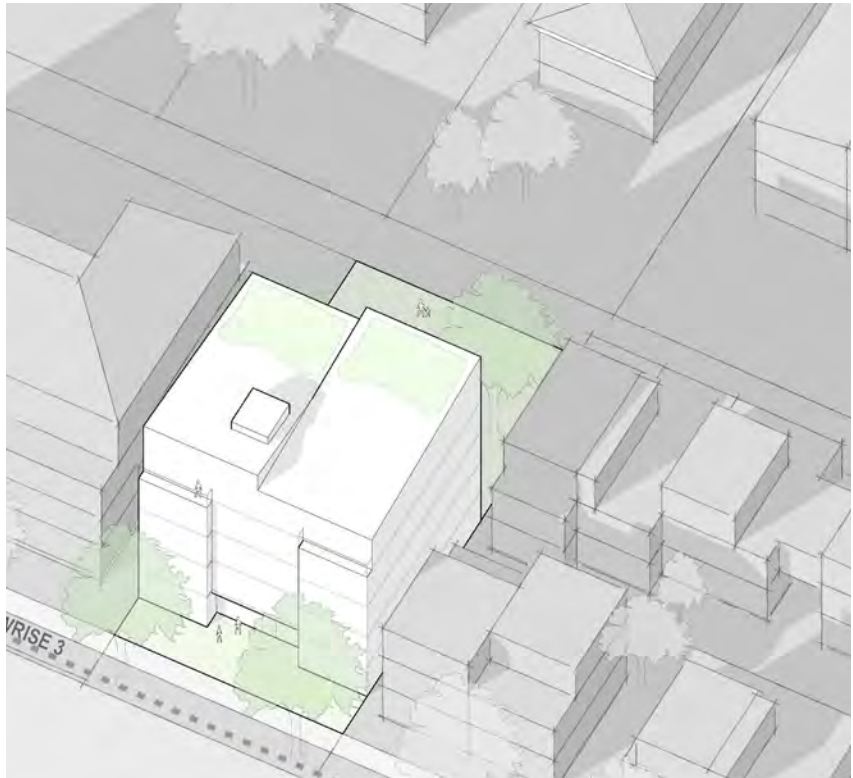
* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

Proposed MHA LR3

FAR maximum	2.2
Height limit	50 feet
Setbacks	
Front	5 feet
Upper	12 feet above 40 feet
Rear	10 feet with alley 15 feet without alley
Sides	n/a
Parking	1 per unit; no minimum in urban villages

LR3 Prototype – MHA

Lot size	5,000 sq. ft.
Total allowed gross area	11,000 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	8,800 sq. ft.
Total units	14
Average net unit size	629 sq. ft.
Parking spaces provided	0



The alternative explores a rowhouse development type where side setbacks are removed. Design standards would ensure that the building is configured as a rowhouse development.

Includes form characteristics of a rowhouse but in stacked apartments

Light and air requirements are not compromised in the units facing the deeper rear yard when compared to units facing side yards.

LR Zone - Urban Design and Neighborhood Character

Livability Benefits

- LR zones provide a transition between higher intensity neighborhood commercial areas and RSL or Single Family zones.
- LR zones encourage ground-related housing in a variety of formats and densities close to transit and amenities.
- LR zones provide a mix of homeownership and rental housing opportunities.
- LR zones provide a range of multifamily and attached housing options in urban village locations.
- Urban design standards are proposed for privacy, and design interest to address the edges of LR zones.



Lowrise 2 provides a transition between higher-intensity areas and single family zones.



Lowrise zones are often located close to transit and amenities such as parks and shops.



Lowrise zones encourage ground-related housing in a variety of formats and densities.



Urban design standards are proposed for privacy and design interest to address the edges of Lowrise zones.

Proposed Development and Urban Design Standards

The table below summarizes other proposed or modified development standards intended to improve an urban design outcome and improve livability with new development in the zone.

Issue / Intent	Lowrise Zone	Proposed / Modified Development Standard
Allow variety of housing options, and ensure variety of housing unit sizes.	LR1	Remove the density limit for apartment housing types in the LR1 zone. For every 7 small units of 400 sf or less, an eighth 2BR unit at least 850 sf; or Up to 13 small units of 400 sf or less can be built if a 3BR unit of at least 1,100 sf is included
Increase design flexibility and provide development capacity to implement MHA.	LR1, LR2, LR3	Projects would no longer be required to meet additional design standards for parking location and access to achieve higher FAR amounts and density limits in LR zones. Green building performance requirements would continue to apply.
Ensure light and air access to public rights of way, and compatibility of street facing building scale, as height limits are increased.	LR2, LR3	Retain an upper level setback of 12' feet from a street facing property line for portions of the facade at heights of 30' and above in the LR2 zone. Retain an upper level setback of 12' feet from a street facing property line for portions of the facade at heights of 40' and above in the LR3 zone.
Address transitions and adjacencies at zone edges.	LR1, LR2, LR3	Add minimum design standards for side facade configuration and design, for development on a zone edge between more intensive and less intensive zones, including adjacency to single family zones. The design standard would address two factors: 1.) privacy (i.e. window placement or screening), and 2.) minimum modulation or design interest to deter large blank facades. Standards are departable through design review.
Retain design flexibility and provide development capacity to implement MHA.	LR1, LR2, LR3	Retain the existing FAR exemption for residential uses in partially below grade basements in the LR2, and LR3 zones. Allow an FAR exemption for residential use in partially below grade basement in the LR1 zone.

Neighborhood Commercial (NC)

Community Input Themes

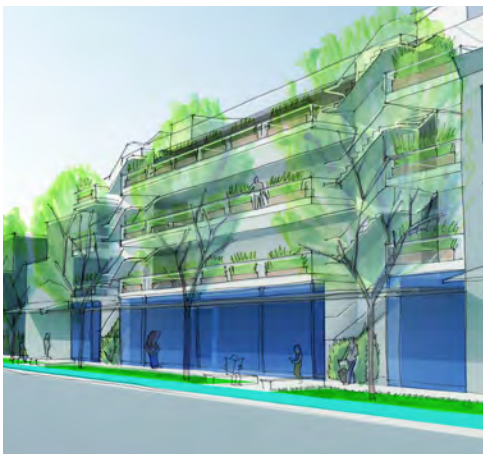
- In general, the height limit and floor area increases are incremental and a good tradeoff for the affordable housing requirement.
- Some of the largest buildings are bulky. Consider ways to keep buildings a manageable size and at human-scale.
- Incorporate open spaces and courtyards where possible.
- Neighborhood Commercial zones allow for large quantities of housing to be produced, they are a good tool for housing and affordable housing production.

Zoning Prototypes

The following pages discuss the Neighborhood Commercial NC-40, NC-55, NC-75 and NC-95 zones.

Commercial Zones

Neighborhood Commercial zones address scale and massing issues of Commercial zones, which have identical maximum FAR and height limits.



NC-40
small site



NC-75
small site



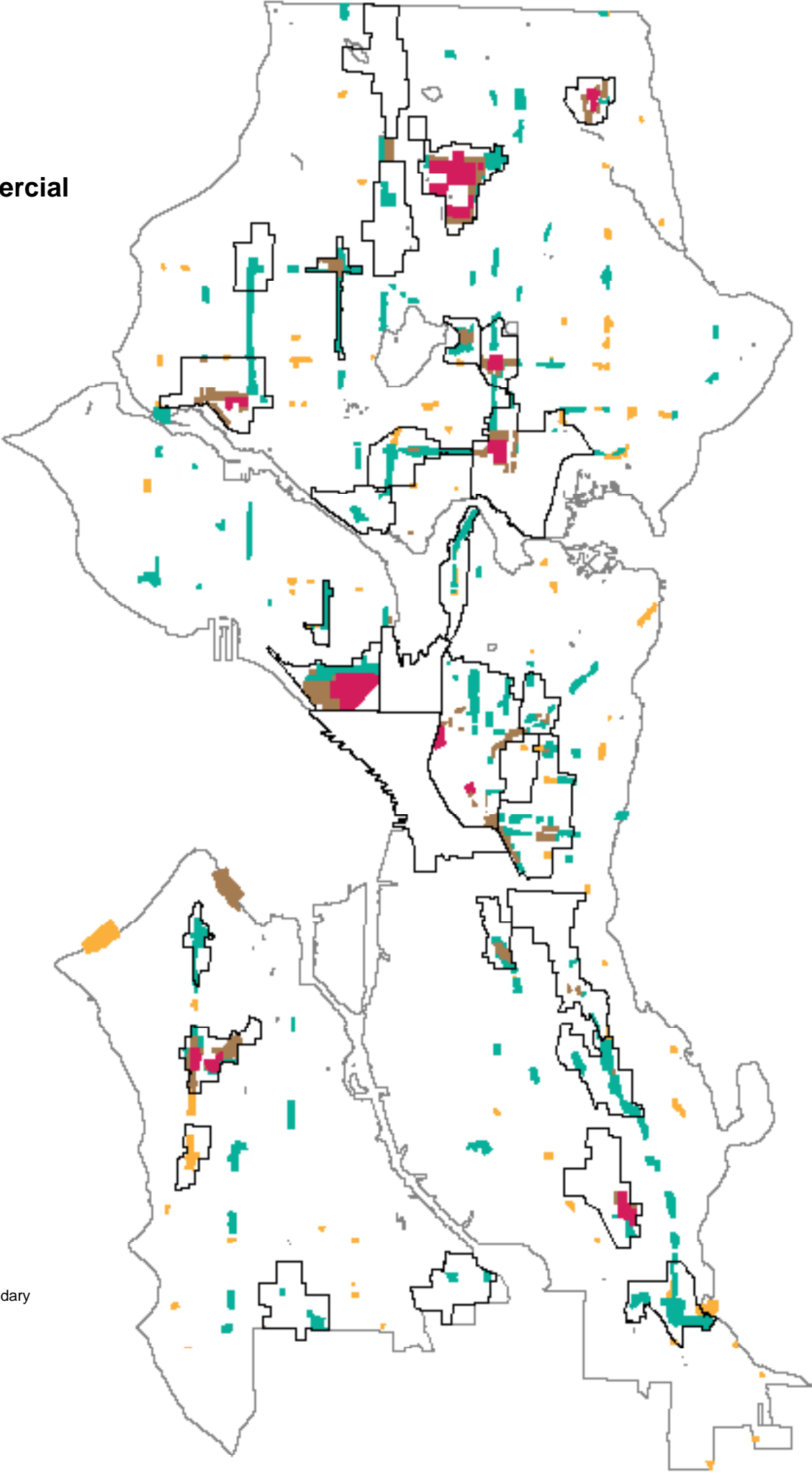
NC-95
5-over-3
construction



NC-75
large site

**Location of existing
Neighborhood Commercial
zones**

- Urban Village Boundary
- Existing NC-30
- Existing NC-40
- Existing NC-65
- Existing NC-85



Neighborhood Commercial 40 small site

Prototype Description:

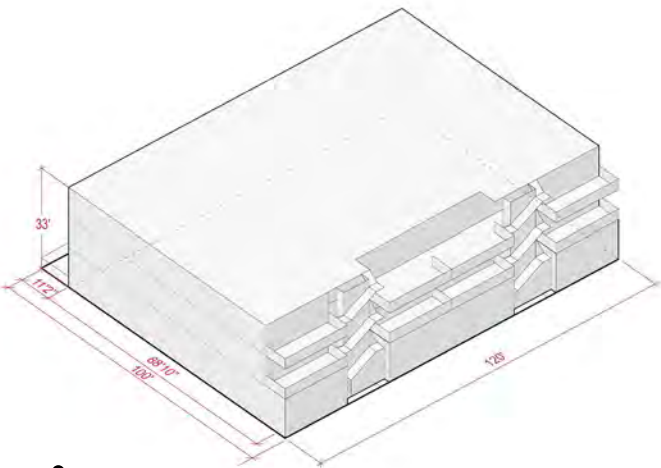
- An apartment or condominium housing product.
- Total lot size of 12,000 square feet.
- Considers adjacency to smaller Lowrise zones.
- Has street-level retail space.

Existing NC-30

FAR maximum	2.5
Height limit	30 feet
Setbacks	
Front	First floor dwellings must be 4 feet above or 10 feet back from street
Rear	10 feet if next to residential zone
Sides	15 feet if next to residential zone
Parking	1 per unit; no minimum in urban villages

NC-30 Prototype – Existing

Lot size	12,000 sq. ft.
Total allowed gross area	30,000 sq. ft.
Efficiency factor	0.8
Ground-floor commercial	4,000 sq. ft.
Total net residential	20,800 sq. ft.
Total units	29
Average net unit size	711 sq. ft.
Parking spaces provided	0



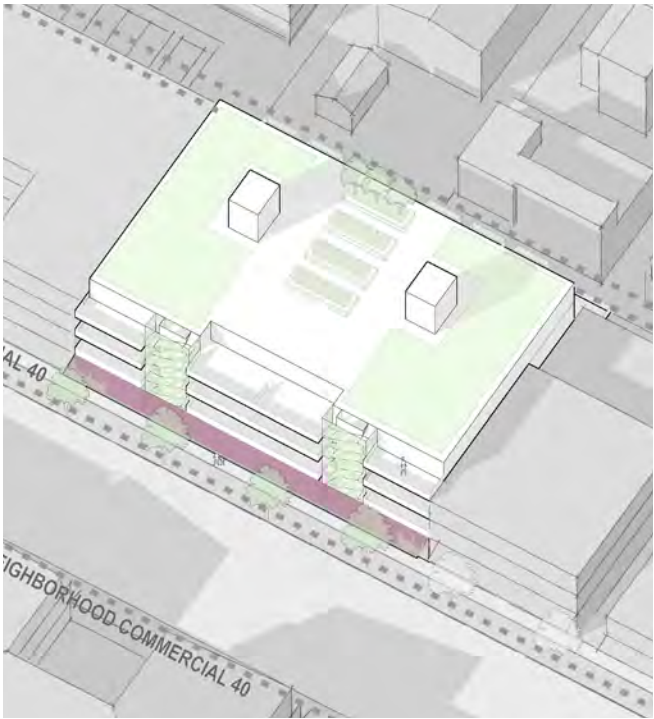
Affordable Homes

PERFORMANCE OPTION*	(+ commercial addition)
High MHA area (7%)	2.52 (+ 0) = 3 units
Medium MHA area (6%)	2.16 (+ 0) = 3 units
Low MHA area (5%)	1.80 (+ 0) = 2 units

PAYMENT OPTION	
High MHA area (\$20.75/sq. ft.)	\$664k (+ 0) = \$664,000
Med MHA area (\$13.25/sq. ft.)	\$424k (+ 0) = \$424,000
Low MHA area (\$7/sq. ft.)	\$224k (+ 0) = \$224,000

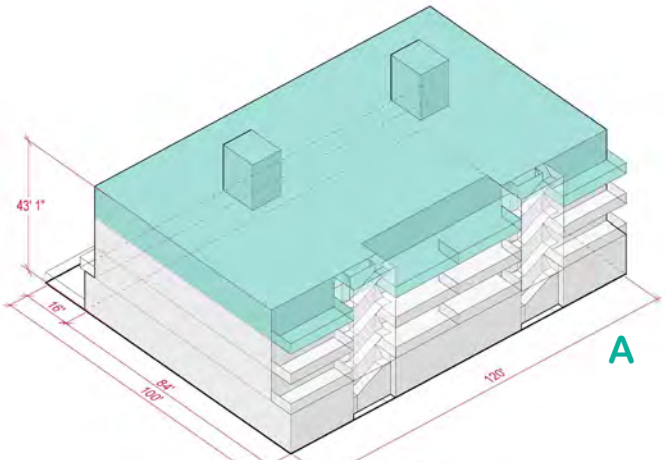
* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

The first 4,000 sf of ground floor commercial does not count towards MHA requirements



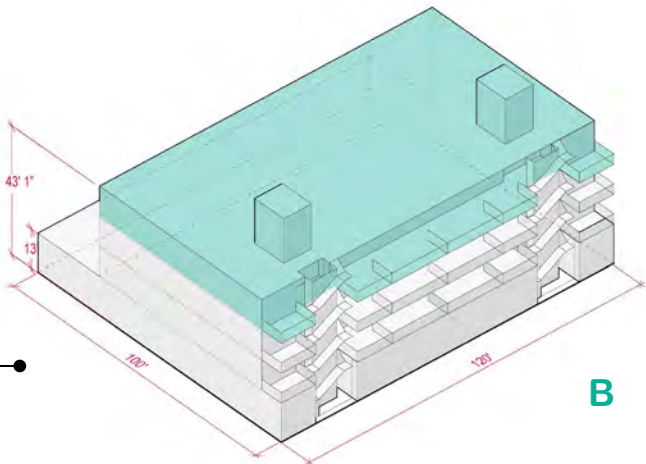
Proposed MHA NC-40

FAR maximum	3.0
Height limit	40 feet
Setbacks	
Front	First floor dwellings must be 4 feet above or 10 feet back from street
Rear	10 feet if next to residential zone
Sides	15 feet if next to residential zone
Parking	1 per unit; no minimum in urban villages



NC-40 Prototype – Proposed

Lot size	12,000 sq. ft.
Total allowed gross area	36,000 sq. ft.
Efficiency factor	0.8
Ground-floor commercial	4,000 sq. ft.
Total net residential	25,600 sq. ft.
Total units	36 (A) / 18 (B)
Avg. unit size	689 (A) / 1,108 (B) sq. ft.
Parking spaces provided	0



Neighborhood Commercial 40 mixed-use | large site

Prototype Description

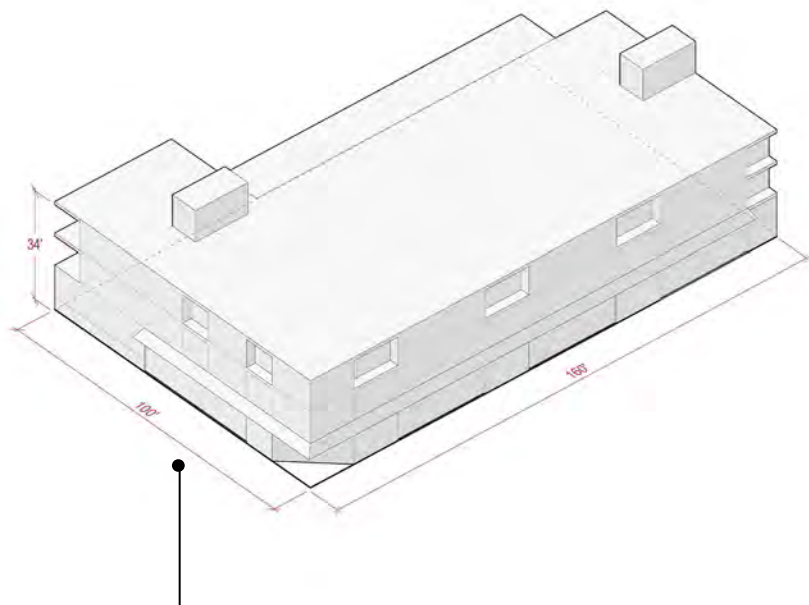
- An apartment or condominium housing product.
- Total lot size of 16,000 square feet.
- Underground parking provided for some of the units.
- Considers adjacency to smaller Lowrise zones.
- Has street-level retail space.
- Has a break in the building mass at the upper level.

Existing NC-30

FAR maximum	2.5
Height limit	30 feet
Setbacks	
Front	First floor dwellings must be 4 feet above or 10 feet back from street
Rear	10 feet if next to residential zone
Sides	15 feet if next to residential zone
Parking	1 per unit; no minimum in urban villages

NC-30 Prototype – Existing

Lot size	16,000 sq. ft.
Total allowed gross area	40,000 sq. ft.
Efficiency factor	0.8
Ground-floor commercial	5,600 sq. ft.
Total net residential	27,520 sq. ft.
Total units	33
Average net unit size	827 sq. ft.
Parking spaces provided	underground



Affordable Homes

PERFORMANCE OPTION*	(+ commercial addition)
High MHA area (7%)	2.87 (+ .10) = 3 units
Medium MHA area (6%)	2.46 (+ .10) = 3 units
Low MHA area (5%)	2.05. (+ .10) = 3 units

PAYMENT OPTION	
High MHA area (\$20.75/sq. ft.)	\$880k (+ \$13k) = \$893,000
Med MHA area (\$13.25/sq. ft.)	\$562k (+ \$11k) = \$573,000
Low MHA area (\$7/sq. ft.)	\$297k (+ \$8k) = \$305,000

* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

The first 4,000 sf of ground floor commercial does not count towards MHA requirements

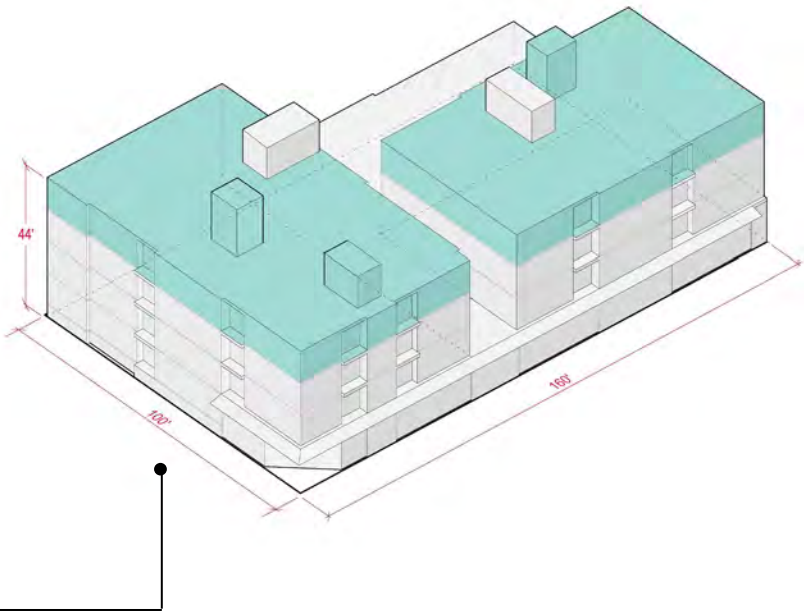


Proposed MHA NC-40

FAR maximum	3.0
Height limit	40 feet
Setbacks	
Front	First floor dwellings must be 4 feet above or 10 feet back from street
Rear	10 feet if next to residential zone
Sides	15 feet if next to residential zone
Parking	1 per unit; no minimum in urban villages

NC-40 Prototype – MHA

Lot size	16,000 sq. ft.
Total allowed gross area	48,000 sq. ft.
Efficiency factor	0.8
Ground-floor commercial	5,600 sq. ft.
Total net residential	33,920 sq. ft.
Total units	41
Average net unit size	827 sq. ft.
Parking spaces provided	underground



Neighborhood Commercial 55 mixed-use | small site

Prototype Description

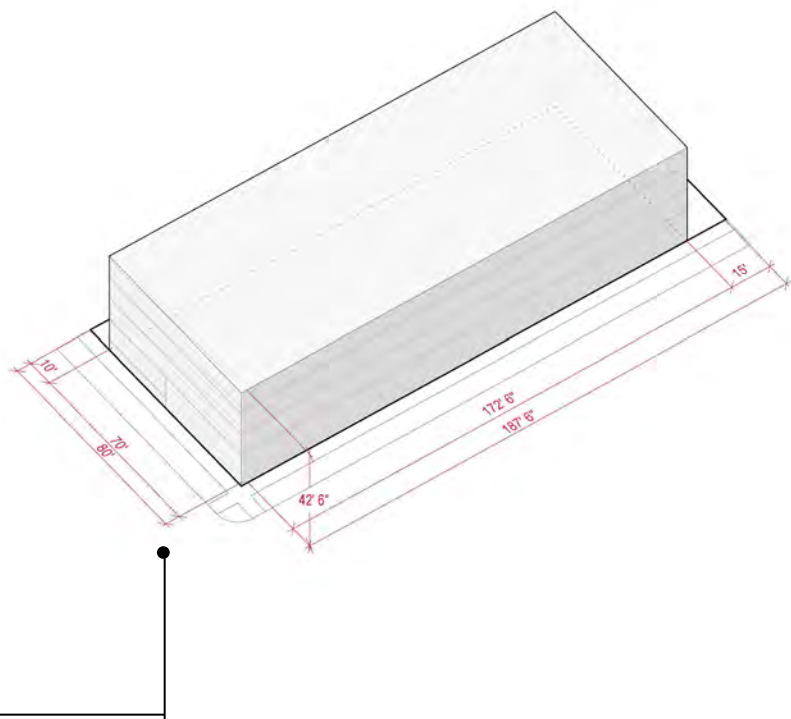
- An apartment or condominium housing product.
- Total lot size of 15,000 square feet.
- Underground parking provided for some of the units.
- Considers adjacency to smaller Lowrise zones.
- Has street-level retail space.

Existing NC-40

FAR maximum	3.25
Height limit	40 feet
Setbacks	
Front	First floor dwellings must be 4 feet above or 10 feet back from street
Rear	10 feet if next to residential zone
Sides	15 feet if next to residential zone
Parking	1 per unit; no minimum in urban villages

NC-40 Prototype – Existing

Lot size	15,000 sq. ft.
Total allowed gross area	48,750 sq. ft.
Efficiency factor	0.8
Ground-floor commercial	5,000 sq. ft.
Total net residential	35,000 sq. ft.
Total units	40
Average net unit size	875 sq. ft.
Parking spaces provided	underground



Affordable Homes

PERFORMANCE OPTION*

(+ commercial addition)

High MHA area (7%) 3.64 (+ .09) = 4 units

Medium MHA area (6%) 3.12 (+ .09) = 4 units

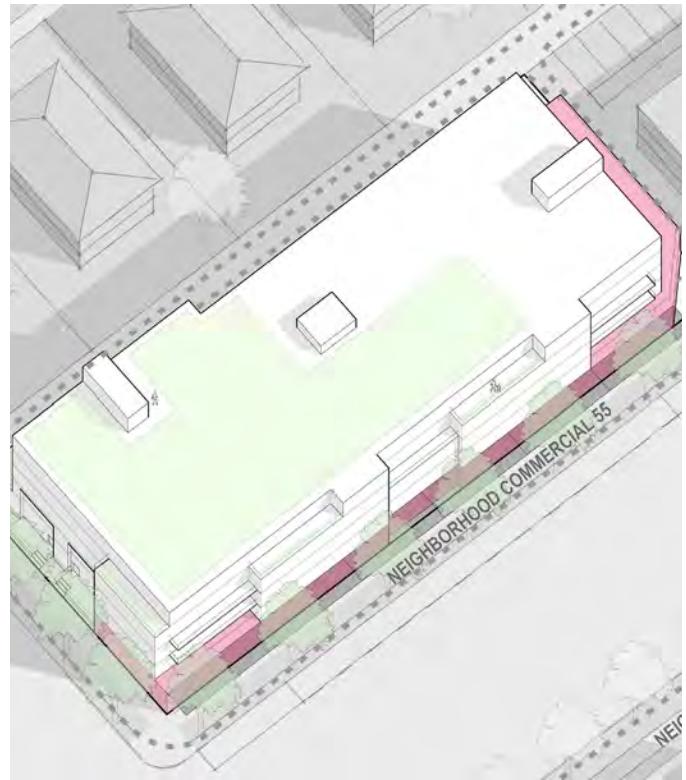
Low MHA area (5%) 2.60 (+ .09) = 3 units

PAYMENT OPTION

High MHA area (\$20.75/sq. ft.) \$1,063k (+ \$8k) = \$1,071,000

Med MHA area (\$13.25/sq. ft.) \$679k (+ \$7k) = \$686,000

Low MHA area (\$7/sq. ft.) \$359k (+ \$5k) = \$364,000



* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

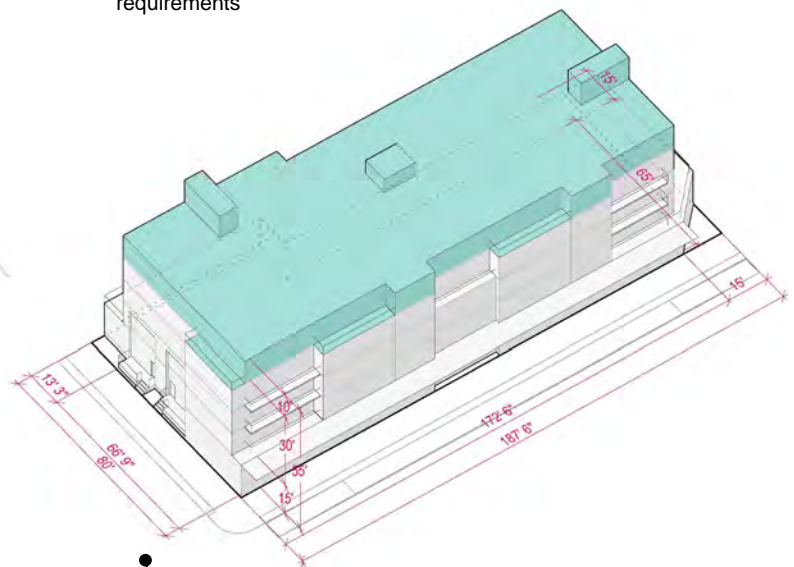
The first 4,000 sf of ground floor commercial does not count towards MHA requirements

Proposed MHA NC-55

FAR maximum	3.75
Height limit	55 feet
Setbacks	
Front	First floor dwellings must be 4 feet above or 10 feet back from street
Upper	Avg. depth of 5 feet, max. depth of 15 feet above 45 feet
Rear	10 feet if next to residential zone
Sides	15 feet if next to residential zone
Façade modulation	Change of materials or a min. 18-inch-deep modulation at a min. of every 50 feet
Parking	1 per unit; no minimum in urban villages

NC-55 Prototype – MHA

Lot size	15,000 sq. ft.
Total allowed gross area	56,250 sq. ft.
Efficiency factor	0.8
Ground-floor commercial	5,000 sq. ft.
Total net residential	41,000 sq. ft.
Total units	52
Average net unit size	788 sq. ft.
Parking spaces provided	underground



Neighborhood Commercial 55 mixed-use | large site

Prototype Description

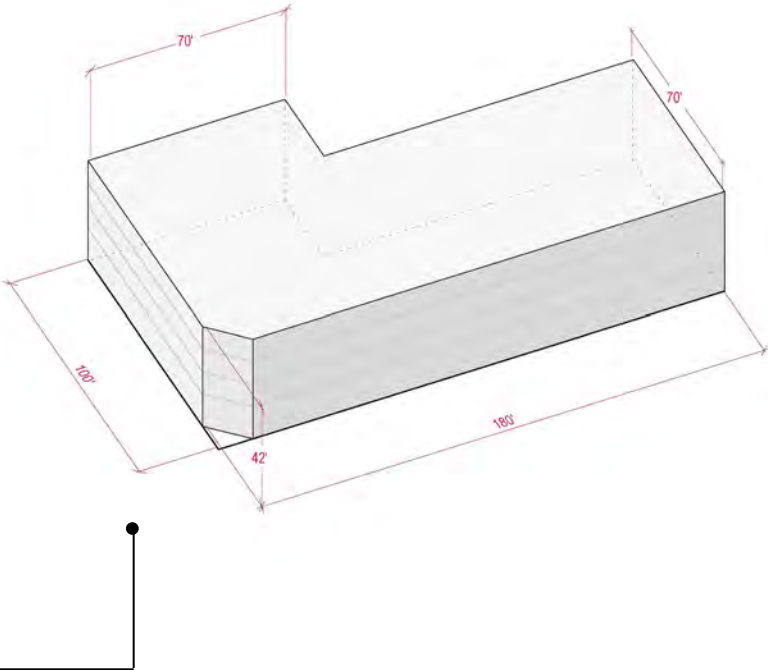
- An apartment or condominium housing product.
- Total lot size of 18,000 square feet.
- Underground parking provided for some of the units.
- Considers adjacency to smaller Lowrise zones.
- Has street-level retail space.

Existing NC-40

FAR maximum	3.25
Height limit	40 feet
Setbacks	
Front	First floor dwellings must be 4 feet above or 10 feet back from street
Rear	10 feet if next to residential zone
Sides	15 feet if next to residential zone
Parking	1 per unit; no minimum in urban villages

NC-40 Prototype – Existing

Lot size	18,000 sq. ft.
Total allowed gross area	58,500 sq. ft.
Efficiency factor	0.8
Ground-floor commercial	7,500 sq. ft.
Total net residential	40,800 sq. ft.
Total units	54
Average net unit size	755 sq. ft.
Parking spaces provided	underground



Affordable Homes

PERFORMANCE OPTION* (+ commercial addition)

High MHA area (7%)	4.48 (+ .33) = 5 units
Medium MHA area (6%)	3.84 (+ .33) = 5 units
Low MHA area (5%)	3.20 (+ .33) = 4 units

PAYMENT OPTION

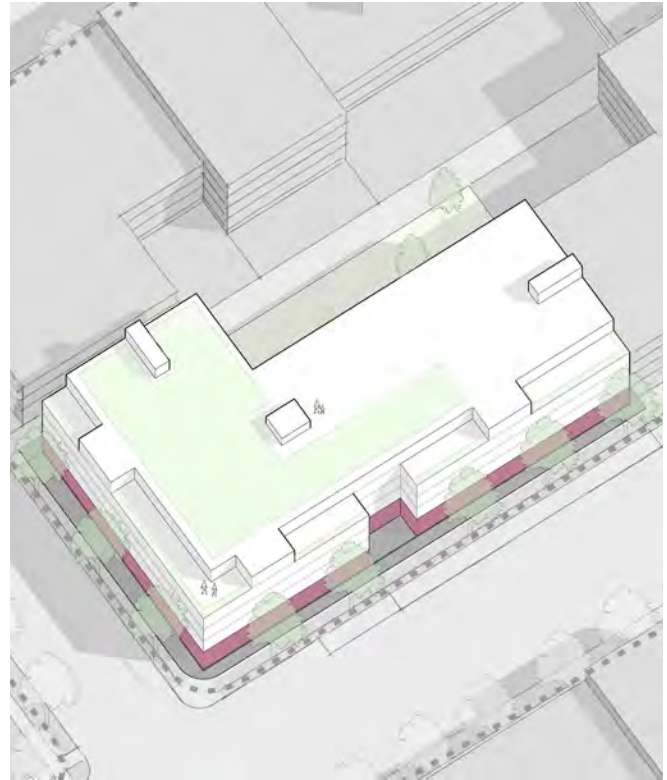
High MHA area (\$20.75/sq. ft.)	\$1,245k (+ \$28k) = \$1,273,000
Med MHA area (\$13.25/sq. ft.)	\$795k (+ \$25k) = \$820,000
Low MHA area (\$7/sq. ft.)	\$420k (+ \$18k) = \$438,000

Proposed MHA NC-55

FAR maximum	3.75
Height limit	55 feet
Setbacks	
Front	First floor dwellings must be 4 feet above or 10 feet back from street
Upper	Avg. depth of 5 feet, max. depth of 15 feet above 45 feet
Rear	10 feet if next to residential zone
Sides	15 feet if next to residential zone
Façade modulation	Change of materials or a min. 18-inch-deep setback at a min. of every 50 feet
Parking	1 per unit; no minimum in urban villages

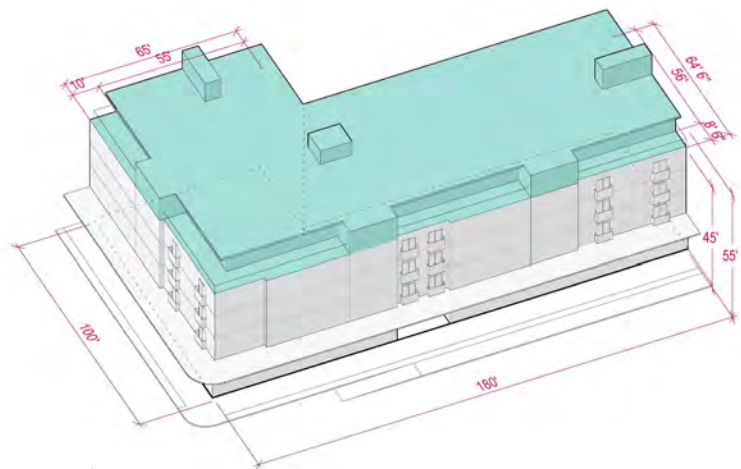
NC-55 Prototype – MHA

Lot size	18,000 sq. ft.
Total allowed gross area	67,500 sq. ft.
Efficiency factor	0.8
Ground-floor commercial	7,500 sq. ft.
Total net residential	48,000 sq. ft.
Total units	64
Average net unit size	750 sq. ft.
Parking spaces provided	underground



* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

The first 4,000 sf of ground floor commercial does not count towards MHA requirements



Neighborhood Commercial 75 mixed-use | typical lot size

Prototype Description

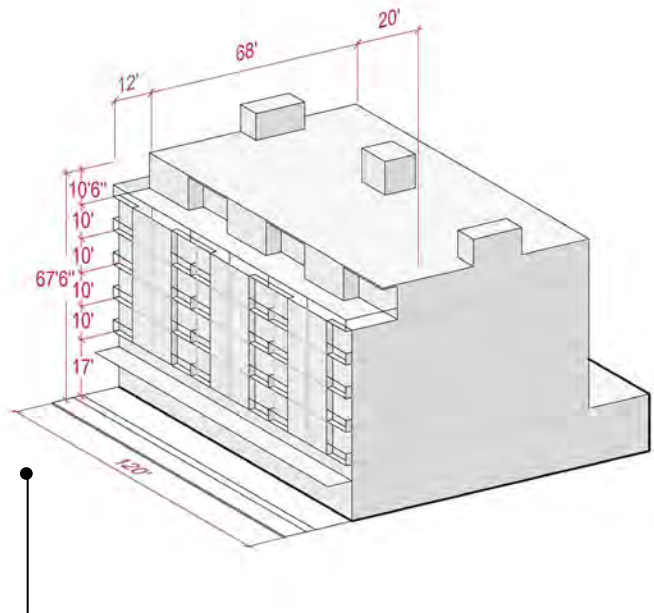
- An apartment or condominium housing product.
- Total lot size of 12,000 square feet.
- Underground parking is provided for some of the units.
- Considers adjacency to smaller Lowrise zones and similar or taller Midrise zones.
- Has street-level retail space.

Existing NC-65

FAR maximum	4.75
Height limit	65 feet
Setbacks	
Front	First floor dwellings must be 4 feet above or 10 feet back from street
Rear	10 feet if next to residential zone
Sides	15 feet if next to residential zone
Parking	1 per unit; no minimum in urban villages

NC-65 Prototype – Existing

Lot size	12,000 sq. ft.
Total allowed gross area	57,000 sq. ft.
Efficiency factor	0.8
Ground-floor commercial	10,000 sq. ft.
Total net residential	37,600 sq. ft.
Total units	65
Average net unit size	575 sq. ft.
Parking spaces provided	underground



Affordable Homes

PERFORMANCE OPTION* (+ commercial addition)

High MHA area (7%)	5.46 (+ .52) = 6 units
Medium MHA area (6%)	4.68 (+ .52) = 6 units
Low MHA area (5%)	3.90 (+ .52) = 5 units

PAYMENT OPTION

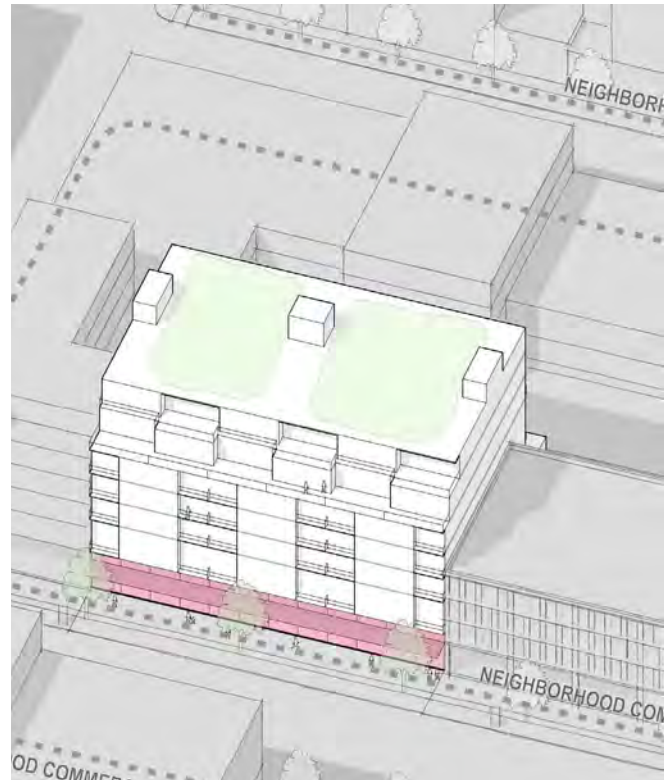
High MHA area (\$20.75/sq. ft.)	\$1,162k (+ \$48k) = \$1,210,000
Med MHA area (\$13.25/sq. ft.)	\$742k (+ \$42k) = \$784,000
Low MHA area (\$7/sq. ft.)	\$392k (+ \$30k) = \$422,000

Proposed MHA NC-75

FAR maximum	5.5
Height limit	75 feet
Setbacks	
Front	First floor dwellings must be 4 feet above or 10 feet back from street
Upper	Avg. depth of 10 feet, max. depth of 20 feet above 55 feet
Rear	10 feet if next to residential zone
Sides	15 feet if next to residential zone
Façade modulation	Change of materials or a min. 18-inch-deep setback at a min. of every 50 feet
Parking	1 per unit; no minimum in urban villages

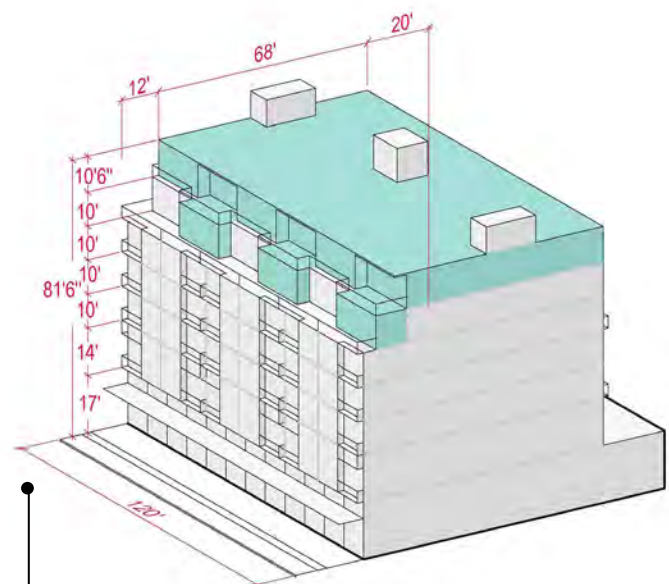
NC-75 Prototype – MHA

Lot size	12,000 sq. ft.
Total allowed gross area	66,000 sq. ft.
Efficiency factor	0.8
Ground-floor commercial	10,000 sq. ft.
Total net residential	44,800 sq. ft.
Total units	78
Average net unit size	575 sq. ft.
Parking spaces provided	underground



* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

The first 4,000 sf of ground floor commercial does not count towards MHA requirements



Neighborhood Commercial 75 mixed-use | large site

Prototype Description

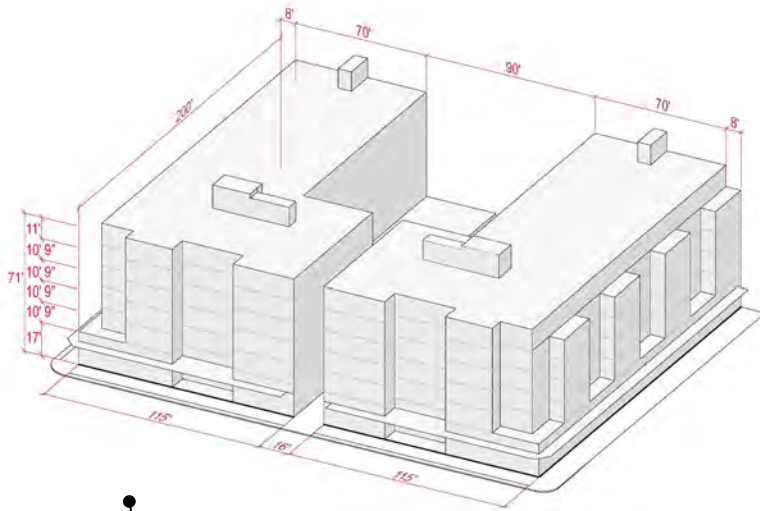
- An apartment or condominium housing product.
- Total lot size of 46,000 square feet.
- Underground parking provided for some of the units.
- Considers adjacency to smaller Lowrise zones and similar or taller zones.
- Explores a large site redevelopment

Existing NC-65

FAR maximum	4.75
Height limit	65 feet
Setbacks	
Front	First floor dwellings must be 4 feet above or 10 feet back from street
Rear	10 feet if next to residential zone
Sides	15 feet if next to residential zone
Parking	1 per unit; no minimum in urban villages

NC-65 Prototype – Existing

Lot size	46,000 sq. ft.
Total allowed gross area	218,500 sq. ft.
Efficiency factor	0.8
Ground-floor commercial	40,000 sq. ft.
Total net residential	142,800 sq. ft.
Total units	201
Average net unit size	710 sq. ft.
Parking spaces provided	underground



Affordable Homes

PERFORMANCE OPTION*	(+ commercial addition)
High MHA area (7%)	16.80 (+ 2.54) = 20 units
Medium MHA area (6%)	14.40 (+ 2.54) = 17 units
Low MHA area (5%)	12.00 (+ 2.54) = 15 units

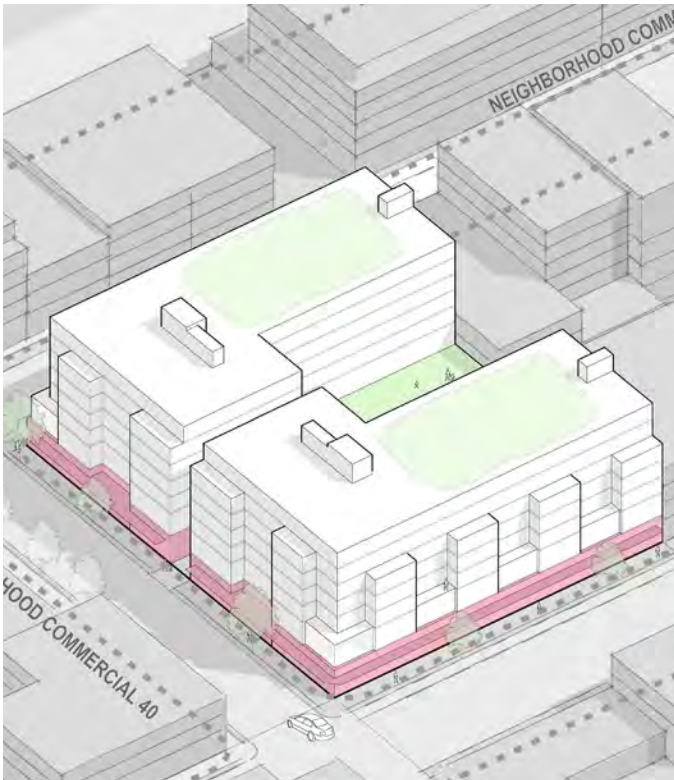
PAYMENT OPTION	
High MHA area (\$20.75/sq. ft.)	\$4,420k (+ \$288k) = \$4,708k
Med MHA area (\$13.25/sq. ft.)	\$2,822k (+ \$252k) = \$3,074k
Low MHA area (\$7/sq. ft.)	\$1,491k (+ \$180k) = \$1,671k

Proposed MHA NC-75

FAR maximum	5.5
Height limit	75 feet
Setbacks	
Front	First floor dwellings must be 4 feet above or 10 feet back from street
Upper	Avg. depth of 10 feet, max. depth of 20 feet above 55 feet
Rear	10 feet if next to residential zone
Sides	15 feet if next to residential zone
Façade modulation	Change of materials or a min. 18-inch-deep setback at a min. of every 50 feet
Parking	1 per unit; no minimum in urban villages

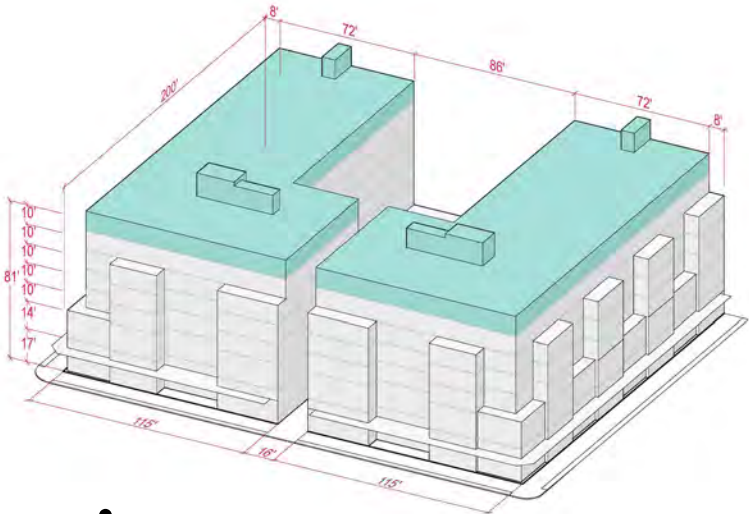
NC-75 Prototype – MHA

Lot size	46,000 sq. ft.
Total allowed gross area	253,000 sq. ft.
Efficiency factor	0.8
Ground-floor commercial	40,000 sq. ft.
Total net residential	170,400 sq. ft.
Total units	240
Average net unit size	710 sq. ft.
Parking spaces provided	underground



* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

The first 4,000 sf of ground floor commercial does not count towards MHA requirements



Neighborhood Commercial 95 mixed-use | 5-over-3 construction

Prototype Description

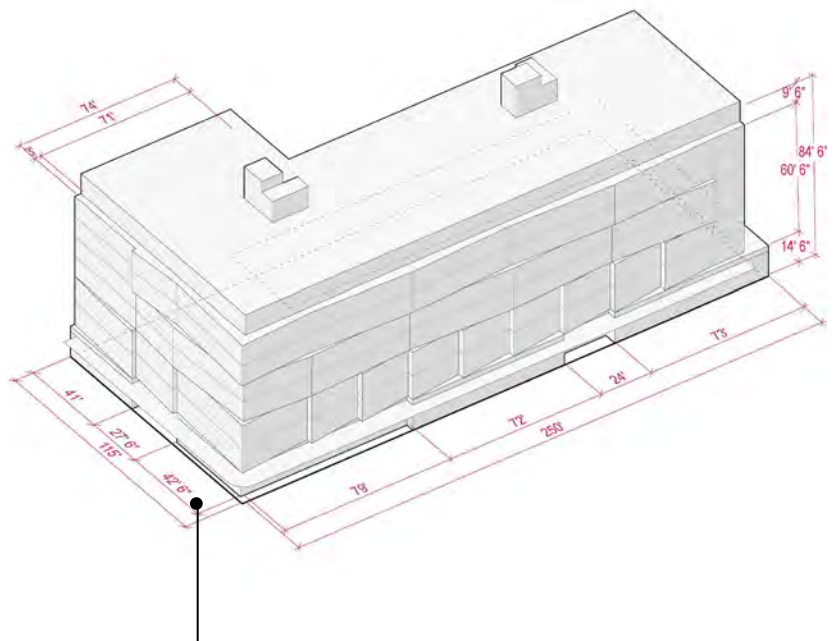
- An apartment or condominium housing product.
- Total lot size of 28,750 square feet.
- Underground parking provided for some of the units.
- Considers adjacency to smaller Lowrise zones and similar or taller Midrise zones.
- Reviews five stories of framed construction over three concrete levels.

Existing NC-85

FAR maximum	4.5 for single use 6.0 for mixed-use
Height limit	85 feet
Setbacks	
Front	First floor dwellings must be 4 feet above or 10 feet back from street
Rear	10 feet if next to residential zone
Sides	15 feet if next to residential zone
Parking	1 per unit; no minimum in urban villages

NC-85 Prototype – Existing

Lot size	28,750 sq. ft.
Total allowed gross area	172,500 sq. ft.
Efficiency factor	0.8
Ground-floor commercial	43,125 sq. ft.
Total net residential	103,500 sq. ft.
Total units	95 (18 live/work)
Average net unit size	1,056 sq. ft.
Parking spaces provided	underground



Affordable Homes

PERFORMANCE OPTION*

(+ commercial addition)

High MHA area (7%)	7.56 (+ 1.93) = 10 units
Medium MHA area (6%)	6.48 (+ 1.93) = 9 units
Low MHA area (5%)	5.40 (+ 1.93) = 8 units

PAYMENT OPTION

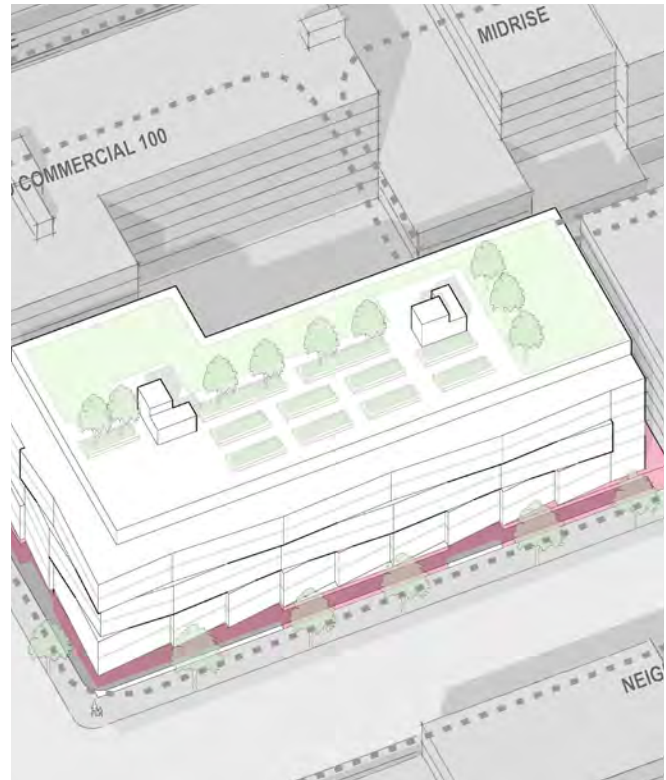
High MHA area (\$20.75/sq. ft.)	\$2,834k (+ \$313k) = \$3,147k
Med MHA area (\$13.25/sq. ft.)	\$1,809k (+ \$274k) = \$2,083k
Low MHA area (\$7/sq. ft.)	\$956k (+ \$196k) = \$1,152k

Proposed MHA NC-95

FAR maximum	5.0 single use 6.25 mixed use
Height limit	95 feet
Setbacks	
Front	First floor dwellings must be 4 feet above or 10 feet back from street
Upper	Avg. depth of 15 feet, max. depth of 25 feet above 75 feet
Rear	10 feet if next to residential zone
Sides	15 feet if next to residential zone
Façade modulation	Change of materials or a min. 18-inch-deep setback at a min. of every 50 feet
Parking	1 per unit; no minimum in urban villages

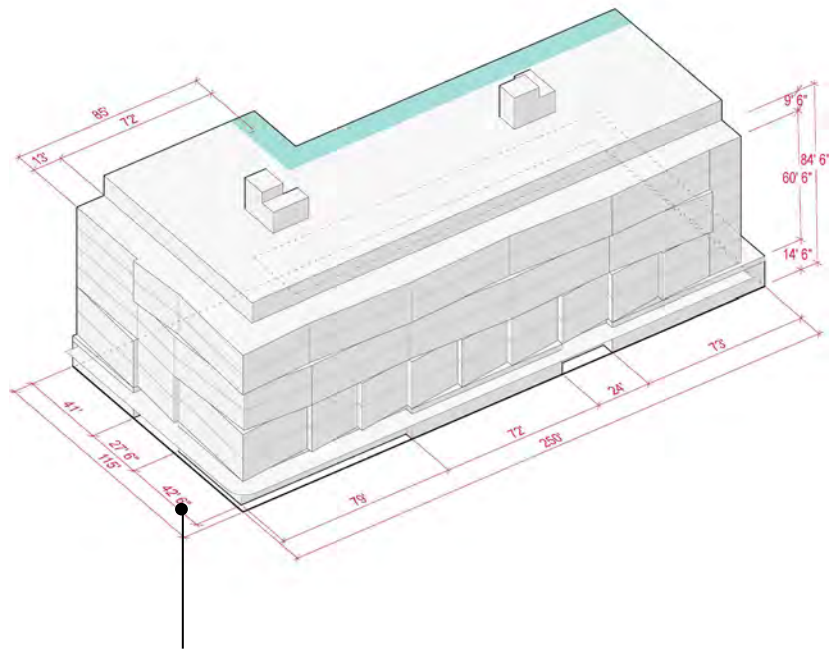
NC-95 Prototype – MHA

Lot size	28,750 sq. ft.
Total allowed gross area	179,688 sq. ft.
Efficiency factor	0.8
Ground-floor commercial	43,125 sq. ft.
Total net residential	109,250 sq. ft.
Total units	108 (18 live/work)
Average net unit size	1,012 sq. ft.
Parking spaces provided	underground



* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

The first 4,000 sf of ground floor commercial does not count towards MHA requirements



Neighborhood Commercial 95 mixed-use 9-story highrise construction

Prototype Description

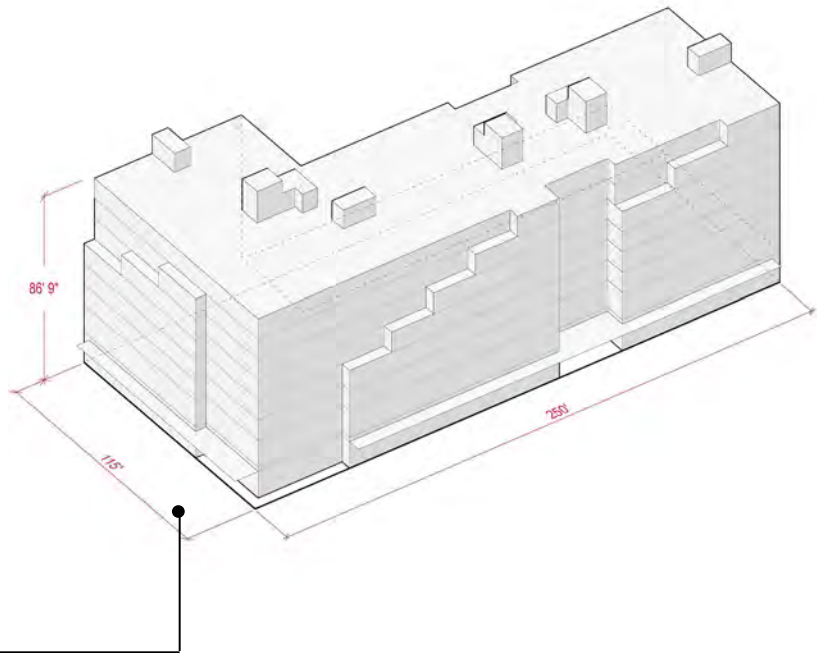
- An apartment or condominium housing product.
- Total lot size of 28,750 square feet.
- Underground parking provided for some of the units.
- Considers adjacency to smaller Lowrise zones and similar or taller Midrise zones.
- Reviews highrise concrete or steel construction

Existing NC-85

FAR maximum	4.5 for single use 6.0 for mixed-use
Height limit	85 feet
Setbacks	
Front	First floor dwellings must be 4 feet above or 10 feet back from street
Rear	10 feet if next to residential zone
Sides	15 feet if next to residential zone
Parking	1 per unit; no minimum in urban villages

NC-85 Prototype – Existing

Lot size	28,750 sq. ft.
Total allowed gross area	172,500 sq. ft.
Efficiency factor	0.8
Ground-floor commercial	43,125 sq. ft.
Total net residential	103,500 sq. ft.
Total units	116 (10 live/work)
Average net unit size	819 sq. ft.
Parking spaces provided	underground



Affordable Homes

PERFORMANCE OPTION*

(+ commercial addition)

High MHA area (7%)	8.82 (+ 3.45) = 13 units
Medium MHA area (6%)	7.56 (+ 3.45) = 12 units
Low MHA area (5%)	6.30 (+ 3.45) = 10 units

PAYMENT OPTION

High MHA area (\$20.75/sq. ft.)	\$2,536k (+ \$428k) = \$2,964k
Med MHA area (\$13.25/sq. ft.)	\$1,619k (+ \$375k) = \$1,994k
Low MHA area (\$7/sq. ft.)	\$855k (+ \$268k) = \$1,123k

Proposed MHA NC-95

FAR maximum	5.0 single use 6.25 mixed use
Height limit	95 feet
Setbacks	
Front	First floor dwellings must be 4 feet above or 10 feet back from street
Upper	Avg. depth of 15 feet, max. depth of 25 feet above 75 feet
Rear	10 feet if next to residential zone
Sides	15 feet if next to residential zone
Façade modulation	Change of materials or a min. 18-inch-deep setback at a min. of every 50 feet
Parking	1 per unit; no minimum in urban villages

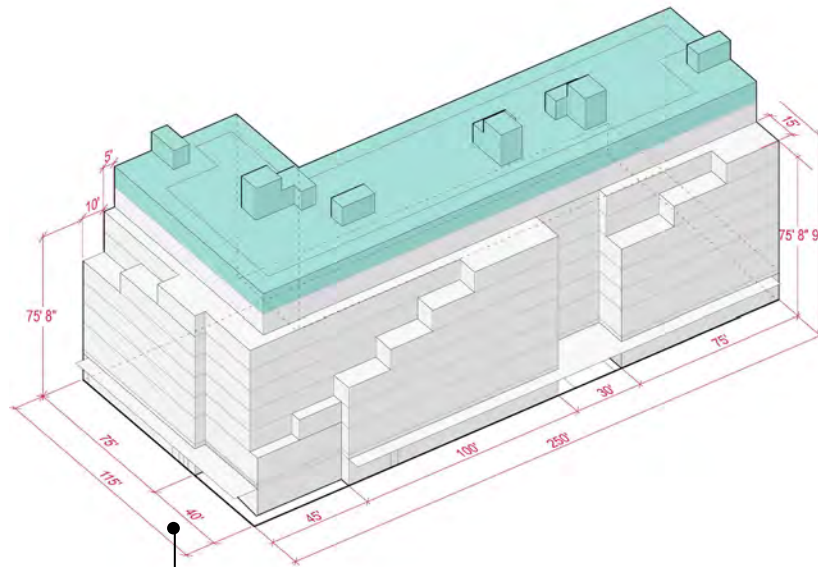
NC-95 Prototype – MHA

Lot size	28,750 sq. ft.
Total allowed gross area	179,688 sq. ft.
Efficiency factor	0.8
Ground-floor commercial	57,500 sq. ft.
Total net residential	97,750 sq. ft.
Total units	126 (10 live/work)
Average net unit size	776 sq. ft.
Parking spaces provided	underground



* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

The first 4,000 sf of ground floor commercial does not count towards MHA requirements



NC Zone - Urban Design and Neighborhood Character

Livability Benefits

- Street-facing upper-level setback standards are added, ensuring light and air access at the street level, and mitigating the impact of additional height.
- Minimum façade modulation requirements encourage varied building design and greater façade interest.
- A maximum building façade width is added to ensure human scale of buildings.
- In some zones, the additional allowed height will result in more varied and modulated building masses and forms (e.g., NC-40 and NC-55 zones).
- An option for a highrise building form in the NC-95 zone would result in more livable units with higher ceiling-to-ceiling heights and larger windows.



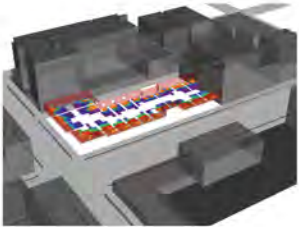
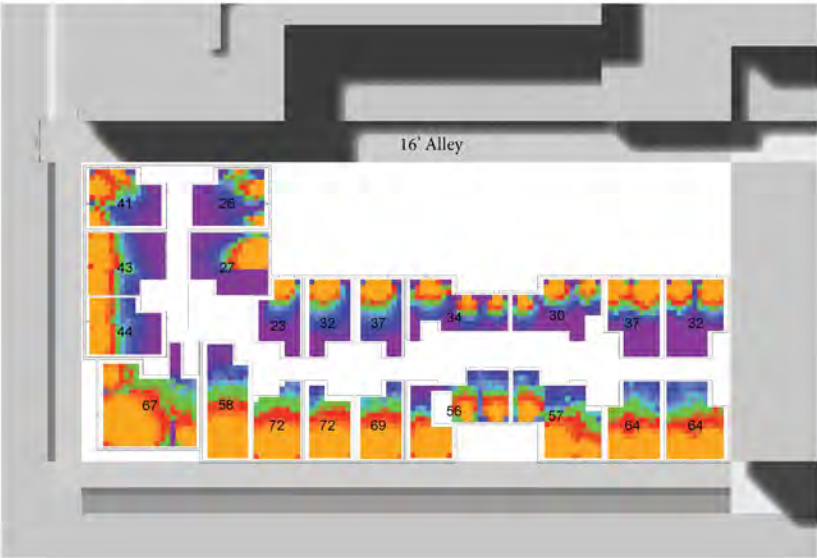
Minimum façade modulation requirements are added to encourage varied building design and greater façade interest as illustrated in the NC-95 zone.

Buildings in the NC-95 zone with higher ceiling-to-ceiling heights and larger windows allow improved daylight conditions in units.

Overall this configuration enjoys livability benefits of high rise construction. The building massing is more slender and provides more modulation than a non high-rise construction in the same zone.

HALA DAYLIGHT STUDY

E Level 2
Wall Height: 12'-0"

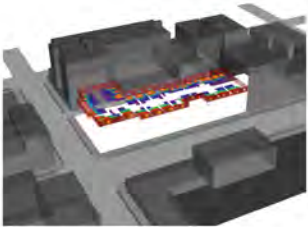
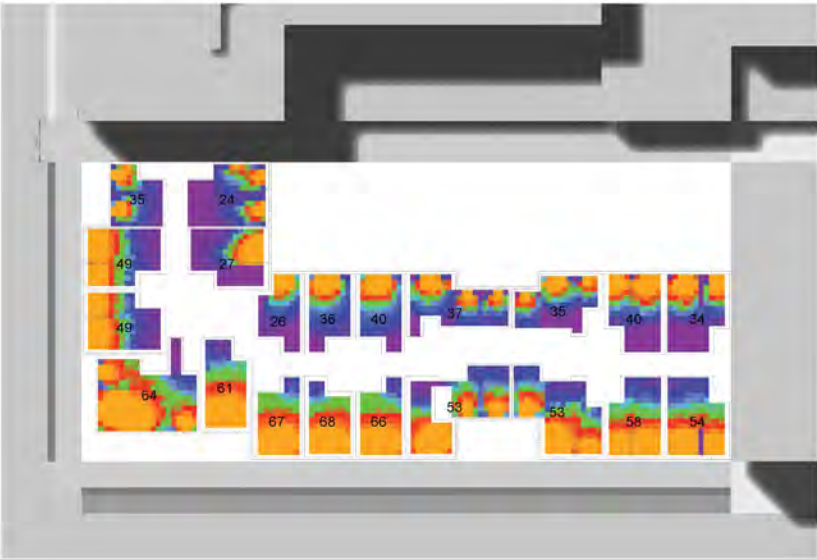


Study Assumptions:
Windows are located in every habitable room. Window area is calculated at the code minimum of 8% of the habitable floor area

0% 100%
Daylight Autonomy:
Percent of annual hours 8:00am - 6:00pm that exceeds 100 lux at 30" AFF

HALA DAYLIGHT STUDY

E Level 4
Wall Height: 9'-0"



Study Assumptions:
Windows are located in every habitable room. Window area is calculated at the code minimum of 8% of the habitable floor area

0% 100%
Daylight Autonomy:
Percent of annual hours 8:00am - 6:00pm that exceeds 100 lux at 30" AFF



Proposed standards for the NC-40 zone supports a day care center among other amenities. FAR maximums relative to height limits support more open space in NC zones.



Neighborhood Commercial storefronts enhance the pedestrian experience.

Proposed Development and Urban Design Standards

The table below summarizes other proposed or modified development standards intended to improve an urban design outcome and improve livability with new development in the zone.

Issue / Intent	Lowrise Zone	Proposed / Modified Development Standard
Increase design flexibility and provide opportunity for increased housing production. Discourage production of ineffective street level retail space.	NC-40 NC-55 NC-75	<ul style="list-style-type: none"> Remove the use-based maximum FAR limits, so a single total maximum allowed FAR is provided.
Ensure light and air access to public rights of way, and compatibility of street facing building scale, as height limits are increased.	NC-55 NC-75 NC-95	<ul style="list-style-type: none"> In the NC-55 zone add a 5' average depth upper level setback at a height of 45'. the maximum setback depth is 15' for purposes of setback calculation. In the NC-75 zone add a 10' average depth upper level setback at a height of 55'. The maximum setback depth is 20' for purposes of setback calculation. In the NC-95 zone add a 15' average depth upper level setback at a height of 75'. The maximum setback depth is 25' for purposes of setback calculation.
Encourage human scaled buildings, and compatibility of infill development with context.	NC-75 NC-95	<ul style="list-style-type: none"> Require a break in building massing or pass-through, by adding a maximum building width standard of 240'.
Encourage design interest and human scale in large scale building facades.	NC-55 NC-75 NC-95	<ul style="list-style-type: none"> Provide facade modulation with minimum depth of 18", or change in material, texture, or color, at every 50' of facade width.
Encourage effective street level retail spaces	NC-30 NC-40	<ul style="list-style-type: none"> Retain an additional 4' height allowance for buildings that provide tall ground floor commercial spaces of at least 13'.

Midrise (MR)

Community Input

In general, the height limit and floor area increases are incremental and a good tradeoff for the affordable housing requirement.

- Incorporate open spaces and courtyards where possible.
- Consider the Midrise zone in more locations that are very close to frequent transit hubs.
- Encourage a variety of housing sizes.

Zoning Prototypes

The following pages discuss the three apartment prototypes in the Midrise zone on small and large sites.



Apartments
small site
additional height

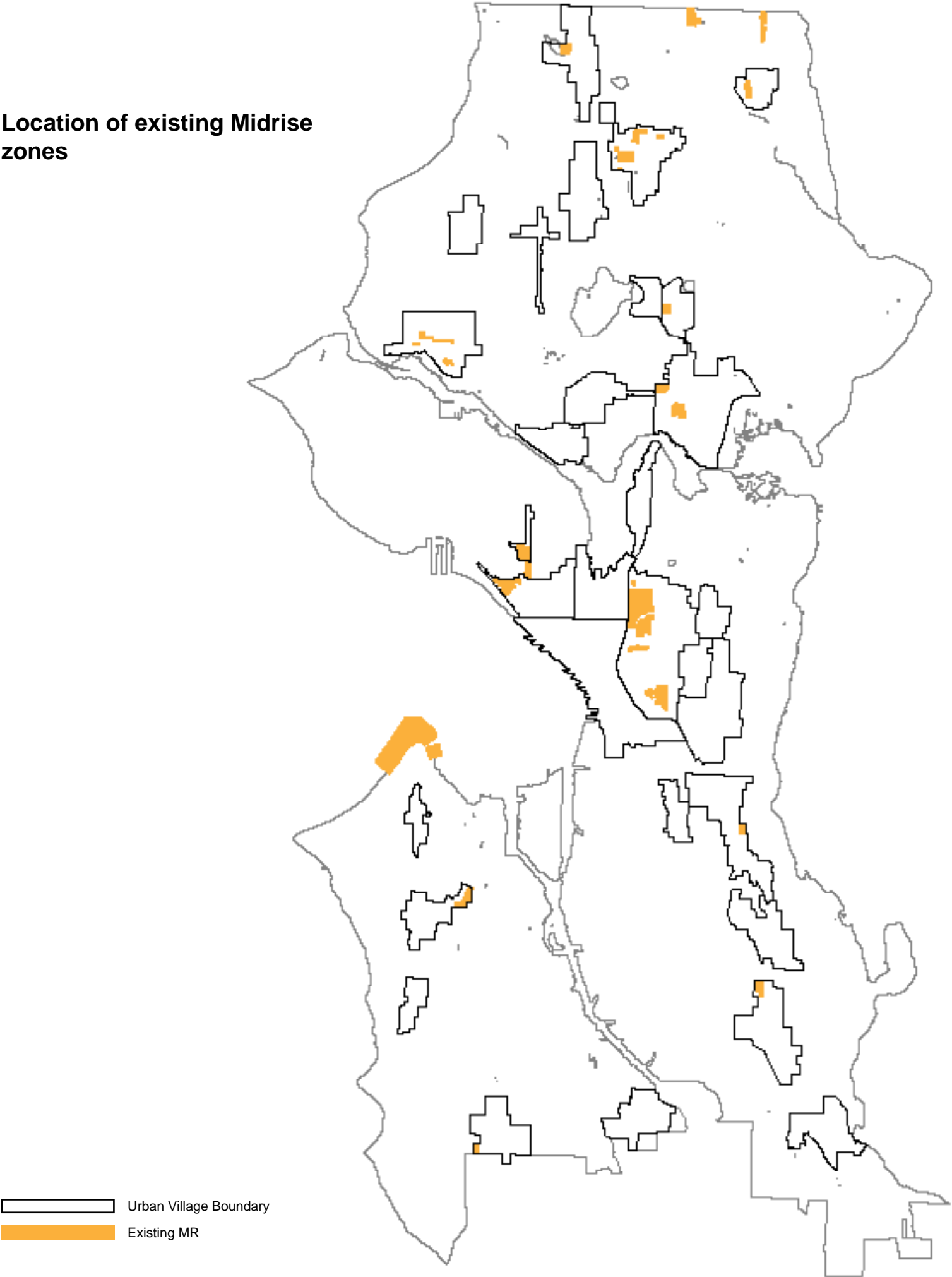


Apartments
small site
additional depth



Apartments
large site

Location of existing Midrise zones



MIDRISE

rental apartments | additional depth

Prototype Description

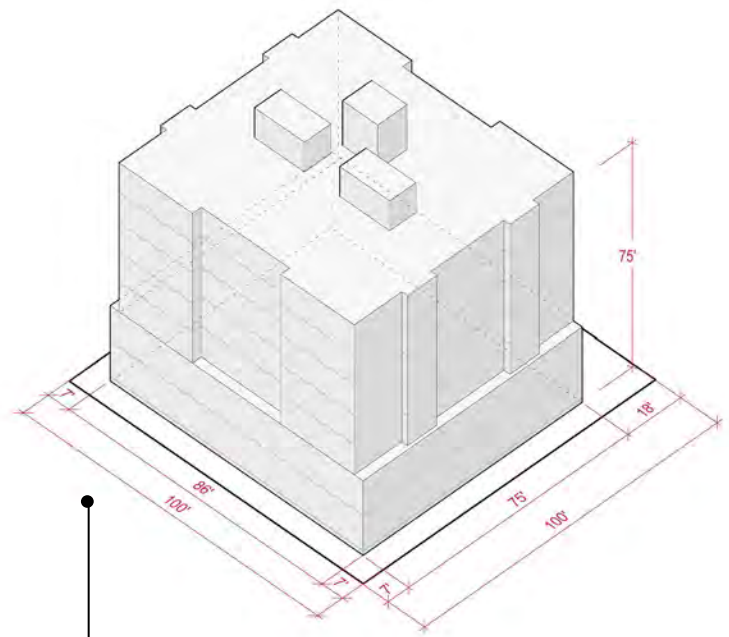
- An apartment or condominium housing product.
- Total lot size of 10,000 square feet.
- Underground parking is provided for some of the units.
- Considers adjacency to smaller Lowrise zones and similar or smaller Neighborhood Commercial zones.
- Additional floor area is achieved by greater building depth in a 7-story product.

Existing MR

FAR maximum	3.2 base 4.25 bonus
Height limit	60 feet base 75 feet bonus
Setbacks	
Front	5 feet minimum 0 feet if courtyard
Rear	10 feet with alley 15 feet without alley
Sides	<42 ft.: 5 ft. min/7 ft. avg >42ft.: 7 ft. min
Max. depth	75% of lot depth
Parking	1 per unit; no minimum in urban villages

MR Prototype – Existing

Lot size	10,000 sq. ft.
Total allowed gross area	42,500 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	34,000 sq. ft.
Total units	56
Average net unit size	607 sq. ft.
Parking spaces provided	underground



Affordable Homes

PERFORMANCE OPTION*

High MHA area (7%)	4.90 = 5 units
Medium MHA area (6%)	4.20 = 5 units
Low MHA area (5%)	3.50 = 4 units

PAYMENT OPTION

High MHA area (\$20.75/sq. ft.)	\$934,000
Med MHA area (\$13.25/sq. ft.)	\$596,000
Low MHA area (\$7/sq. ft.)	\$315,000

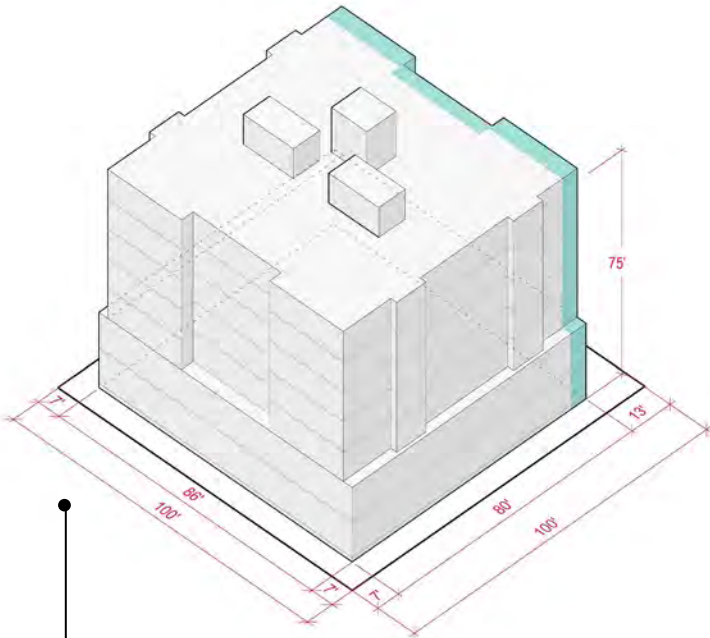
* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

Proposed MHA MR

FAR maximum	4.5
Height limit	80 feet
Setbacks	
Front	5 feet minimum 0 feet if courtyard
Upper	Above 70 feet: 15 feet (front and rear) 5 feet (sides)
Rear	10 feet with alley 15 feet without alley
Sides	<42 ft.: 5 ft. min/7 ft. avg >42ft.: 7 ft. min
Max. depth	80% of lot depth
Parking	1 per unit; no minimum in urban villages

MR Prototype – Proposed

Lot size	10,000 sq. ft.
Total allowed gross area	45,000 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	36,000 sq. ft.
Total units	70
Average net unit size	514 sq. ft.
Parking spaces provided	underground



MIDRISE

rental apartments | additional height

Prototype Description

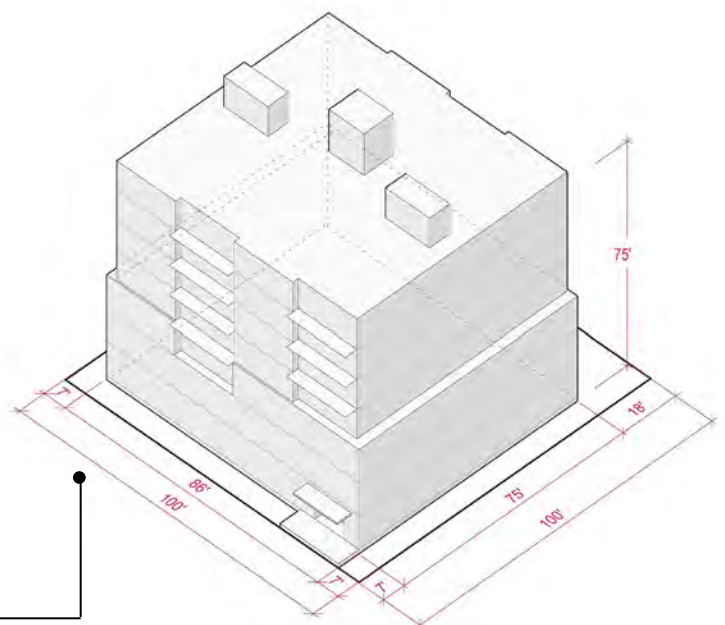
- An apartment or condominium housing product.
- Total lot size of 10,000 square feet.
- Underground parking is provided for some of the units.
- Considers adjacency to smaller Lowrise zones and similar or smaller Neighborhood Commercial zones.
- Greater building variation is achieved by greater building height in a 8-story product.

Existing MR

FAR maximum	3.2 base 4.25 bonus
Height limit	60 feet base 75 feet bonus
Setbacks	
Front	5 feet minimum 0 feet if courtyard
Rear	10 feet with alley 15 feet without alley
Sides	<42 ft.: 5 ft. min/7 ft. avg >42ft.: 7 ft. min
Max. depth	75% of lot depth
Parking	1 per unit; no minimum in urban villages

MR Prototype – Existing

Lot size	10,000 sq. ft.
Total allowed gross area	42,500 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	34,000 sq. ft.
Total units	56
Average net unit size	607 sq. ft.
Parking spaces provided	underground



Affordable Homes

PERFORMANCE OPTION*

High MHA area (7%)	4.20 = 5 units
Medium MHA area (6%)	3.60 = 5 units
Low MHA area (5%)	3.00 = 3 units

PAYMENT OPTION

High MHA area (\$ 20.75/sq. ft.)	\$934,000
Med MHA area (\$13.25/sq. ft.)	\$596,000
Low MHA area (\$7/sq. ft.)	\$315,000

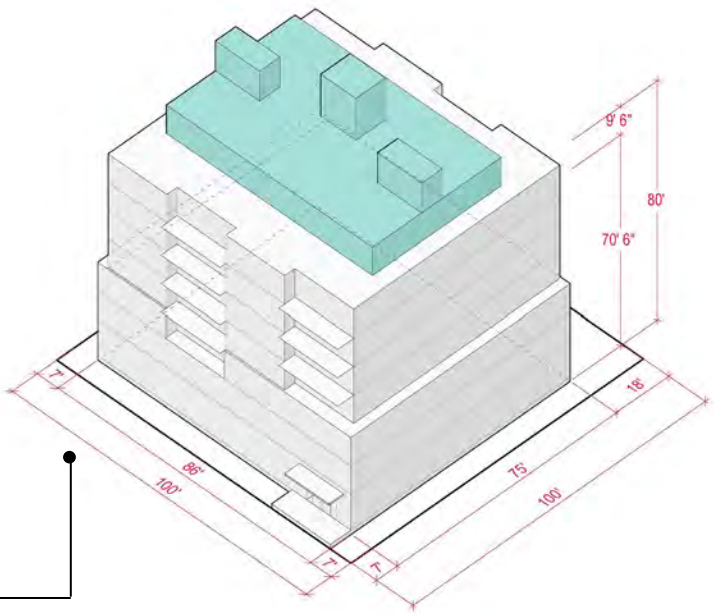
* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

Proposed MHA MR

FAR maximum	4.5
Height limit	80 feet
Setbacks	
Front	5 feet minimum 0 feet if courtyard
Upper	Above 70 feet: 15 feet (front and rear) 5 feet (sides)
Rear	10 feet with alley 15 feet without alley
Sides	<42 ft.: 5 ft. min/7 ft. avg >42ft.: 7 ft. min
Max. depth	80% of lot depth
Parking	1 per unit; no minimum in urban villages

MR Prototype – Proposed

Lot size	10,000 sq. ft.
Total allowed gross area	45,000 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	36,000 sq. ft.
Total units	60
Average net unit size	600 sq. ft.
Parking spaces provided	underground



MIDRISE

rental apartments | large infill site

Prototype Description

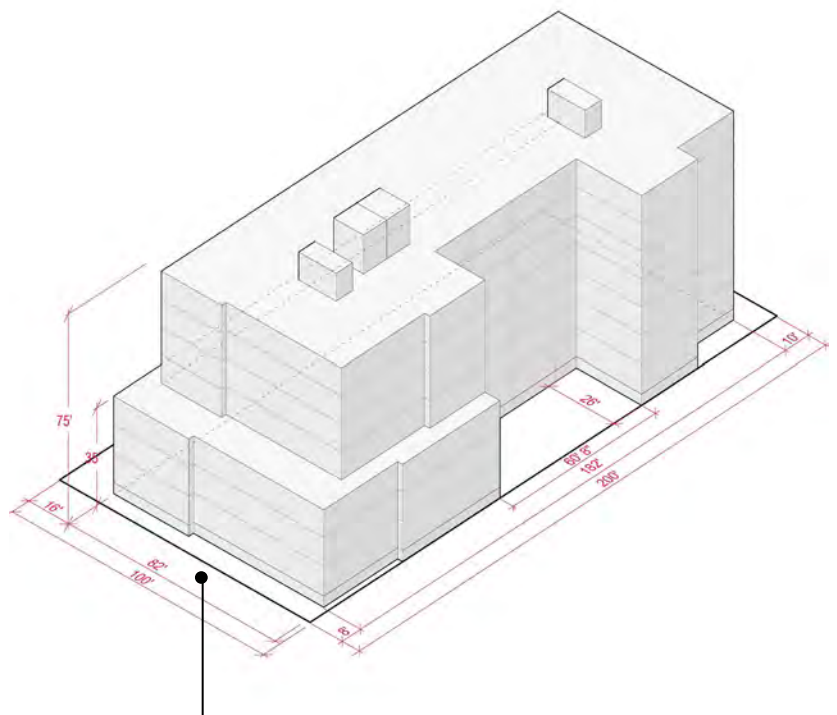
- An apartment or condominium housing product.
- Total lot size of 20,000 square feet.
- Underground parking is provided for some of the units.
- Considers adjacency to smaller Lowrise zones and similar or smaller Neighborhood Commercial zones.
- Explores a courtyard condition

Existing Midrise

FAR maximum	3.2 base 4.25 bonus
Height limit	60 feet base 75 feet bonus
Setbacks	
Front	5 feet minimum 0 feet if courtyard
Rear	10 feet with alley 15 feet without alley
Sides	<42 ft.: 5 ft. min/7 ft. avg >42ft.: 7 ft. min
Max. depth	75% of lot depth
Parking	1 per unit; no minimum in urban villages

Midrise Prototype –

Lot size	20,000 sq. ft.
Total allowed gross area	85,000 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	68,000 sq. ft.
Area below grade	5,000 sq. ft.
Total units	122
Average net unit size	598 sq. ft.
Parking spaces provided	underground



Affordable Homes

PERFORMANCE OPTION*

High MHA area (7%)	8.82 = 9 units
Medium MHA area (6%)	7.56 = 8 units
Low MHA area (5%)	6.30 = 7 units

PAYMENT OPTION

High MHA area (\$20.75/sq. ft.)	\$1,971,000
Med MHA area (\$13.25/sq. ft.)	\$1,259,000
Low MHA area (\$7/sq. ft.)	\$665,000

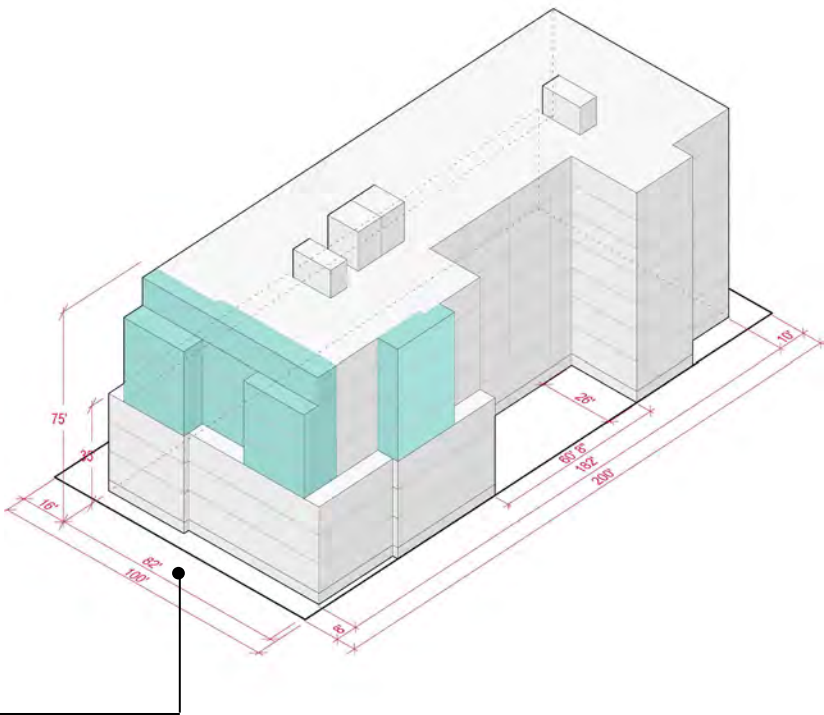
* If rounding down to provide affordable performance unit, developer must pay for the fraction they are rounding off as payment housing.

Proposed MHA

FAR maximum	4.5
Height limit	80 feet
Setbacks	
Front	5 feet minimum 0 feet if courtyard
Upper	Above 70 feet: 15 feet (front and rear) 5 feet (sides)
Rear	10 feet with alley 15 feet without alley
Sides	<42 ft.: 5 ft. min/7 ft. avg >42ft.: 7 ft. min
Max. depth	80% of lot depth
Parking	1 per unit; no minimum in urban villages

Midrise Prototype – MHA

Lot size	20,000 sq. ft.
Total allowed gross area	90,000 sq. ft.
Efficiency factor	0.8
Total net sq. ft.	72,000 sq. ft.
Total units	126
Average net unit size	611 sq. ft.
Parking spaces provided	underground



MR Zone - Urban Design and Neighborhood Character

Livability Benefits

- Midrise zones provide for infill housing opportunities in locations with the best access to transit and services.
- Courtyard design and open space standards provide amenities for residents of the housing units.



As one of the most densest residential prototypes, Midrise zones have development standards requiring separation in the building mass to reduce the overall bulk of structures.

Proposed Development and Urban Design Standards

Issue	Proposed / Modified Development Standard
Increase design flexibility and provide opportunity for increased housing production.	<ul style="list-style-type: none"> To allow flexibility to achieve more housing, the maximum lot depth limit increases from 75% to 80% and the maximum height limit increases from 75' to 80' to allow variation in building form
Provide usable open space amenities for residents.	<ul style="list-style-type: none"> Standards for a courtyard housing option are retained.
Ensure light and air access to public rights of way, and compatibility of street facing building scale, as height limits are increased.	<ul style="list-style-type: none"> A new upper-level setback standard reduces the impact of the additional story on access to light at street level and in open spaces.



MHA would retain standards for a courtyard housing option.

Other Zones

Limited Application outside of Downtown and South Lake Union

Several zones outside of Downtown and South Lake Union apply only in limited locations. These zones primarily allow highrise development, uncommon today in most of the study locations. We aren't proposing to expand where highrise development can occur as part of MHA. A few of these zones with limited locations outside of Downtown and South Lake Union are areas that have undergone a recent specific planning effort, such as the blocks around the Mt Baker Light Rail station.

Additional modeling and analysis of development capacity increases in these zones will be provided. The table below summarizes the draft proposed development capacity for the zones not included in the prototypes above.



No new highrise zones are proposed as part of MHA.

Existing Zone	Proposed Zone	Existing Development Standard	Proposed Capacity Increase
Highrise (HR)	Highrise (HR)	<ul style="list-style-type: none"> Maximum FAR (with bonuses) for buildings 240' and less: 13 Maximum FAR (with bonuses) for buildings over 240': 14 Maximum Height: 300 feet 	<ul style="list-style-type: none"> Maximum FAR (with bonuses) buildings 240' and less: 14 Maximum FAR (with bonuses) buildings over 240': 15 Maximum Height: 340 feet
NC-125	NC-145	<ul style="list-style-type: none"> Maximum FAR single use: 5 Maximum FAR all uses: 6 Height Limit: 125 feet 	<ul style="list-style-type: none"> Maximum FAR single use: 6 Maximum FAR all uses: 7 Height Limit: 145 feet
NC-160	NC-200	<ul style="list-style-type: none"> Maximum FAR single use: 5 Maximum FAR all uses: 7 Height limit: 160 feet 	<ul style="list-style-type: none"> Maximum FAR single use: 6.5 Maximum FAR all uses: 8.25 Height limit: 200 feet
All Industrial Commercial Zones (IC)	IC	<ul style="list-style-type: none"> Maximum FAR: 2.5 	<ul style="list-style-type: none"> Maximum FAR: 2.75

Seattle Mixed - North Rainier Zones (SM-NR)

SM-NR 65	SM-NR 75	<ul style="list-style-type: none"> Maximum FAR (with bonus): 5.0 Height Limit: 65 feet 	<ul style="list-style-type: none"> Maximum FAR: 5.25 Height Limit: 75 feet
SM-NR 55/75	SM-NR 55/85	<ul style="list-style-type: none"> Maximum FAR (with bonus): no limit Residential Height Limit (with bonus): 75 feet 	<ul style="list-style-type: none"> Maximum FAR: no limit Residential Height Limit: 85 feet
SM-NR 85	SM-NR 95	<ul style="list-style-type: none"> Maximum FAR (with bonus): 6.0 Height Limit: 85 feet 	<ul style="list-style-type: none"> Maximum FAR: 6.25 Height Limit: 95 feet
SM-NR 125	SM-NR 145	<ul style="list-style-type: none"> Maximum FAR (with bonus): 8.0 Height Limit: 125 feet 	<ul style="list-style-type: none"> Maximum FAR: 8.25 Height Limit: 145 feet

Seattle Mixed Dravus Zone (SM-D)

This zone does not have maximum FAR controls. The height limit and other dimensional standards govern the amount of development that can occur on a lot.

SM-D 40-85	SM-D 95	<ul style="list-style-type: none"> Maximum height (with bonus): 85 feet 	<ul style="list-style-type: none"> Maximum height: 95 feet
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Overlay Zones

Addressing Overlay Zones

An overlay zone designation applies as a layer in addition to a base zoning designation. Overlay zones address conditions unique to an area or set of issues. Examples include Station Area Overlay Zones near light rail stations, or the Stadium Transition Area Overlay District near by the professional sports stadiums.

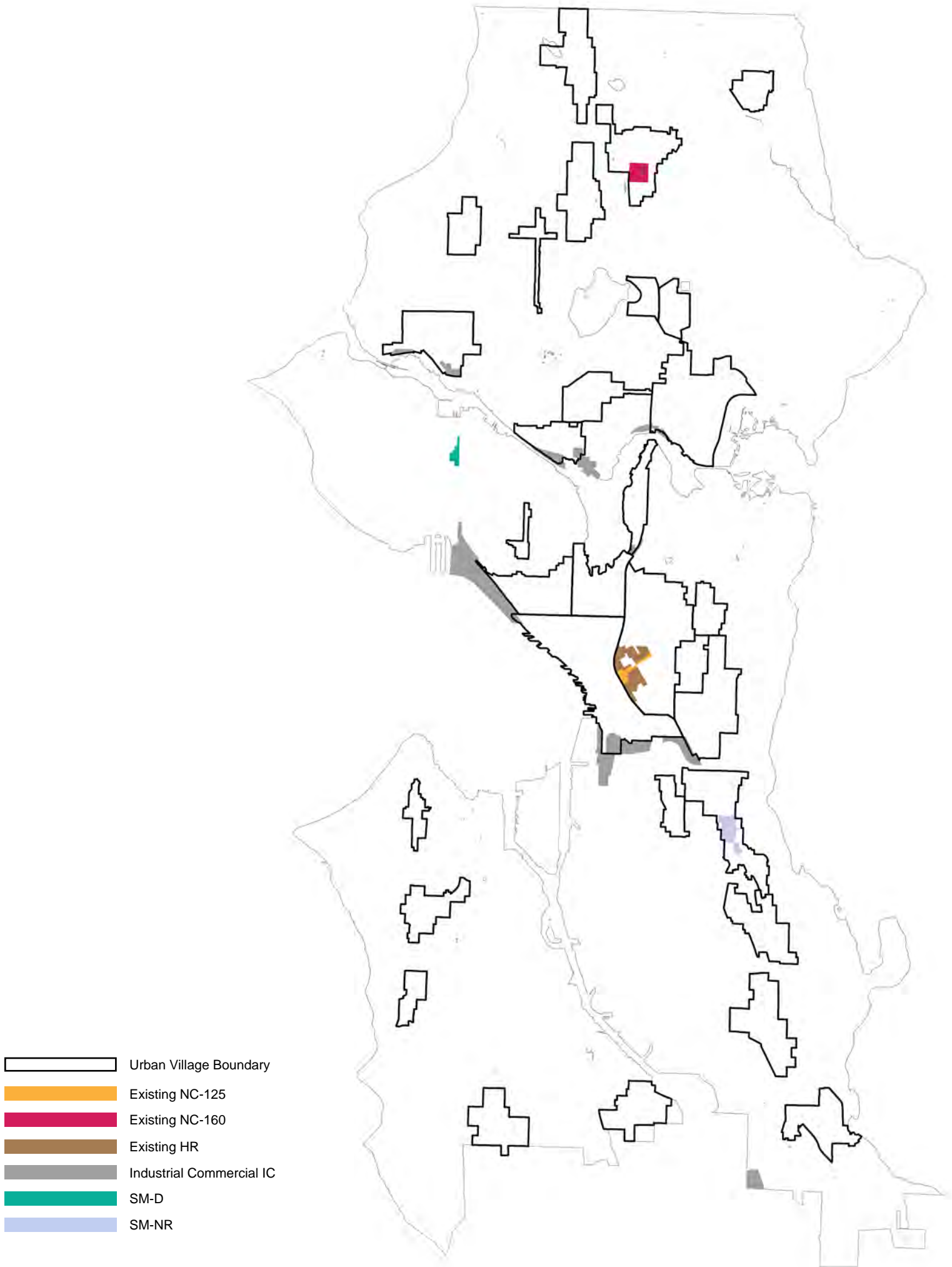
Since some overlay zones modify base developments standards such as the FAR limit, it is necessary to consider how increases in development capacity to implement MHA would be applied to overlay zones. Additional modeling and analysis of development capacity increases in overlay zones will be provided. The table at right summarizes the draft proposed development capacity increases for overlay zones.

FAR Requirements in the Station Area Overlay District

	Existing FAR	Proposed MHA FAR
NC-40 (Currently NC-30)	3	3.25 ¹
NC-55 (Currently NC-40)	4	4.25 ¹
NC-75 (Currently NC-65)	5.75	6 ¹
NC-95 (Currently NC-85)	6	6.25 ¹
NC-145 (Currently NC-125)	6	7
NC-200 (Currently NC-160)	7	8.25

¹ In these zones, existing development capacity is generally limited by height rather than FAR so additional development capacity is primarily provided through additional height.

Name	Description	Proposal
Shoreline District	The Shoreline District applies to properties within 200 feet of the shorelines of Puget Sound, Lake Washington, and the Duwamish River. Properties in this district are generally subject to additional restrictions on height and building location under state and local regulations.	Most properties within the shoreline district would not receive additional development capacity and will be exempt from MHA due to the constraints of Shoreline District regulations and the City's policy to limit development adjacent to environmentally sensitive areas. However, properties that are within the shoreline district but are separated from the shoreline by a street or other right-of-way will receive additional capacity and be subject to MHA.
Historic Districts	The City has eight designated historic districts. Development in these areas is subject to additional review and requirements.	City-designated historic districts would not receive additional development capacity and will be exempt from MHA.
Pike/Pine	Properties in this area can achieve one additional floor of residential development if they meet certain requirements to retain existing buildings or to provide spaces for small businesses and arts facilities. Properties may also sell development rights to preserve existing character buildings.	This area would receive additional development capacity and be subject to MHA. Properties would continue to be able to achieve one extra floor above the height limit through the incentive program.
Major Institution Overlay Districts	These districts are areas where a major institution, such as a large hospital or university, has developed a major institution master plan. These plans must be approved by City Council, but provide tailored development standards that account for the unique needs and plans of the institution.	These areas would receive additional development capacity and be subject to MHA. Institutional uses are not subject to MHA, but commercial and residential development in these areas would contribute to affordable housing. Major Institutional Master Plans that allow additional development beyond the underlying zoning would not be changed.
Stadium Transition Area Overlay District	Development in this district is subject to additional requirements for parking and design, but is also subject to a higher floor area ratio.	Development in this district would receive the same amount of additional capacity as similar zones outside the district.
Station Area Overlay Districts	Development in this district is subject to additional land use and design requirements, but is also subject to a higher floor area ratio.	Development in this district would receive additional development capacity as shown in the table following this chart.
Northgate Overlay District	The purpose of the Northgate Overlay District is to: Create an environment that is more amenable to pedestrians and supportive of commercial development; protect the residential character of residential neighborhoods; and support Northgate as a regional high-capacity transportation center.	The area will receive additional development capacity through the capacity increase to the underlying MHA zones. Design and development standards specific to Northgate including: street level uses, parking location and screening etc. will be retained. Development standards at SMC 23.71.040 that limit housing production with Northgate Specific density limits will be removed.





HOUSING AFFORDABILITY
AND LIVABILITY AGENDA



APPENDIX G



TECHNICAL MEMORANDUM MHA EIS GROWTH ESTIMATES.

OVERVIEW

The Mandatory Housing Affordability (MHA) Environmental Impact Statement (EIS) includes an estimate for each EIS alternative of potential residential and commercial growth that could occur and its distribution across the city. The EIS will compare environmental impacts from additional growth in the Action and No Action Alternatives. Because we don't know with certainty the amount and location of future development that will occur over a 20-year study time horizon, we developed estimates using a model that considers several variables, including the following key factors:

- The formally adopted Seattle 2035 Comprehensive Plan housing and job growth estimates citywide and in each urban village;
- The increment of land use change resulting from a specific parcel-based citywide zoning proposal for each alternative;
- Unique baseline conditions in each urban village (e.g., the existing proportions of multifamily and commercially zoned lands);
- The specific parcels most likely to redevelop considering their existing development; and
- Relative market strength in different geographic areas of the city.

This technical memo describes the modelling method and provides information about the assumptions. At a high level, the model involves the following steps for the EIS study area¹:

1. Identify the Seattle 2035 growth estimates for Seattle and each urban village in the study area.
2. Create a unique zoning map for each EIS action alternative.

¹ See Exhibit 2–1 on page 2.3 for a map of the EIS study area.

3. Identify the parcels where redevelopment could potentially occur in the future.
4. Calculate the increase in development capacity for urban villages between existing zoning and the EIS action alternative zoning maps.
5. Estimate overall housing and job growth for urban villages under each EIS alternative.
6. Estimate MHA affordable housing production for urban villages based on the alternative growth estimates.
7. Assign the urban village housing and job growth estimates to parcel locations.

SEATTLE 2035 GROWTH ESTIMATES

To estimate potential growth under each EIS alternative, we began with the minimum estimates for future housing and job growth in each urban village in the [Seattle 2035 Comprehensive Plan](#). Adopted in 2016, these 20-year growth estimates are based on statewide population forecasts from the Washington State Office of Financial Management (OFM) and reflect policy guidance from regional and countywide growth management plans. By 2035, Seattle's comprehensive plan anticipates growth of 120,000 new residents, 70,000 net new housing units, and 115,000 jobs. The urban village growth estimates in Seattle 2035 represent the minimum growth the City must plan for and identify a distribution of those new housing units and jobs throughout the city. As part of the Seattle 2035 planning process, the City also conducted a sensitivity analysis that considered growth of 100,000 net new housing units. These adopted growth estimates are the product of extensive review, including formal adoption by the Seattle City Council and approval by the Washington State Department of Commerce.

The Seattle 2035 growth estimates consider several factors, including land use constraints in urban villages, the proportion of growth expected for different types of urban villages, physical factors such as transportation infrastructure, and historical growth patterns. The EIS model incorporates the amount and location of housing and job growth estimated in Seattle 2035 but adjusts the comprehensive plan estimates upward to acknowledge the possibility of additional growth resulting from zoning changes to implement MHA. By building on the comprehensive plan growth estimates, the many assumptions and analyses that informed the Seattle 2035 planning process are integrated into the estimation of additional growth due to MHA implementation.

MHA ZONING MAPS FOR EIS ALTERNATIVES

For each action alternative in the MHA EIS, we developed a specific zoning proposal. Using GIS, we created a citywide zoning map for all parcels in the study area in Alternative 2 and Alternative 3 showing specific zoning changes to implement MHA. (See Chapter 2 for a full discussion of the EIS alternatives and how they vary.) Each alternative's map identifies the zoning designation and parcel square footage for all specific zoning changes where MHA requirements would apply.

IDENTIFY POTENTIAL REDEVELOPMENT PARCELS

To estimate growth under each EIS alternative, we need to know where development could theoretically occur in the future. To identify these places, we used the City's analytical model that estimates development capacity citywide and in designated urban villages. Development capacity is an estimate of how much new development could occur theoretically over an unlimited time period. It represents the difference between the buildings and uses that exist today and the likely amount that could be built according to zoning regulations.

The City's development capacity model follows a method used by all jurisdictions in King County. First, the model identifies which vacant and underdeveloped parcels could be available for development.

Second, the model estimates the type of development likely to occur on that parcel based on zoning. Lastly, the model calculates the difference between potential and existing development. The analysis uses several specific assumptions about development in Seattle's various zones to identify the parcels considered likely to redevelop. We outline the most salient assumptions below. For a full discussion of methods and assumptions, see [Appendix 2 in this Development Capacity report](#).

1. To identify underdeveloped parcels that could be redeveloped, the model generally compares the current level of development on a parcel with the level that current zoning allows or proposed zoning would allow. When the difference between these levels exceeds a given threshold, the model considers the parcel susceptible to redevelopment. Depending on the type of land use, this threshold is either ratio of existing residential units to potential residential units, existing building floor area to potential building floor area, or the value of buildings on the parcel to its assessed land value.

2. Seattle has several mixed-use zones that allow both residential and commercial development. To estimate development capacity, the model applies an “observed” ratio assumption to each parcel based on the average split of residential and commercial floor area in new construction over the last ten years for each mixed-use zoning category. We apply the assumption to every parcel in that zoning category. In the EIS model, we used the same ratios from the City’s previous development capacity analyses. For new MHA zones, we used the same ratio as the existing zone, i.e., the same ratio applies to an existing NC-40 zone and an NC-55 zone under MHA.
3. The calculation of development capacity is based largely on floor area ratio (FAR) limits for each zone. The City’s development capacity model uses observed FARs (i.e., calculations of FARs from actual historical development projects in each zone) rather than the maximum FARs contained in the Land Use Code.² However, because we cannot create “observed” FARs for a set of proposed zones that do not yet exist anywhere in Seattle, we have calculated the change in development capacity in each EIS alternative based on the difference in existing and proposed code-maximum FARs. See Appendix 6 for detail on FAR assumptions.
4. Seattle’s Lowrise (LR) zones have different FAR limits for different housing types. For example, the maximum FAR limit for a townhouse development is different than the maximum for an apartment development. Because we cannot predict the type of housing development parcel by parcel in Lowrise zones, the City’s development capacity model typically uses a “blended” FAR limit that comprises a weighted average of the various observed FARs in each Lowrise zone. To analyze the change in development capacity in each EIS alternative, we must use corresponding blended FARs for MHA zones. To account for the possibility that a larger portion of Lowrise development under MHA is apartments rather than townhouses or rowhouses, we increased the weighting of the highest FAR limit for each Lowrise zone in the action alternatives.
5. In each action alternative, many parcels currently zoned Single Family Residential are proposed to be rezoned to Residential Small Lot (RSL), where the proposed FAR limit is 0.75. To identify where redevelopment is possible, the capacity model relies on a redevelopment threshold for every zone, calculated as ratio of existing to potential development for each zone. For RSL zones, we assumed that only those parcels

² This is compliance with comprehensive planning policy outlined in the Growth Management Act (GMA).

where the existing FAR (i.e., the ratio of floor area in existing structures to the size of the parcel) is at most 0.375 would be identified as redevelopable. This is a higher threshold than other multifamily zones (i.e., it assumes redevelopment is possible on a larger number of parcels). Above this threshold, the largest new development allowed under RSL zoning would be less than twice the size of existing development. Due to the high value of the existing development, it is unlikely that demolition of the existing structure and redevelopment of a slightly larger structure would be profitable in most cases.

With these assumptions, the model identified the parcels susceptible to redevelopment based on existing zoning. For several reasons, we assume that the parcels identified using the City's development capacity model as most likely to redevelop under existing zoning are the best available estimation of the parcels that would be most likely to redevelop after zoning changes to implement MHA.³ One reason is that MHA implementation involves both increases in development capacity (which add value to property owners) and a mandatory contribution to affordable housing (which adds a cost to new development). MHA requirements are proposed to be set so that the value of additional development capacity offsets, at least to some extent, the additional cost of the affordable housing payment or performance amount. To achieve this, we have proposed three tiers of MHA payment and performance amounts and proposed to apply higher MHA requirements for larger increases in development capacity. An [MHA economic feasibility analysis](#) concluded that, after MHA requirements and the proposed zoning increases, development on a particular site in some cases is feasible and in other cases is infeasible. Additionally, the study found that, in most cases, factors aside from the MHA requirement are a bigger determinant of a potential development's feasibility than the MHA requirement. Therefore, the analysis of all EIS alternatives includes these parcels.

However, we also recognized that certain zoning changes could, in some cases, make development possible on a parcel that wasn't identified as susceptible to redevelopment under existing zoning. For this reason, for all parcels that would receive an increase of more than one zoning category, we compared current development to potential development based on the proposed MHA zoning standards. These larger zoning changes are identified with an (M1) or (M2) suffix in the zone name, and higher tiers of MHA requirements apply to development in these

³ For parcels currently zoned Single Family Residential, we used the MHA zoning for each alternative to determine if a parcel is likely to redevelop.

zones. For example, consider a parcel with Lowrise 1 zoning today and Lowrise 3 (M1) zoning in an EIS alternative. Depending on its existing buildings, the parcel may not show up in the City's model as susceptible to redevelopment based on existing zoning. But for all parcels in (M1) and (M2) zones, we included in our analysis those redevelopment parcels meeting the model's thresholds based on the proposed zoning standards, irrespective of the higher MHA requirements in these zones.

CALCULATE THE INCREASE IN DEVELOPMENT CAPACITY

After determining the potential redevelopment parcels, we calculated the increase in development capacity based on the proposed MHA zoning designations in Alternative 2 and Alternative 3. For all redevelopment parcels, we calculated the difference between potential development under existing zoning standards and under the proposed MHA zoning

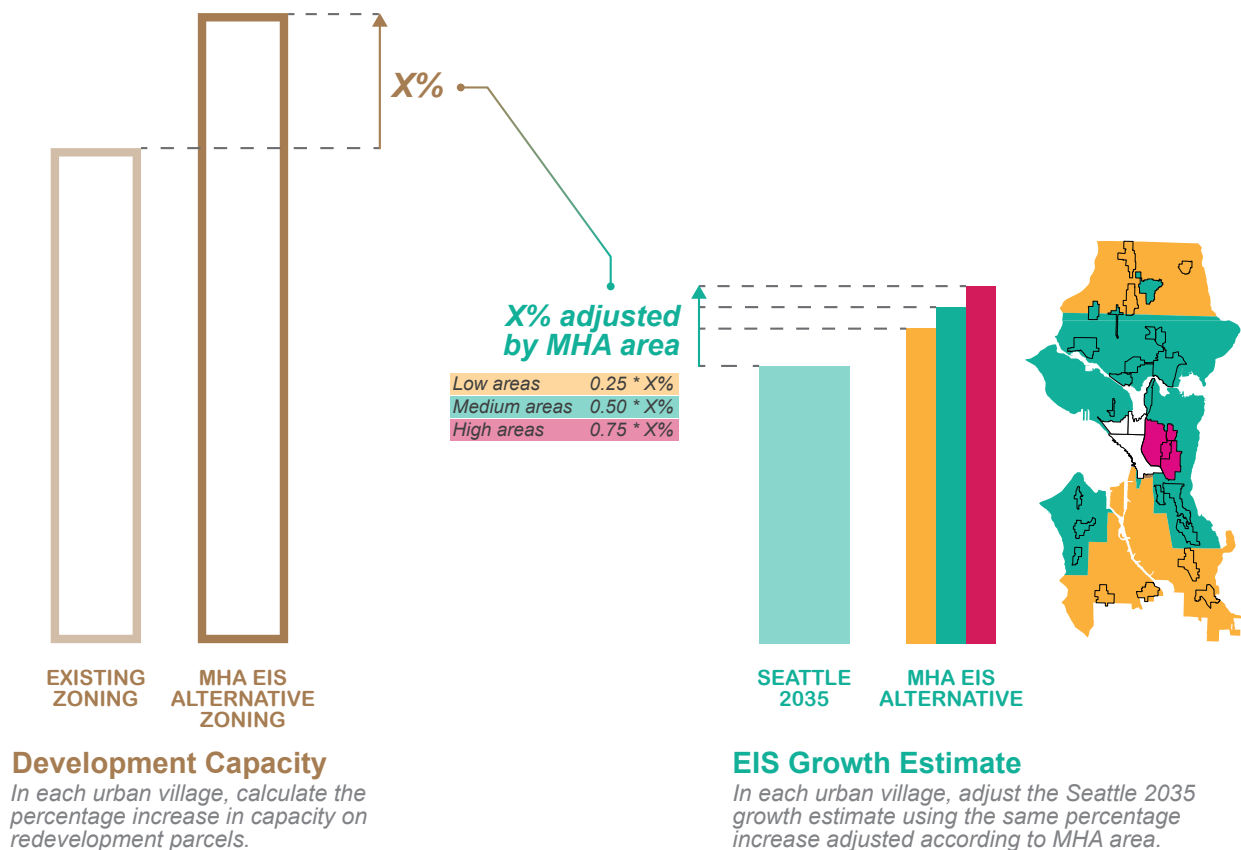


Exhibit G-1 Method of Calculating the Increase in Development Capacity

Source: City of Seattle, 2017.

standards.⁴ This calculation incorporates land use regulations that govern how large a building can be, particularly FAR limits.⁵

We then summarized the difference in overall residential and commercial development capacity for each urban village, expressed as a percentage increase. For example, if an urban village has capacity for 1,000 homes under existing zoning and 1,500 homes under one of the EIS alternatives, residential development capacity has increased 50 percent. Where MHA implementation would expand an urban village boundary based on the Seattle 2035 Comprehensive Plan, we calculated the relative increase in capacity based on the expanded urban villages boundaries for each EIS action alternative.⁶

Several important caveats apply to the calculation of development capacity:

1. It does not estimate how much or how quickly development will occur in a specific time period.
2. It does not predict market demand.
3. It does not factor in financial feasibility, construction costs, or the willingness of a property owner to sell or redevelop.
4. It evaluates only the quantity of development that could theoretically eventually be produced for a given zoning scenario.

ESTIMATE INCREASE IN HOUSING AND JOB GROWTH

To estimate potential growth under each EIS alternative, we estimated how the increase in development capacity due to MHA zoning changes could potentially increase growth beyond the adopted 20-year growth estimates in the Seattle 2035 Comprehensive Plan used for Alternative 1 No Action. For study purposes, the MHA EIS assumes that increasing development capacity could result in additional growth beyond the minimum of 70,000 households and 115,000 jobs anticipated in Seattle 2035.

Development capacity is only one factor that influences where and when housing is built. Market factors, such as the cost of housing, access

⁴ Some parcels have two or more zoning designations. For these “split-zone” parcels we calculated development capacity based on the zone containing the parcel’s centroid.

⁵ See Appendix F for a full list of existing and proposed FARs used in the capacity analysis.

⁶ See Appendix H for the zoning maps analyzed in each EIS alternative.

to jobs, local amenities, and overall regional demand, also influence housing growth.

While increases in development capacity will tend to increase the amount of development in an area, the overall demand for housing in a neighborhood also limits the effect of any development capacity changes there. The extent to which future growth will be influenced more by development capacity or by market demand varies. The influence of these factors can be summarized into two extreme viewpoints:

- 1. Capacity-limited development:** The view that demand for new housing across Seattle or in a specific neighborhood is so great that all potential redevelopment sites will develop with the maximum amount of development that zoning laws allow. In this view, zoning alone determines how much growth will occur. Additional development capacity provided in a given area will be developed at the same rate as existing capacity.
- 2. Market-limited development:** The view that there is a certain fixed amount of demand for housing in a given area determined by its general cost, location, school system, amenities, etc. In this view, increasing development capacity will not result in additional new development because demand determines how much development will occur.

This EIS assumes that the most probable and reasonable scenario is somewhere between these viewpoints. Therefore, the analysis assumes that additional development capacity would increase growth in the following proportions:

Exhibit G-2 Method for Estimating Growth Based on Development Capacity Changes

MHA Area*	Method
High MHA areas	For every 1 percent increase in the urban village development capacity, the 20-year Comprehensive Plan growth estimate increases 0.75 percent.
Medium MHA areas	For every 1 percent increase in the urban village development capacity, the 20-year Comprehensive Plan growth estimate increases 0.5 percent.
Low MHA areas	For every 1 percent increase in the urban village development capacity, the 20-year Comprehensive Plan growth estimate increases 0.25 percent.

* MHA requirements are proposed to vary geographically based in part on market conditions, as shown in [this map](#).

Source: City of Seattle, 2017.

In a growing region, new development generally occurs more quickly in strong market areas and more slowly in weak market areas. Where zoning envelopes constrain the amount that can be built in a strong market, an increase in the zoning envelope (i.e., additional development capacity) has a stronger effect on the resultant amount of growth. Where the market is weak, increased development capacity has a less direct relationship with growth. We consider market strength dynamics when we estimate how increased development capacity could result in additional growth, as seen in the table above.

This method reflects and balances the effects of the unique MHA zoning proposal for each urban village (expressed as a development capacity increase); market factors; and the statewide forecasting, countywide policy, and local planning of the Seattle 2035 growth estimate.

ESTIMATE MHA AFFORDABLE HOUSING PRODUCTION

Using the methods above, we arrive at an estimate of residential and commercial growth for the study area overall and for each urban village. For residential growth, these estimates include market-rate housing and affordable housing created through the MHA performance option, because together these housing units represent residential growth that occurs through market-rate development.⁷ Based on the residential and commercial growth estimates citywide and for each urban village, we calculate the number of affordable homes we can expect for each EIS alternative through the MHA payment and performance options. To do this, we used the following assumptions and steps:

- In the EIS study area, 50 percent of residential development will choose the performance option and 50 percent will choose the payment option. All commercial development will choose the payment option.
- New affordable housing funded by the Office of Housing (OH) requires a contribution of \$80,000 per unit from OH (based on a model project leveraging four percent low-income housing tax credits and no additional public funds).
- 10 percent of MHA payment revenue would go to program administration.

⁷ Likewise, this residential growth estimate also includes affordable housing created through the Multifamily Tax Exemption (MFTE) program.

- Four percent of growth outside of urban villages over the next 20 years will occur in Single Family Residential zones, where MHA does not apply. MHA payment and performance requirements will apply to the remaining growth outside of urban villages.
- For analysis purposes, MHA requirements for new development in each urban village are calculated as a weighted average of the (M), (M1), and (M2) requirements based on the relative proportion of parcel square footage in (M), (M1), and (M2) zones in that urban village.
- For analysis purposes, the distribution of affordable housing funded through MHA payments to each urban village is proportional to that urban village's share of the 20-year citywide residential growth estimate in each EIS alternative.

ESTIMATE POTENTIAL DEMOLITION

A component of identifying how the alternatives could affect displacement is estimating the number of housing units that could be demolished as older buildings are replaced by newer ones through redevelopment. Demolitions associated with each alternative fall in two categories. First, there are demolitions already permitted by the City. Some of these housing units have already been demolished since 2015, and other demolitions are permitted to occur in the future. These demolitions will occur under all alternatives and are associated with building permits that have already been approved and therefore are not subject to MHA requirements. The number of demolitions in this category reflects the pace of growth in recent years and the pipeline of growth already permitted and underway.

Second, there are demolitions that have not already been permitted. Estimating the number of demolitions in this category is more difficult since we do not know which parcels will redevelop in the future. Therefore, we estimate the number of demolitions in this category using two different methods to provide a range of possible outcomes. One method allocates growth to parcels with the lowest development-to-capacity ratio based on Seattle's development capacity model. The other method assumes a continuation of the historic ratio of new units to demolished units. We describe each method in more detail below.

Modeling Demolition by Allocating Growth to Parcels

Because the city has development capacity to accommodate more housing and job growth than is anticipated over the next 20 years, we

model redevelopment given each urban village's 20-year housing and job growth estimate. This requires assumptions about which parcels are most likely to redevelop. Using the City's development capacity model, we determined which parcels have the potential to redevelop, as previously described. We then ranked all redevelopment parcels based on the ratio of existing developed floor area to the maximum allowed developed floor area under proposed zoning. Parcels with the lowest ratios were ranked highest. For example, a parcel with an existing 5,000-square-foot commercial building with proposed zoning that would accommodate a 20,000-square-foot building has a ratio of 0.25. But if this same parcel had only a parking lot and no existing buildings, its ratio would be zero, the lowest possible. For parcels with residential uses, the ratio reflects the current number of housing units compared to the maximum allowable number of housing units, assuming an average unit size of 1,000 square feet.

To determine the total amount of growth to allocate to parcels in each urban village, we first subtracted the total amount of development currently in the pipeline (i.e., development already permitted but not yet completed by 2015) from the total growth estimated for that village. We then divided the remaining residential growth into three zoning categories: Residential Small Lot, Lowrise and Midrise, and Highrise and Commercial. For each urban village, the model assumes that the share of total units allocated to parcels in each of these categories matches the share of total residential capacity in each of these categories. This helped ensure that redevelopment occurred on parcels in various zones, including current Single Family zones, rather than only the empty parking lots and vacant parcels at the top of the ranked list for each urban village.

We then allocated four different categories of growth to parcels for each urban village: housing units (in three different categories) and jobs. Parcels with the lowest development-to-capacity ratio received growth first, proceeding down the ranked list until all remaining growth was allocated. The split between job and housing growth on parcels in mixed-use zones was proportional to the overall ratio of job growth to housing growth estimated for that urban village. Finally, with the allocation process complete, we summarized the total number of existing housing units on parcels that the model assumes will be redeveloped.

This method of estimating the number of demolitions has limitations. Many complex factors affect the exact timing and location of growth, making it exceedingly difficult to predict a parcel-specific distribution of growth over 20 years. Nonetheless this model identifies a plausible growth scenario detailed enough to generate a specific estimate for the

number of homes that could be demolished in each alternative. In the DEIS, the demolished unit counts from this model are represented as the “Low” estimate. We used a separate model to develop a “High” estimate.

Estimating Demolition Based on Historic Trends

To develop a “High” estimate of demolished units for each alternative, we analyzed historic permit data to calculate the ratio of net new housing units developed to the number of housing units demolished. This ratio was calculated citywide in all zones except Single Family and Downtown since the study area excludes these zone categories. We found that, from 2010 to 2016, 13.4 net new housing units were created for every housing unit demolished. We used this ratio to estimate the number of housing units demolished based on the total remaining growth (after pipeline) estimated for each urban village. In almost all cases, this estimate was higher than the result of the allocation model.

Finally, we accounted for demolitions in some single-family areas in Alternative 1. The growth allocation exercise described above relies on parcels identified as redevelopable in our capacity model. This model identifies effectively zero single-family parcels as redevelopable because no net new housing can be built there. Yet demolitions in Single Family zones do occur under existing zoning. Since the demolition estimates for Alternatives 2 and 3 derive in part from rezoned Single Family land inside and outside urban villages, we also estimated the demolitions expected in these areas under Alternative 1 No Action. From 2007 to 2016, 10.4 demolitions occurred annually in the area where single-family parcels are rezoned in either Action Alternative. Extended over the 20-year time horizon of this EIS, this results in 208 demolitions in single-family areas under Alternative 1 in addition to the estimate generated from the growth allocation method.

The results of these calculations are in Section 3.1 Housing and Socioeconomics, Exhibit 3.1–41.

What's changed since the DEIS?

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

APPENDIX H



ZONING MAPS ALTERNATIVE 2, ALTERNATIVE 3, AND PREFERRED ALTERNATIVE.

ACTION ALTERNATIVE ZONING MAPS

As described in Chapter 2 each action alternative includes a specific zoning proposal for all land parcels in the study area that are proposed to have zoning changes to implement MHA. This appendix contains a set of maps depicting the zoning changes.

Maps are organized so that each urban village and urban center has a proposed zoning map. Some zoning changes are proposed for areas outside of urban villages and urban centers, and those are summarized in maps following the urban center and urban village maps. In a large majority of instances zoning changes proposed for areas outside of urban villages and urban centers are (M) tier capacity increases. Any exception to this convention is annotated on the map.

The following notes assist with reading the zoning maps:

- All areas shaded with a color (not gray) have a proposed zoning change.
- Each proposed zone change is annotated with the existing zone designation listed before a “|” and the proposed zone designation listed after the “|”
- Each proposed zoning change has an (M), (M1), or (M2) MHA suffix
- Areas indicated with diagonal hatching have a selective zoning change often resulting in an (M1), or (M2) suffix

In addition to the static maps in this appendix, an interactive online webmap version of the maps is available at <http://tinyurl.com/HALA-MHA-EIS>.

Summary Metrics

New to the FEIS

FEIS Exhibit H-3 is new since issuance of the DEIS, and FEIS Exhibit H-4 through Exhibit H-7 now include the Preferred Alternative since issuance of the DEIS

The tables below contain summary information about the Alternatives zoning maps. The first set of tables indicate how much land is proposed to be rezoned from each existing zoning designation to proposed MHA zoning designations. The second set of graphs indicate the quantity of redevelopable parcel area in (M), (M1) and (M2) designations within each urban village.

Exhibit H-1 Land Area of Existing and Proposed MHA Zoning, Alternative 2

Sum of Parcel Area with Zoning Changes in Alternative 2 (Acres)		MHA Zoning →																						Grand Total
		RSL	Lowrise 1	Lowrise 2	Lowrise 3	Midrise	Highrise	Commercial 40	Commercial 55	Commercial 75	Neighborhood Commercial 40	Neighborhood Commercial 55	Neighborhood Commercial 75	Neighborhood Commercial 95	Neighborhood Commercial 145	Neighborhood Commercial 200	SM/R-75	SM-D 95	SM-NR-145	SM-NR-75	SM-NR-95	SM-RB-95	Industrial Commercial	
← Existing Zoning	Single Family	647.5	319.9	249.2	91.7						4.3	0.9					0.1					3.7		1,317.3
	RSL/TC		7.3																					7.3
	Lowrise 1		271.8	9.7	8.6	3.4																		293.5
	Lowrise 2			233.4	19.0	5.0					3.3	0.2		0.5										261.4
	Lowrise 3				206.4	95.3					0.9	2.3	6.8											311.8
	Midrise					62.9																		62.9
	Highrise						13.9																	13.9
	Commercial 30							3.1				0.2												3.2
	Commercial 40								142.3	6.9		51.9	12.4	1.9										215.4
	Commercial 65									244.3			48.0	14.1							2.0			308.4
	Neighborhood Commercial 30										71.3	9.3												80.6
	Neighborhood Commercial 40											433.0	21.5									2.4		456.9
	Neighborhood Commercial 65												167.8	6.3	2.1									176.2
	Neighborhood Commercial 85													71.7	12.3									84.0
	Neighborhood Commercial 125															2.2								2.2
	Neighborhood Commercial 160																2.9							2.9
	SM/R-65																	1.6						1.6
	SM-D 40-85																		3.9					3.9
	SM-NR-125																			12.9				12.9
SM-NR-65																				0.4	1.3		1.7	
SM-NR-85																					11.1		11.1	
Industrial Commercial																						42.6	42.6	
Grand Total		647.5	599.1	492.2	325.7	166.6	13.9	3.1	142.3	251.3	79.9	497.8	256.5	94.5	16.5	2.9	1.7	3.9	12.9	0.4	14.4	6.1	42.6	3,671.7

Source: City of Seattle, 2017.

MHA Zoning →

Source: City of Seattle, 2017.

Exhibit H-3 Land Area of Existing and Proposed MHA Zoning, Preferred Alternative

		MHA Zoning →																												
Sum of Parcel Area with Zoning Changes in Preferred Alternative (Acres)		RSL	Lowrise 1	Lowrise 2	Lowrise 3	Midrise	Highrise	Commercial 40	Commercial 55	Commercial 75	Neighborhood Commercial 40	Neighborhood Commercial 55	Neighborhood Commercial 65	Neighborhood Commercial 75	Neighborhood Commercial 105	Neighborhood Commercial 145	Neighborhood Commercial 200	SM/R-75	SM-95	SM-D 95	SM-NR-75	SM-NR-95	SM-NR-145	SM-RB-55	SM-RB-85	SM-RB-125	Industrial Commercial	Grand Total		
← Existing Zoning	Single Family	767.6	296.7	151.9	22.8						2.1	3.0						0.1							3.7				1,248.0	
	RSL/TC		7.3																										7.3	
	Lowrise 1		271.0	9.3	7.7																								288.1	
	Lowrise 2			231.0	37.6	1.5					0.4	2.2	3.0	0.6															276.5	
	Lowrise 3				222.9	24.9						2.7	1.0	9.6					3.0							0.1			264.3	
	Midrise					63.9																							63.9	
	Highrise						13.9																						13.9	
	Commercial 30							2.2			0.9																		3.1	
	Commercial 40	0.1	0.1		0.3				130.6	6.9		48.8	4.1	26.7	0.8															218.5
	Commercial 65									240.4		14.0	0.8	51.2	0.8								2.0							309.2
	Neighborhood Commercial 30										67.2	8.9	2.0	0.3																78.4
	Neighborhood Commercial 40			0.8		0.3						394.7	8.9	51.1												3.3	2.4			461.5
	Neighborhood Commercial 65											1.0		168.6																169.6
	Neighborhood Commercial 85											0.6				73.7	10.4													84.6
	Neighborhood Commercial 125																2.2													2.2
	Neighborhood Commercial 160														1.4			2.3												3.7
	SM/R-65																		1.6											1.6
	SM-D 40-85																				3.9									3.9
	SM-NR-65																					0.4	1.3							1.7
	SM-NR-85																						11.1							11.1
SM-NR-125																							12.9						12.9	
Industrial Commercial													1.8														45.3		47.1	
Grand Total		767.8	575.2	393.0	291.4	90.6	13.9	2.2	130.6	247.3	70.6	476.0	19.8	311.3	75.3	12.5	2.3	1.7	3.0	3.9	0.4	14.4	12.9	3.7	3.4	2.4	45.3		3,571.1	

Source: City of Seattle, 2017.

Exhibit H-4

Redevelopable Parcel Land Area by MHA Tier: High Displacement Risk and Low Access to Opportunity Urban Villages

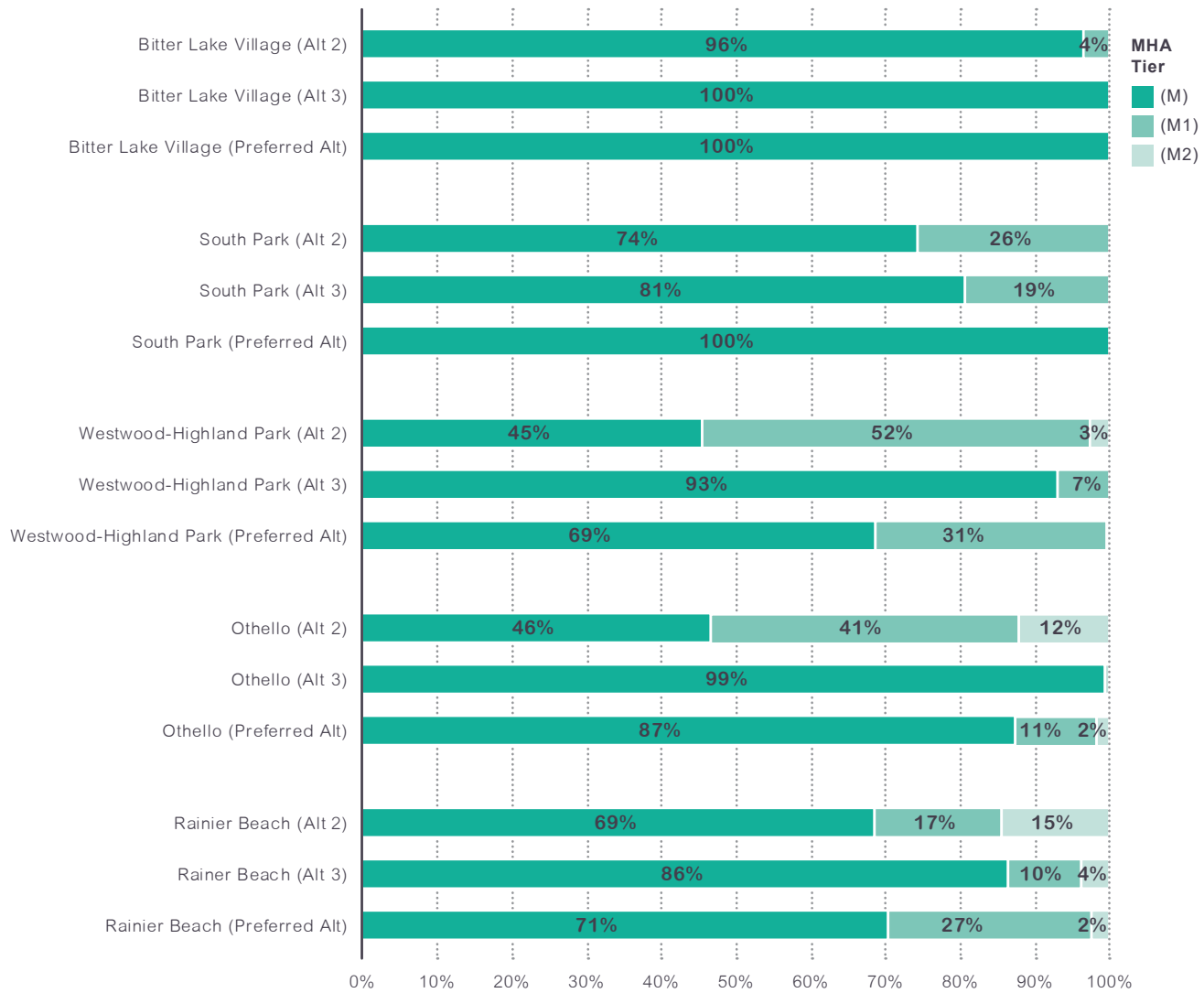


Exhibit H-5

Redevelopable Parcel Land Area by MHA Tier: Low Displacement Risk and High Access to Opportunity Urban Villages

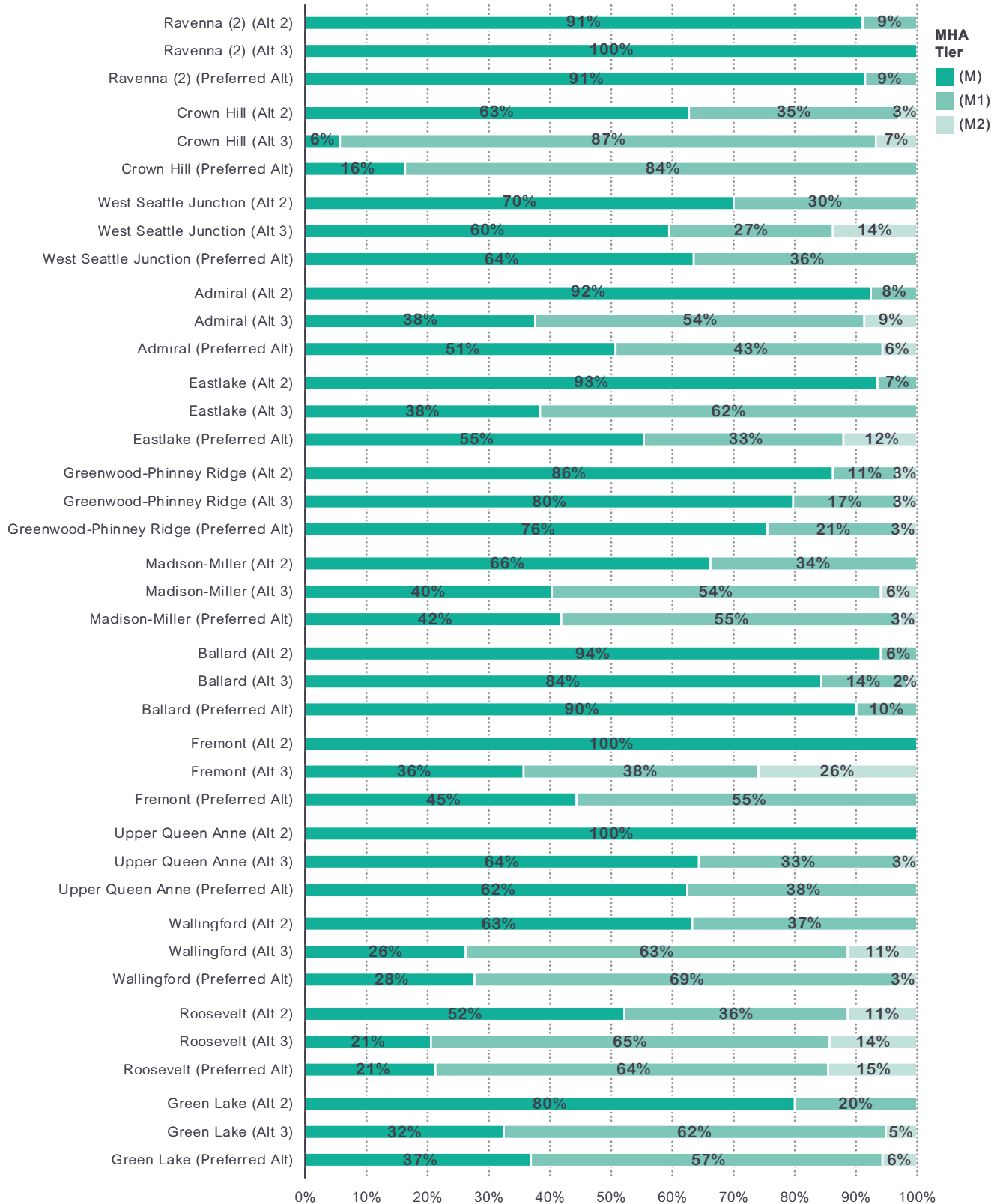


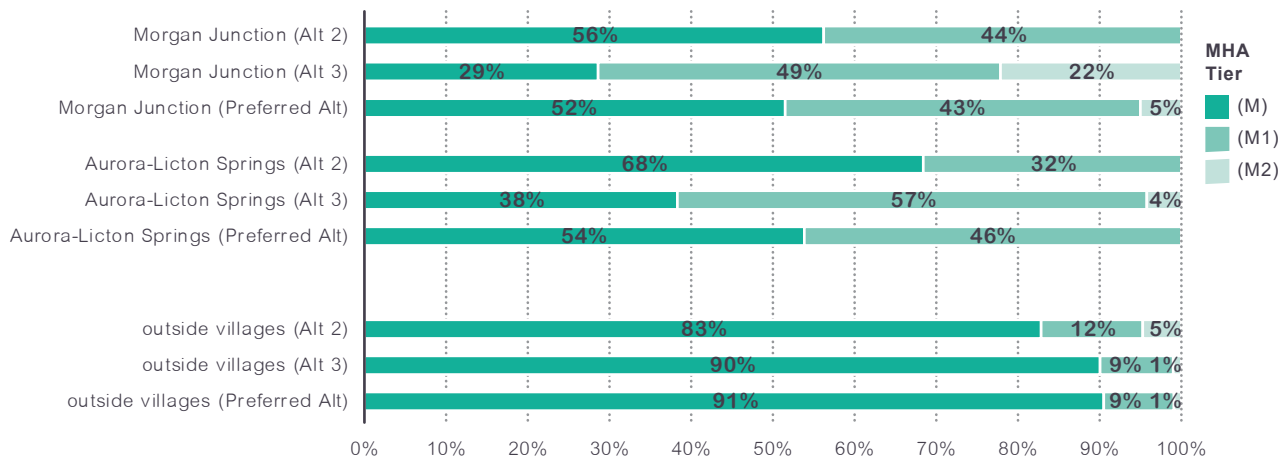
Exhibit H-6

Redevelopable Parcel Land Area by MHA Tier: High Displacement Risk and High Access to Opportunity Urban Villages



Exhibit H-7

Redevelopable Parcel Land Area by MHA Tier: Low Displacement Risk and Low Access to Opportunity Urban Villages and Outside Urban Villages



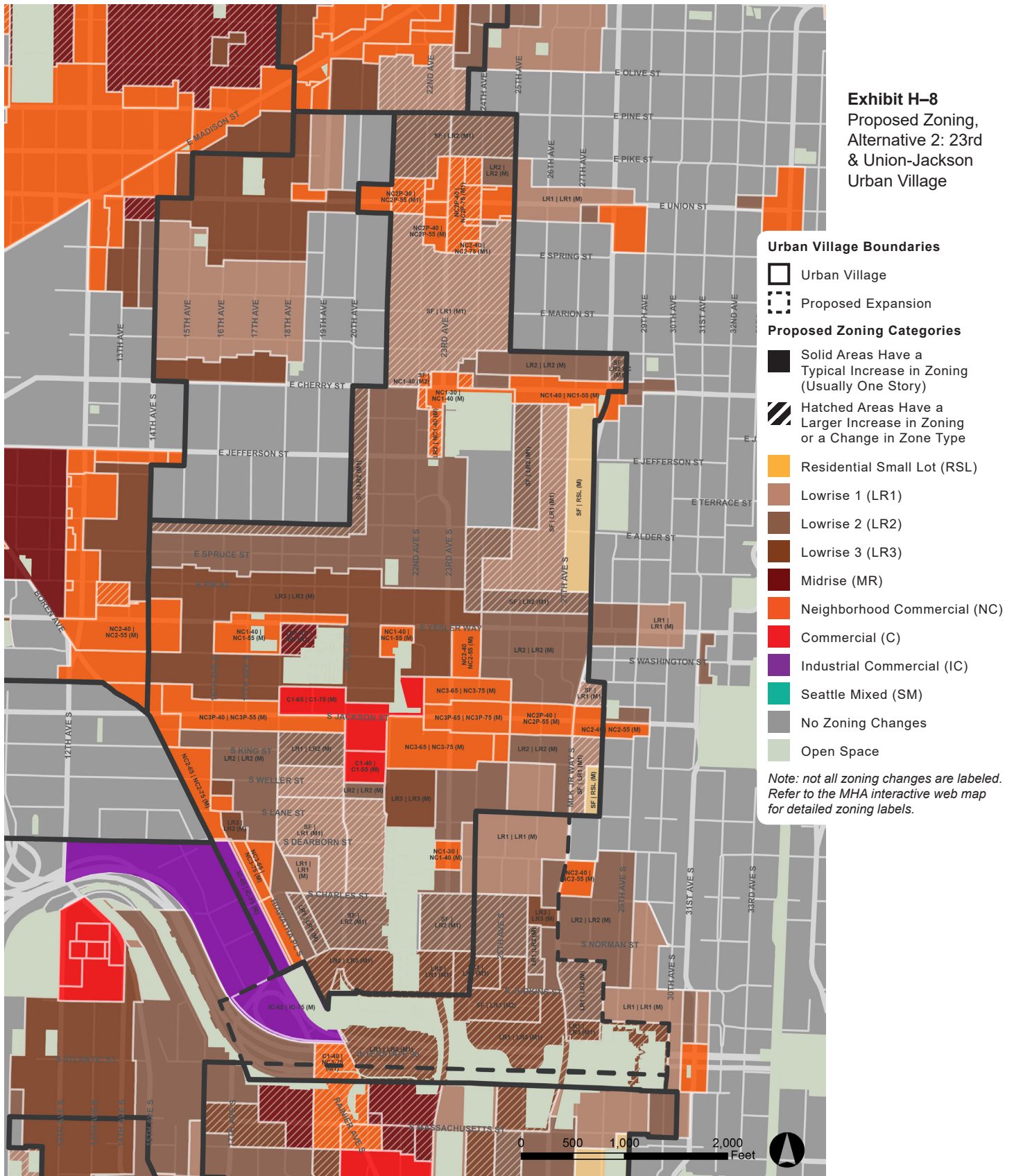
Minor Mapping Modifications and Incremental Adjustments

New to the FEIS

Preferred Alternative zoning maps have been added to FEIS Exhibit H–8 through Exhibit H–112 on the following pages since issuance of the DEIS

The alternative zoning maps include many individual parcels of land. This programmatic EIS evaluates overall and cumulative impacts of different amounts and patterns of growth that could occur due to the MHA zoning changes. Analysis of potential land use impacts are at a programmatic level. Minor corrections to individual parcel boundaries and extents of individual zoning designations may be made to maps as more information is gathered. Resulting minor map adjustments, are documented in the record by the lead agency. These minor adjustments are not significant in altering programmatic impacts in elements of the environment such as land use or housing and socioeconomics. In cases where a proposed MHA zoning change is adjusted to a lower intensity zone, that change would be likely to have a lesser environmental impact related to land use or other elements of the environment, and would also be likely to have a greater impact on housing and socioeconomics or other elements of the environment. In cases where a proposed MHA zoning change is adjusted to a higher intensity zone, that change would be likely to have a lesser environmental impact related to housing and socioeconomics as more housing and MHA would result, but could have minor increase in impacts to land use or other elements of the environment.

Exhibit H-8
Proposed Zoning,
Alternative 2: 23rd
& Union-Jackson
Urban Village



Source: City of Seattle, 2017.

Exhibit H-9 Proposed Zoning, Alternative 3: 23rd & Union-Jackson Urban Village

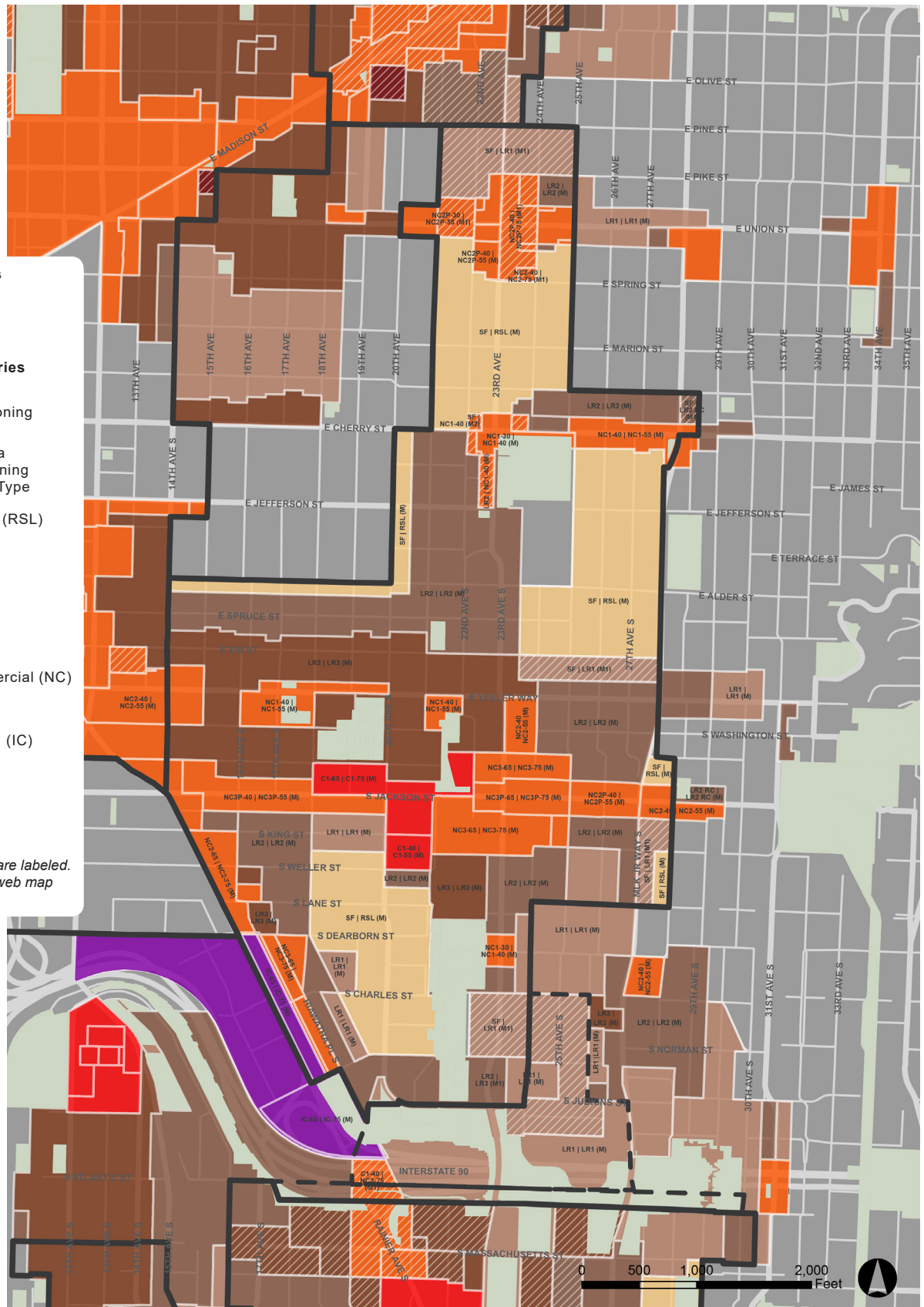
Urban Village Boundaries

- Urban Village
- Proposed Expansion

Proposed Zoning Categories

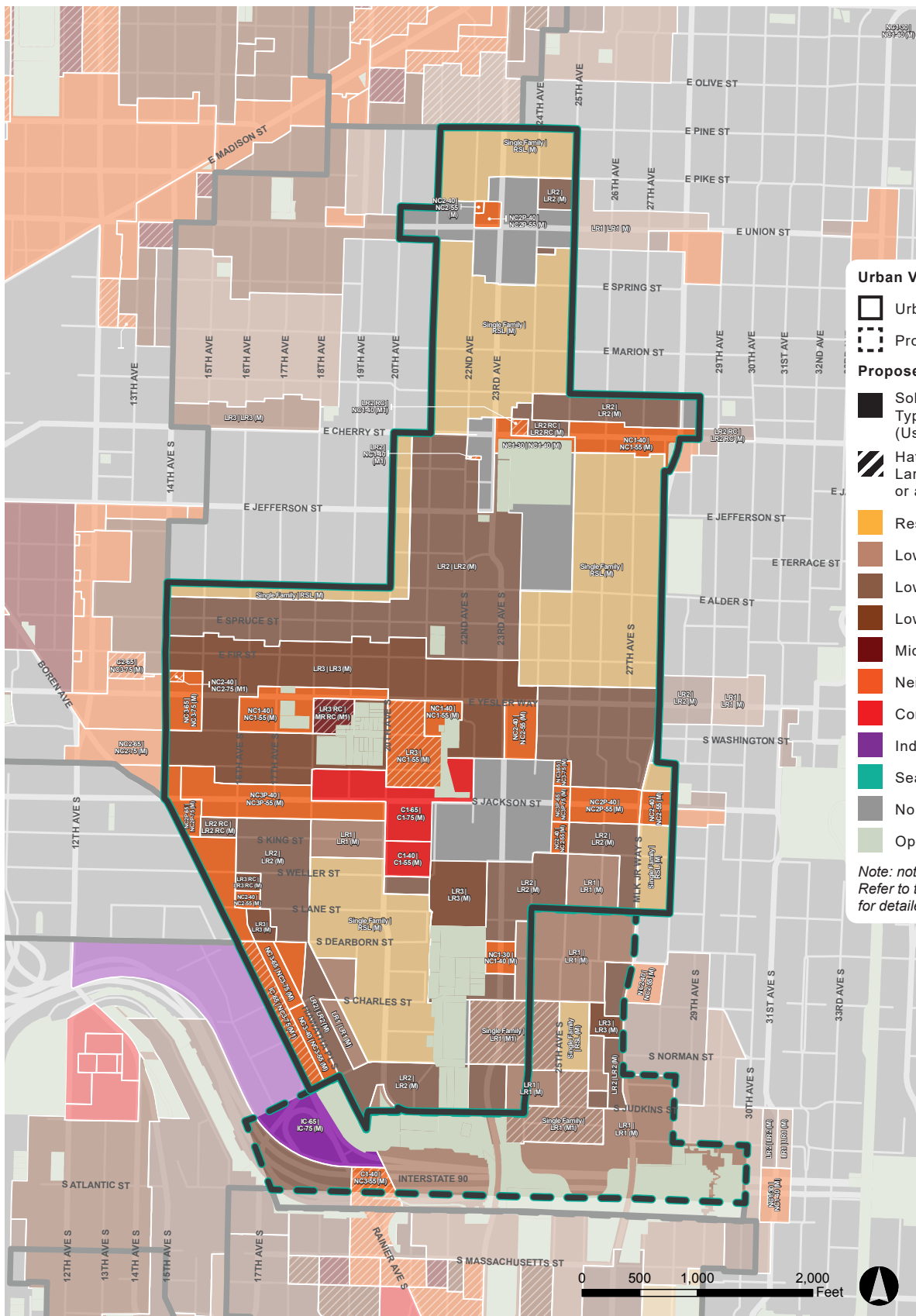
- Solid Areas Have a Typical Increase in Zoning (Usually One Story)
- Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
- Residential Small Lot (RSL)
- Lowrise 1 (LR1)
- Lowrise 2 (LR2)
- Lowrise 3 (LR3)
- Midrise (MR)
- Neighborhood Commercial (NC)
- Commercial (C)
- Industrial Commercial (IC)
- Seattle Mixed (SM)
- No Zoning Changes
- Open Space

Note: not all zoning changes are labeled.
Refer to the MHA interactive web map
for detailed zoning labels.



Source: City of Seattle, 2017.

Exhibit H-10
Proposed
Zoning, Preferred
Alternative: 23rd
& Union-Jackson
Urban Village
















Source: City of Seattle, 2017.

Exhibit H-11
Proposed Zoning,
Alternative 2:
Admiral Urban
Village

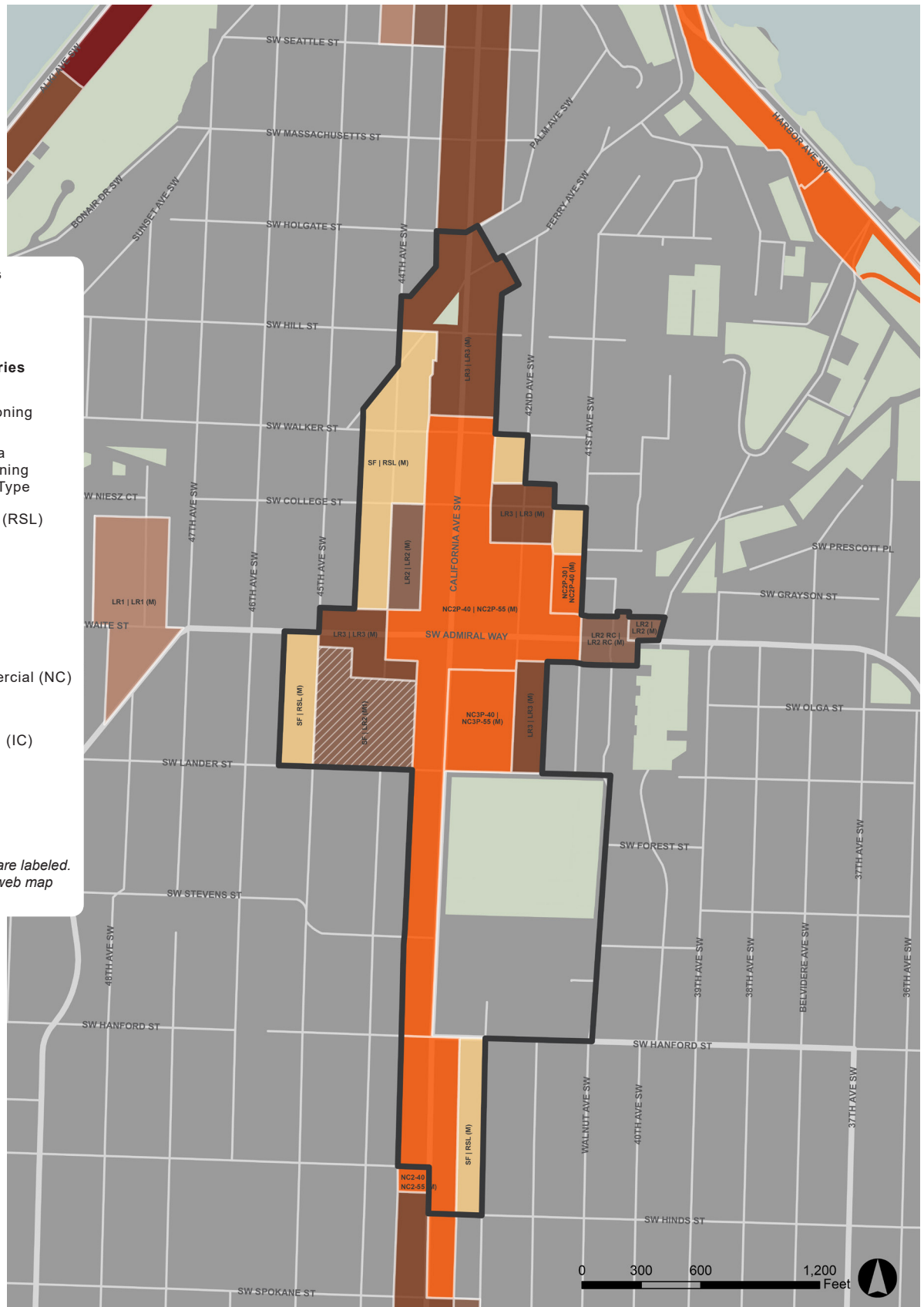
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

Proposed Zoning Categories

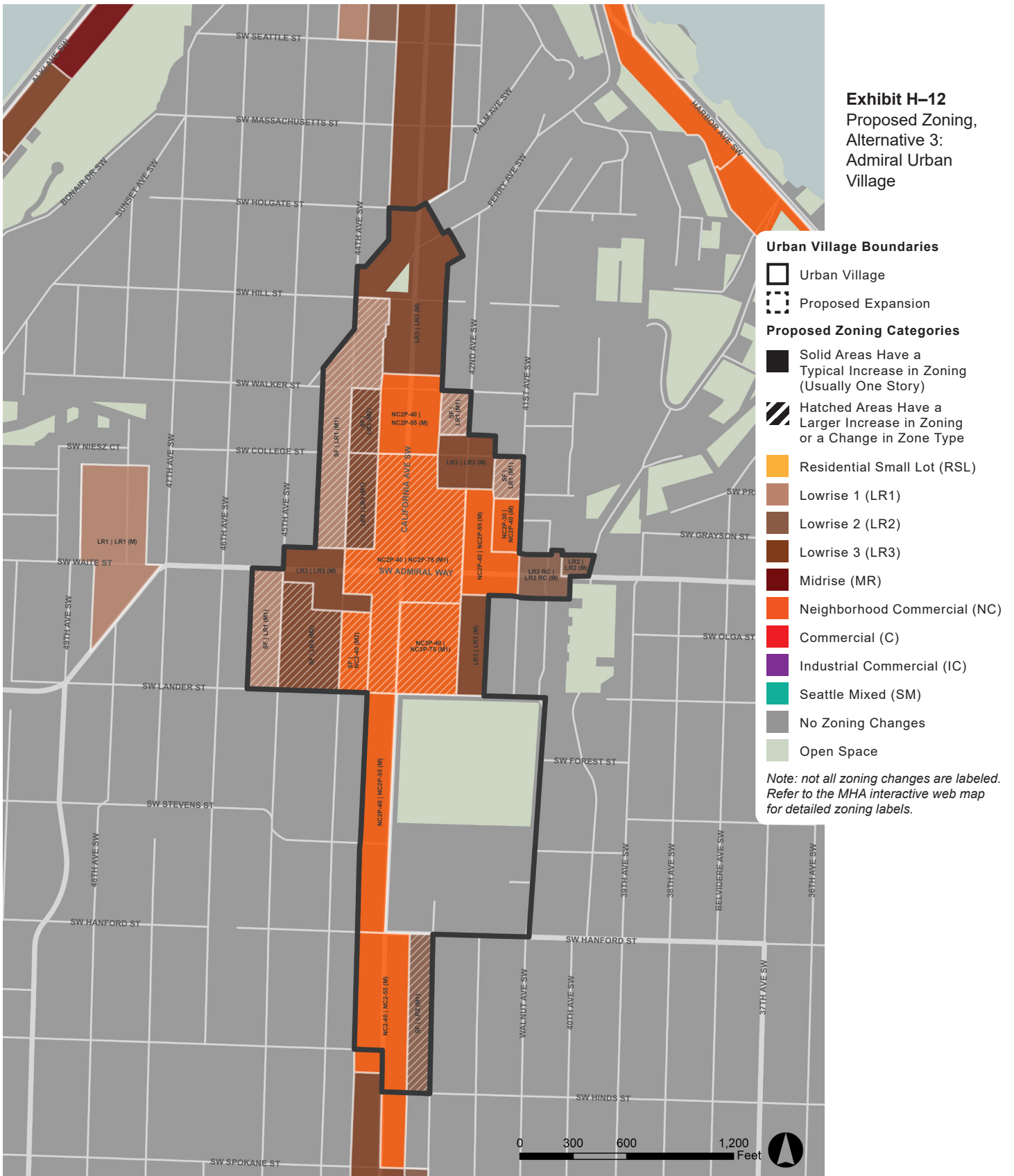
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

*Note: not all zoning changes are labeled.
Refer to the MHA interactive web map
for detailed zoning labels.*



Source: City of Seattle, 2017.


Exhibit H-12
Proposed Zoning,
Alternative 3:
Admiral Urban
Village
















Source: City of Seattle, 2017.

Exhibit H-13
Proposed
Zoning, Preferred
Alternative: Admiral
Urban Village

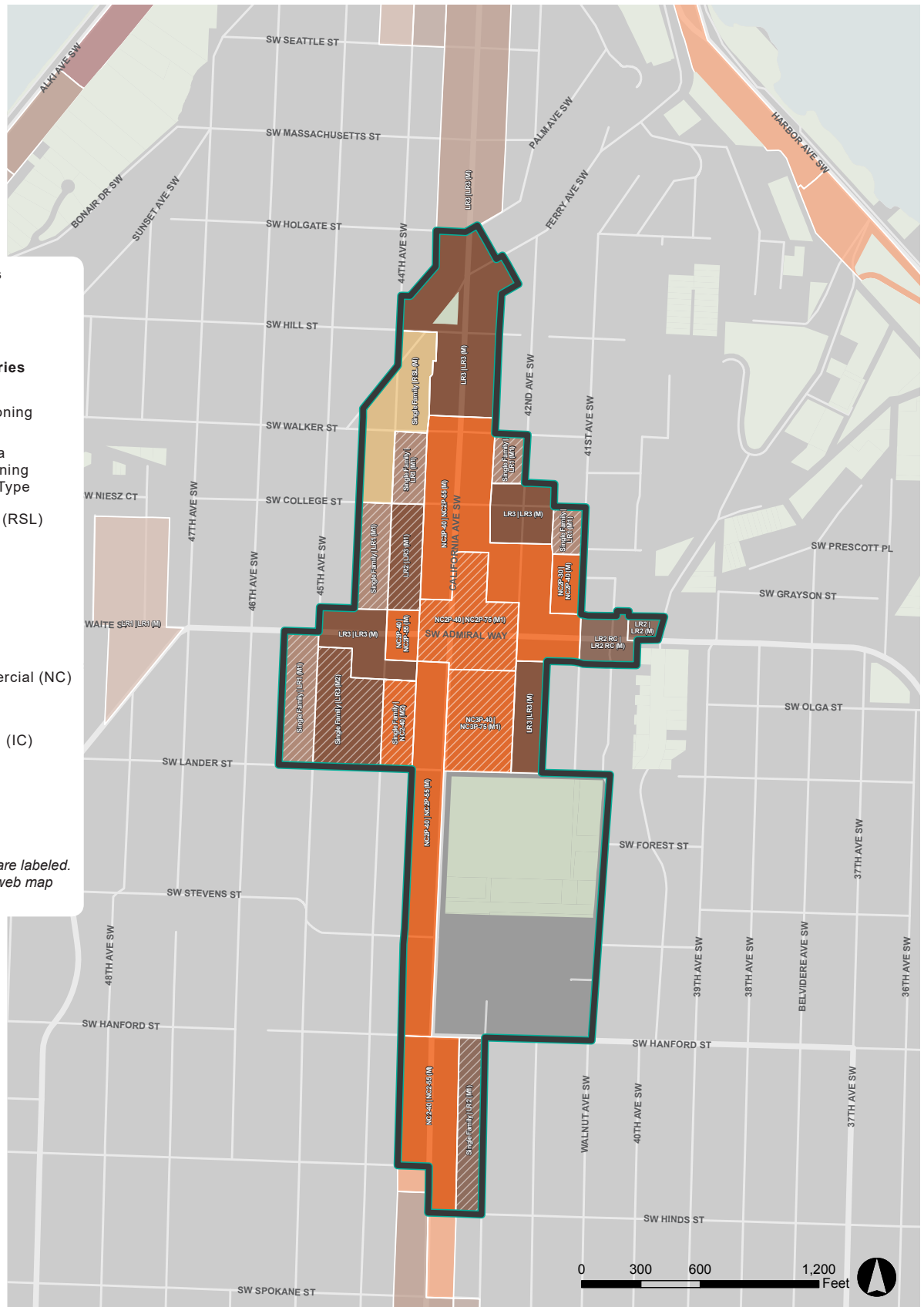
Urban Village Boundaries

-  Urban Village
 Proposed Expansion

Proposed Zoning Categories

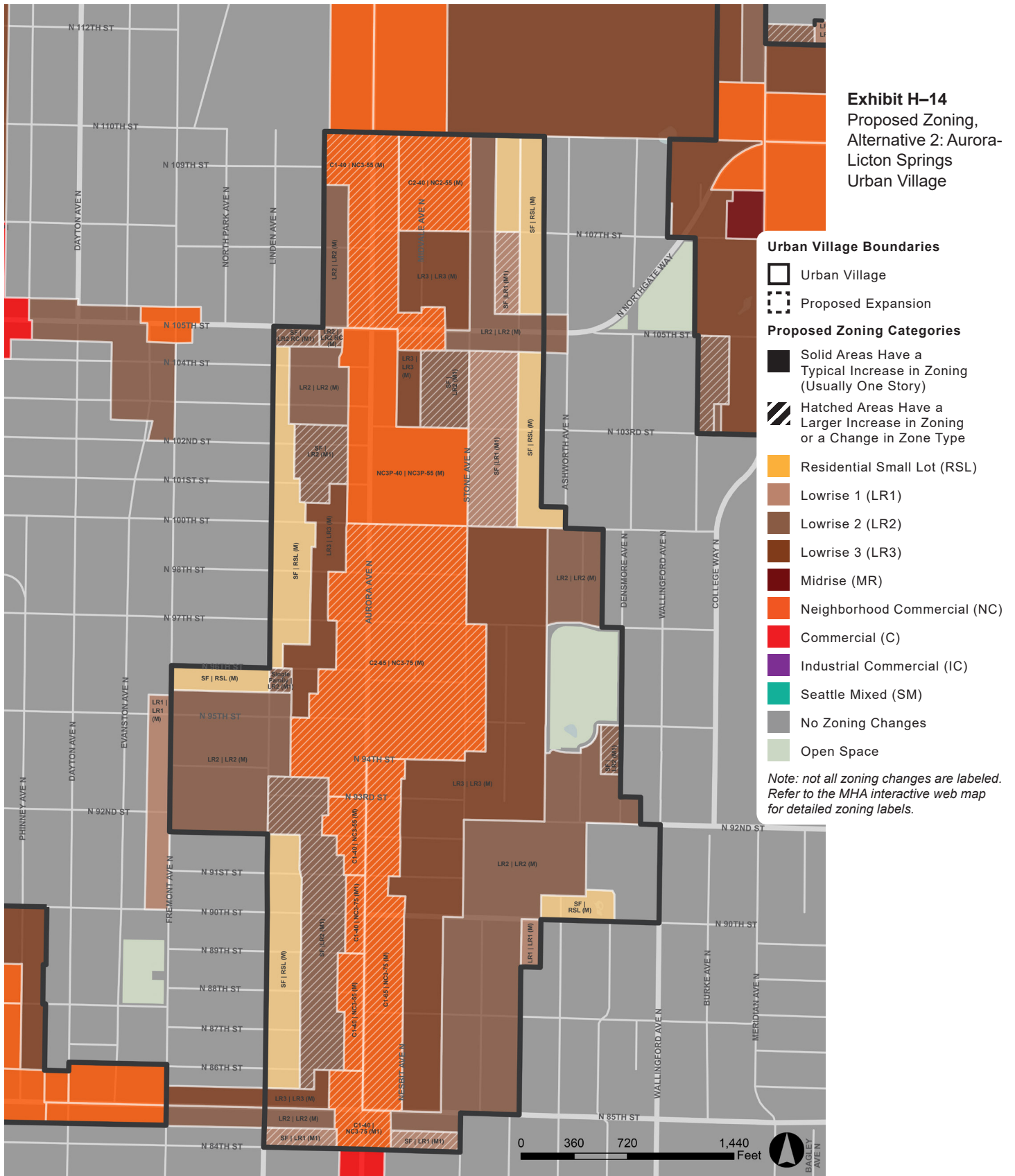
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.



Source: City of Seattle, 2017.



Exhibit H-14
Proposed Zoning,
Alternative 2: Aurora-
Lifton Springs
Urban Village
















Source: City of Seattle, 2017.

Exhibit H-15
Proposed Zoning,
Alternative 3: Aurora-
Licton Springs
Urban Village

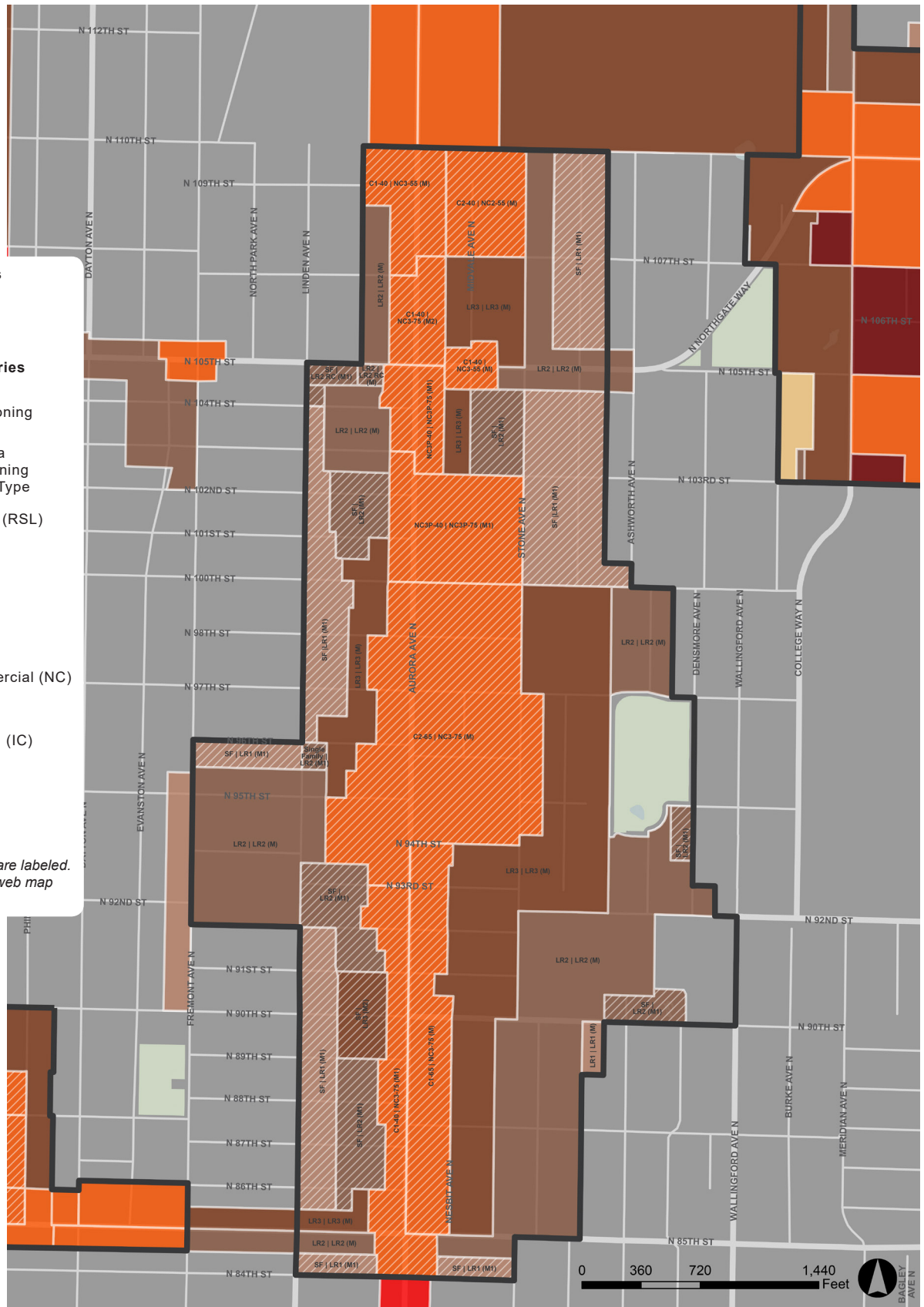
Urban Village Boundaries

-  Urban Village
 Proposed Expansion

Proposed Zoning Categories

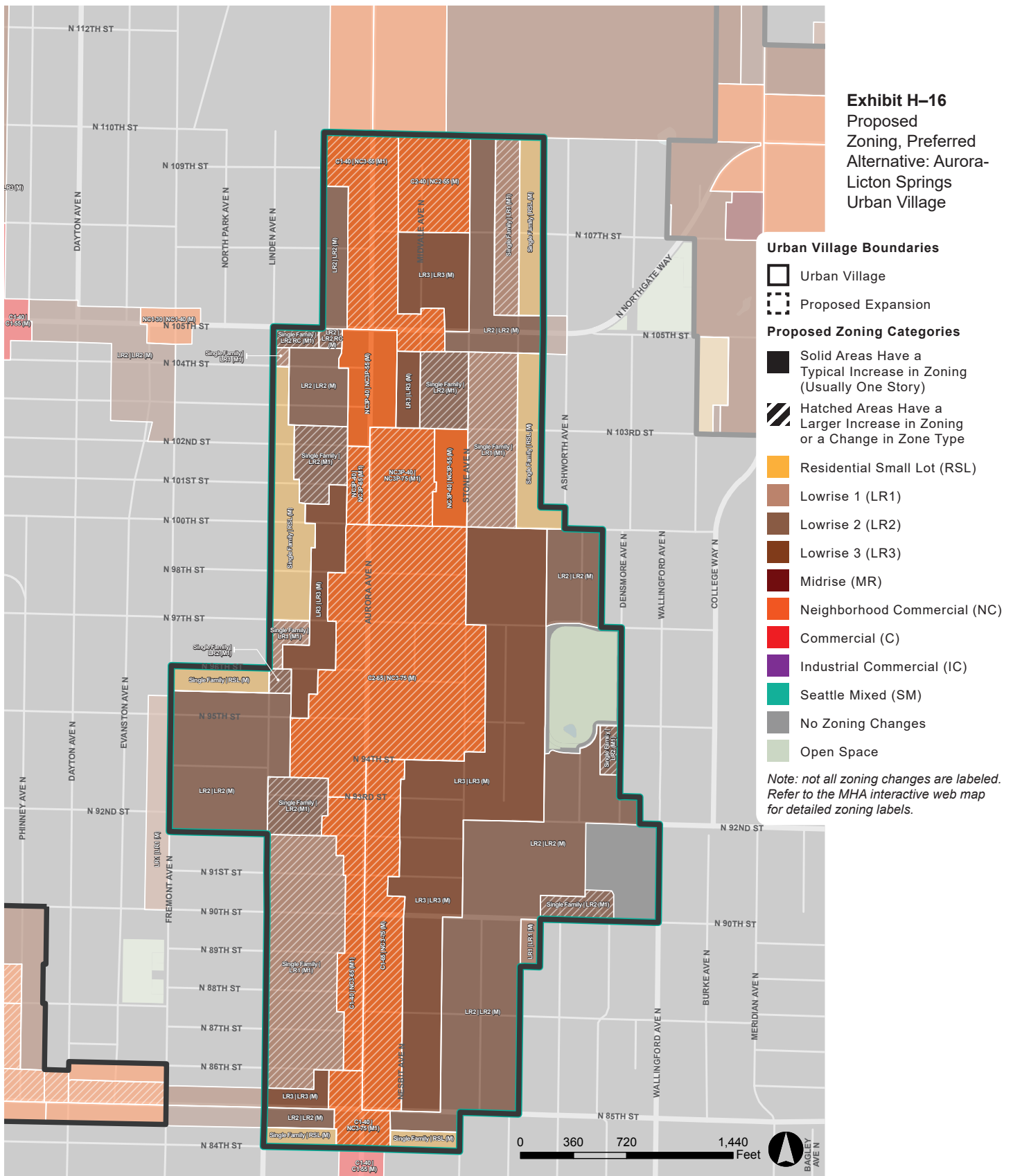
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.



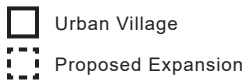
Source: City of Seattle, 2017.

Exhibit H-16
Proposed
Zoning, Preferred
Alternative: Aurora-
Licton Springs
Urban Village

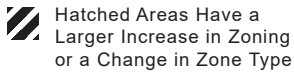
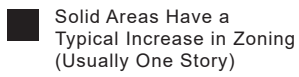


Source: City of Seattle, 2017.

Urban Village Boundaries



Proposed Zoning Categories



Residential Small Lot (RSL)

Lowrise 1 (LR1)

Lowrise 2 (LR2)

Lowrise 3 (LR3)

Midrise (MR)

Neighborhood Commercial (NC)

Commercial (C)

 Industrial Commercial (IC)

Seattle Mixed (SM)

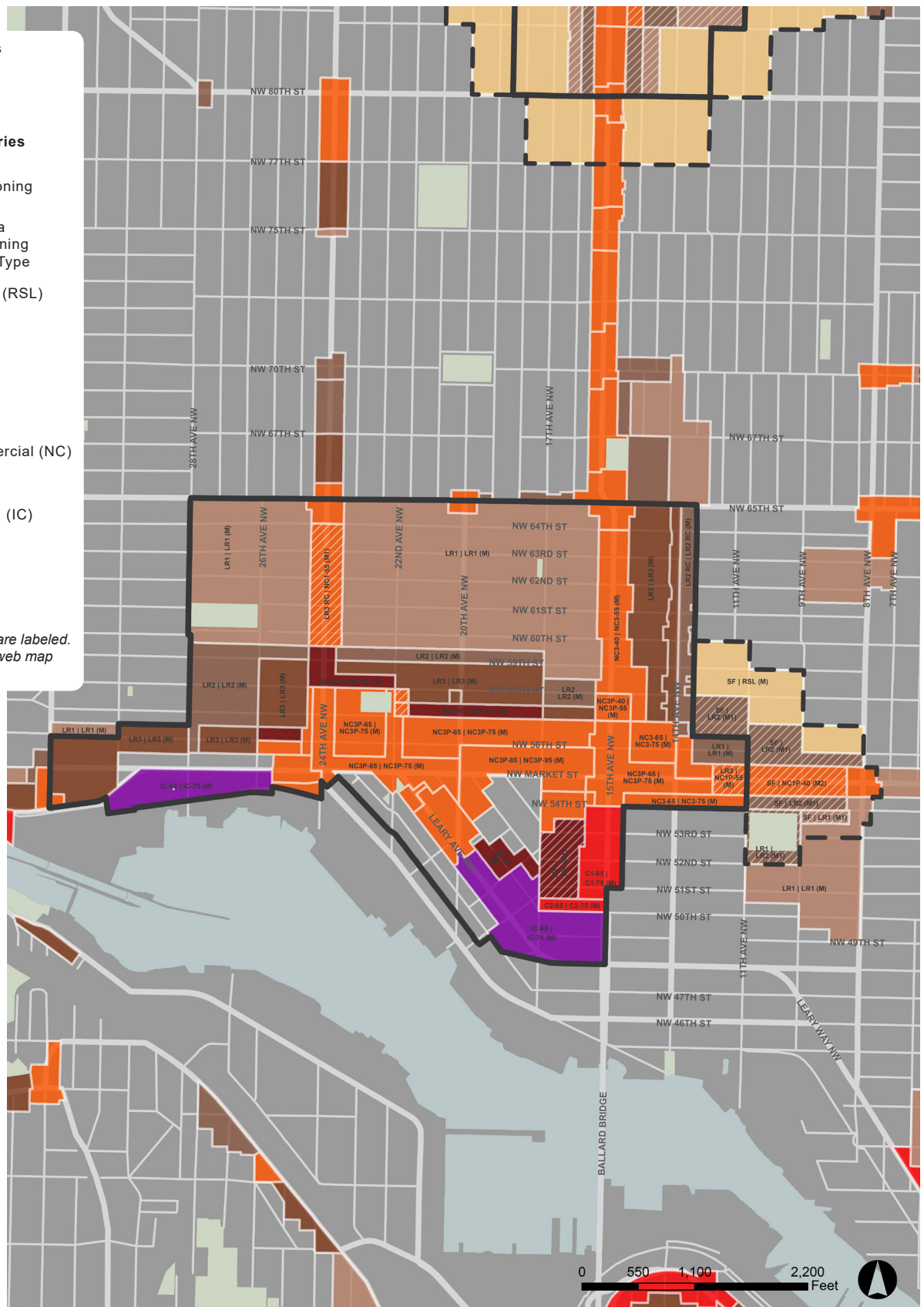
☐ No Zoning Changes

Open Space

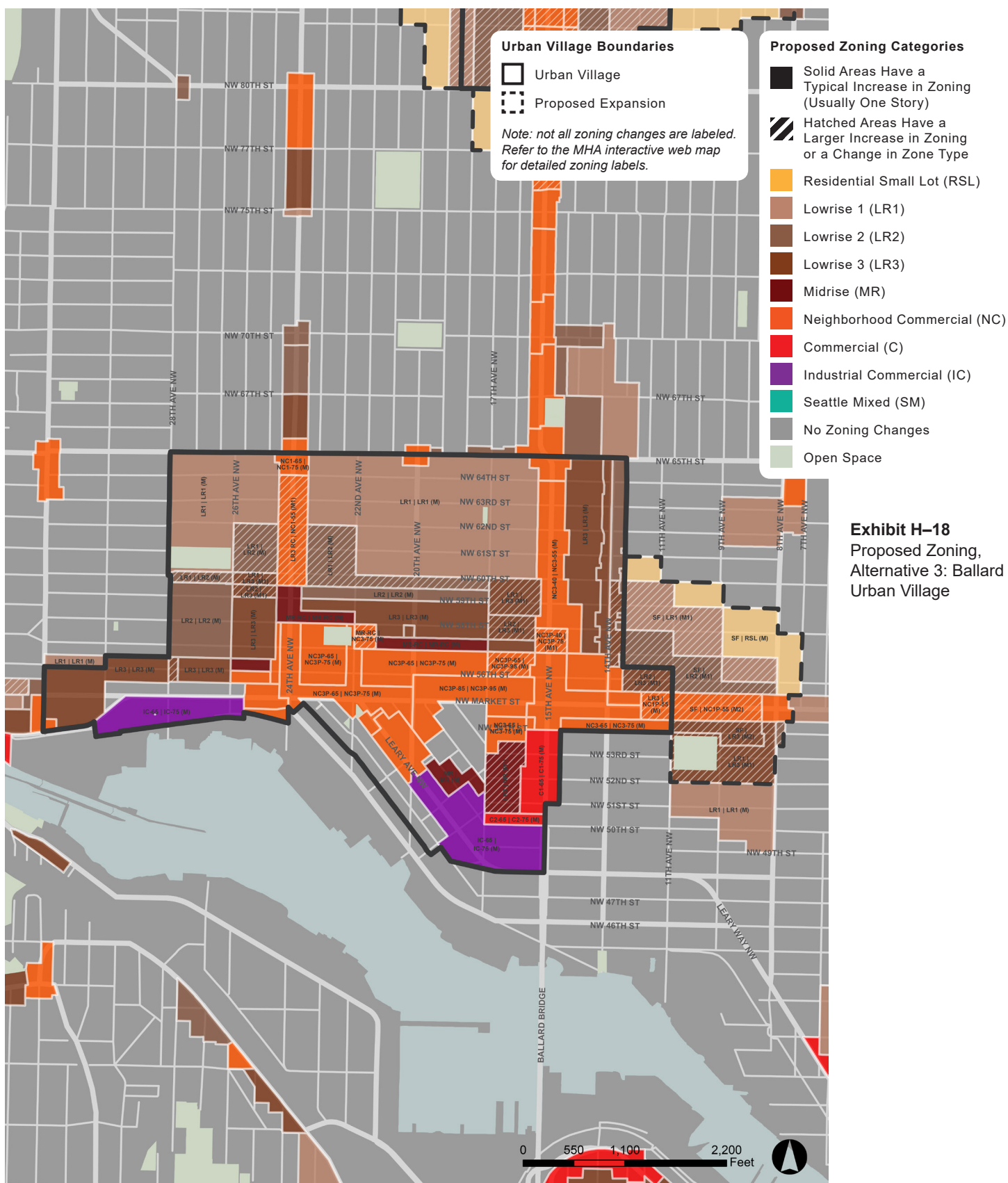
Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.

Exhibit H-17

Proposed Zoning, Alternative 2: Ballard Urban Village





Source: City of Seattle, 2017.
















Source: City of Seattle, 2017.

Urban Village Boundaries

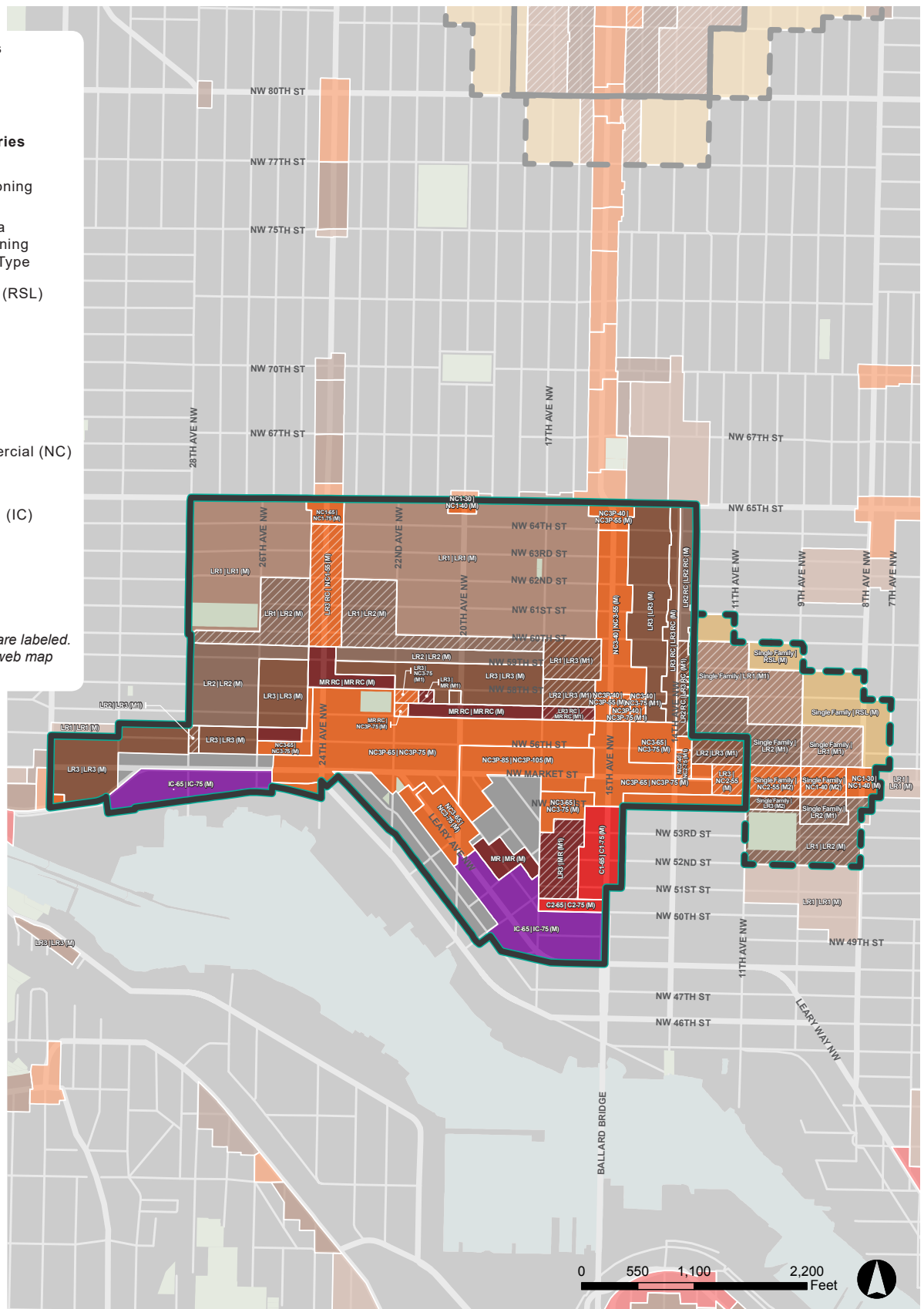
-  Urban Village
-  Proposed Expansion

Proposed Zoning Categories

-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

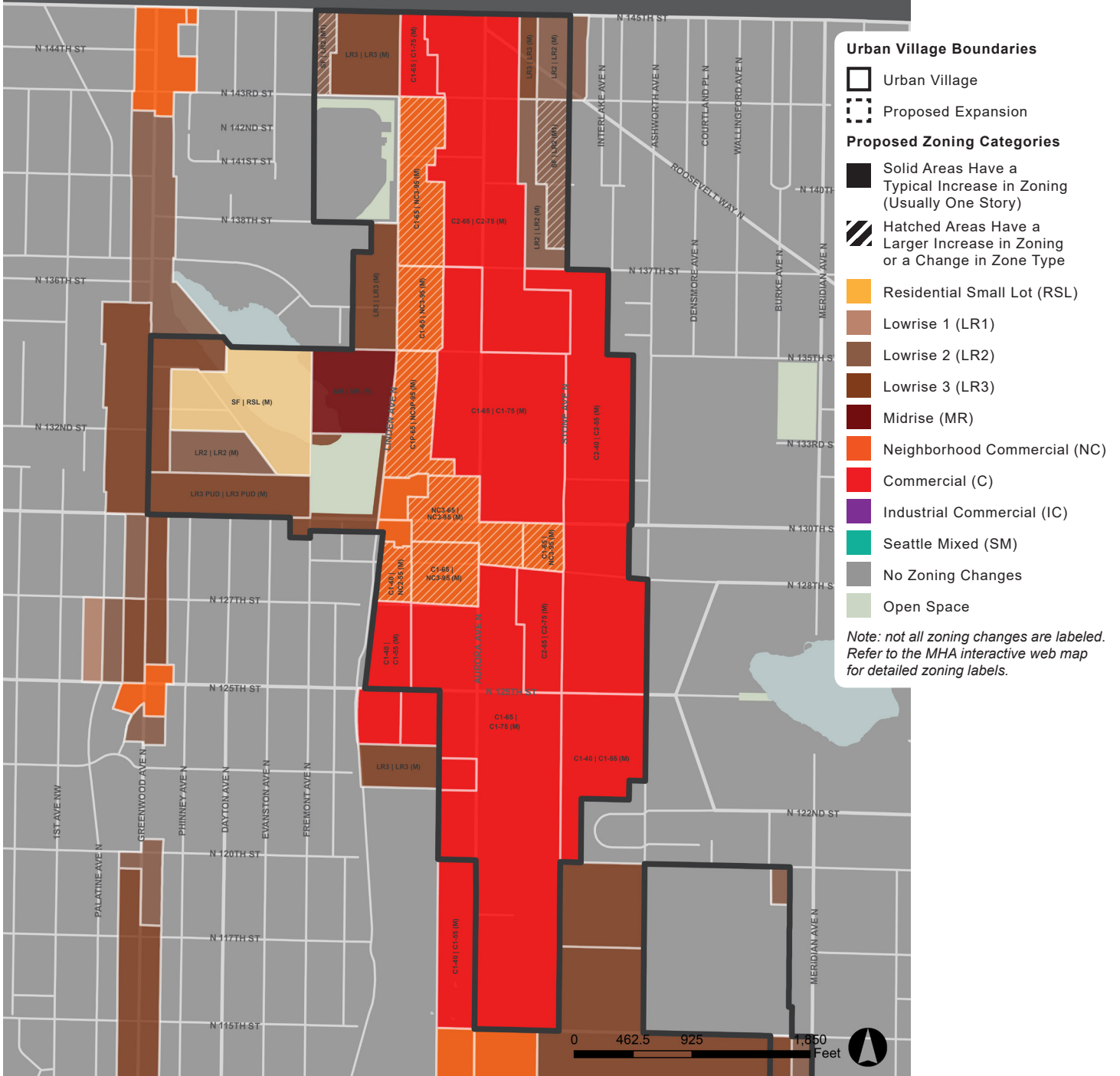
Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.

Exhibit H-19 Proposed Zoning, Preferred Alternative: Ballard Urban Village



Source: City of Seattle, 2017.

Exhibit H-20 Proposed Zoning, Alternative 2: Bitter Lake Village Urban Village
















Source: City of Seattle, 2017.

Exhibit H-21
Proposed Zoning,
Alternative 3:
Bitter Lake Village
Urban Village

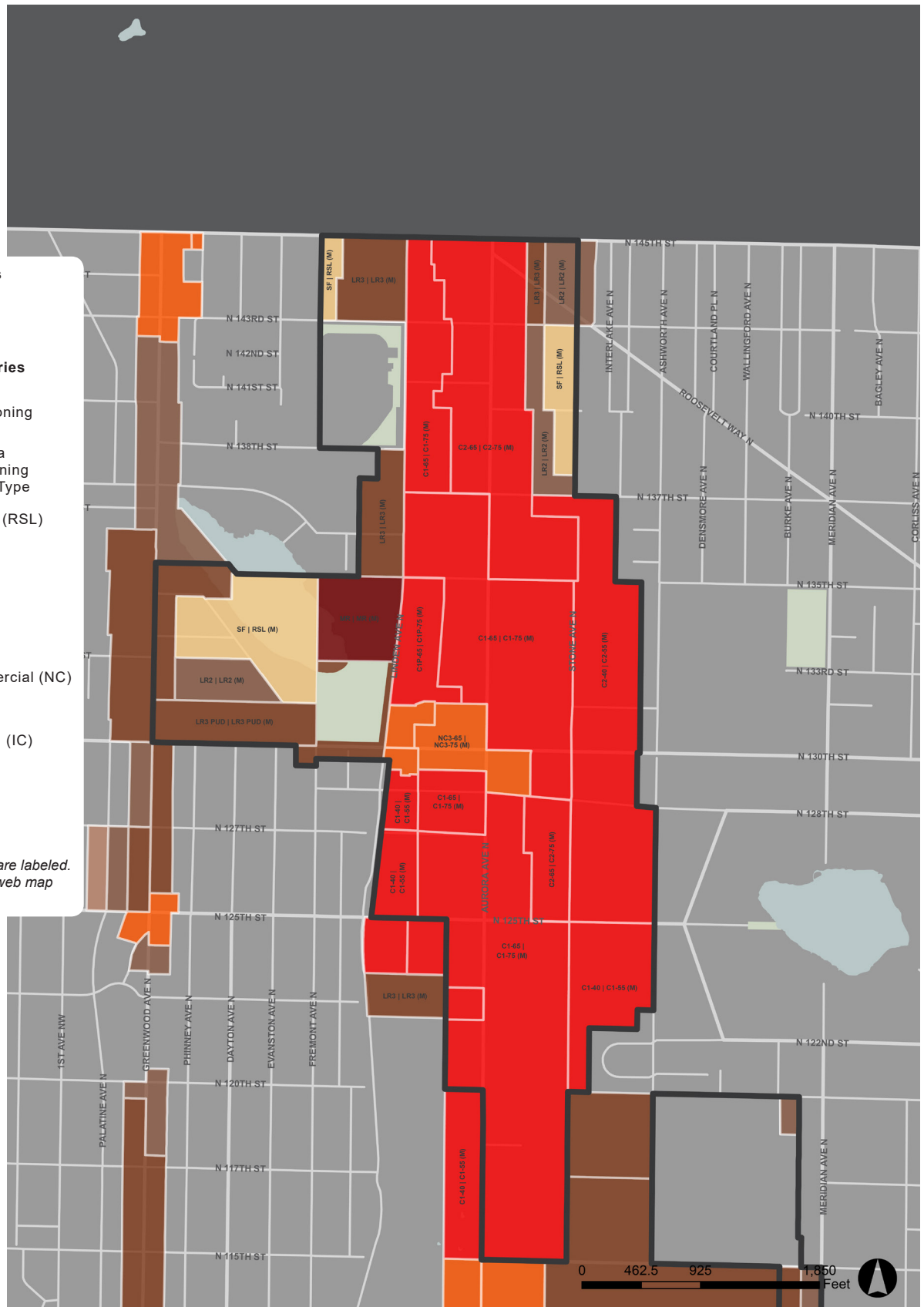
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

Proposed Zoning Categories

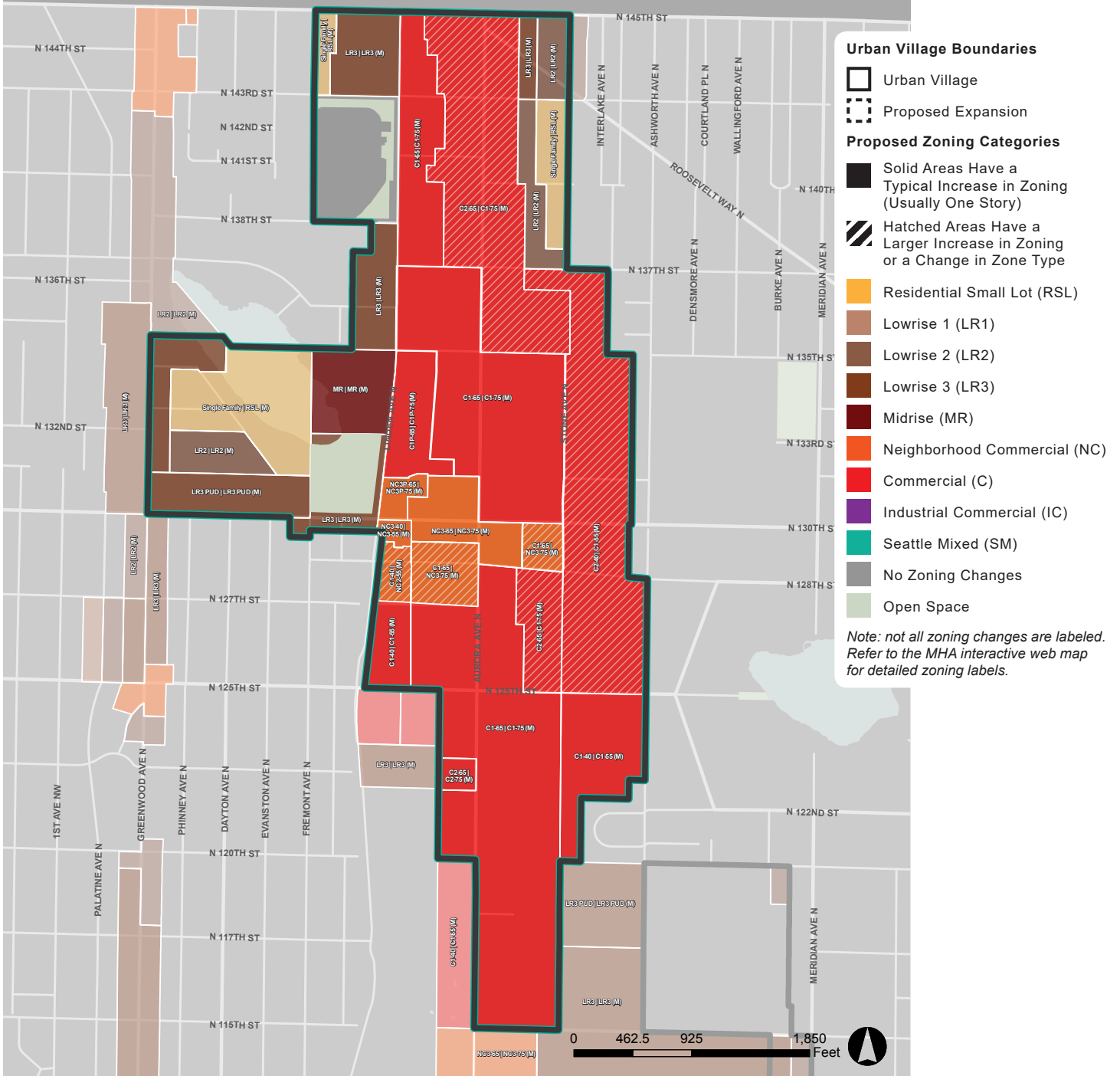
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

*Note: not all zoning changes are labeled.
Refer to the MHA interactive web map
for detailed zoning labels.*



Source: City of Seattle, 2017.



Exhibit H-22
Proposed Zoning,
Preferred Alternative:
Bitter Lake Village
Urban Village
















Source: City of Seattle, 2017.

Exhibit H-23
Proposed Zoning,
Alternative 2:
Columbia City
Urban Village

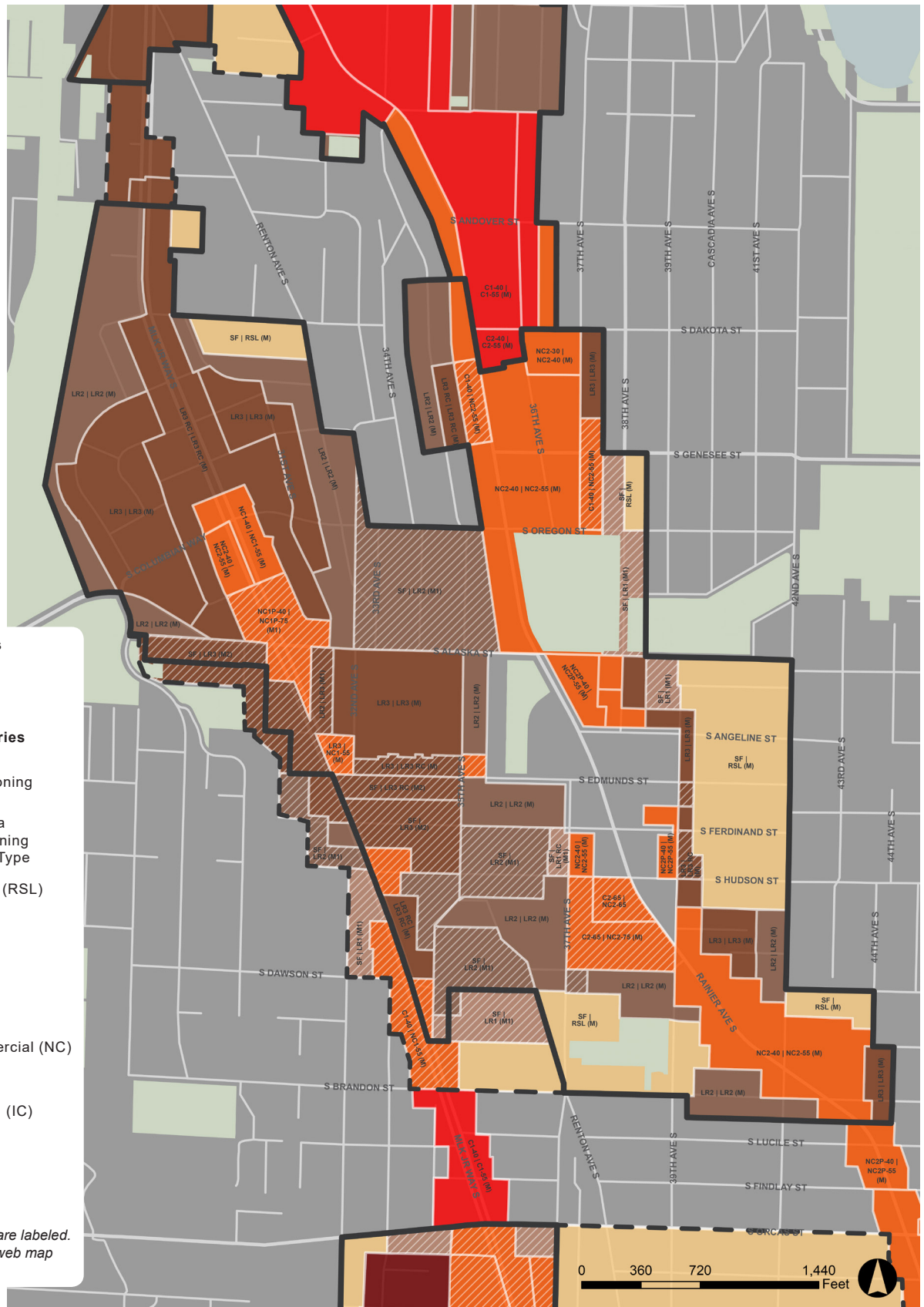
Urban Village Boundaries

-  Urban Village
 Proposed Expansion

Proposed Zoning Categories

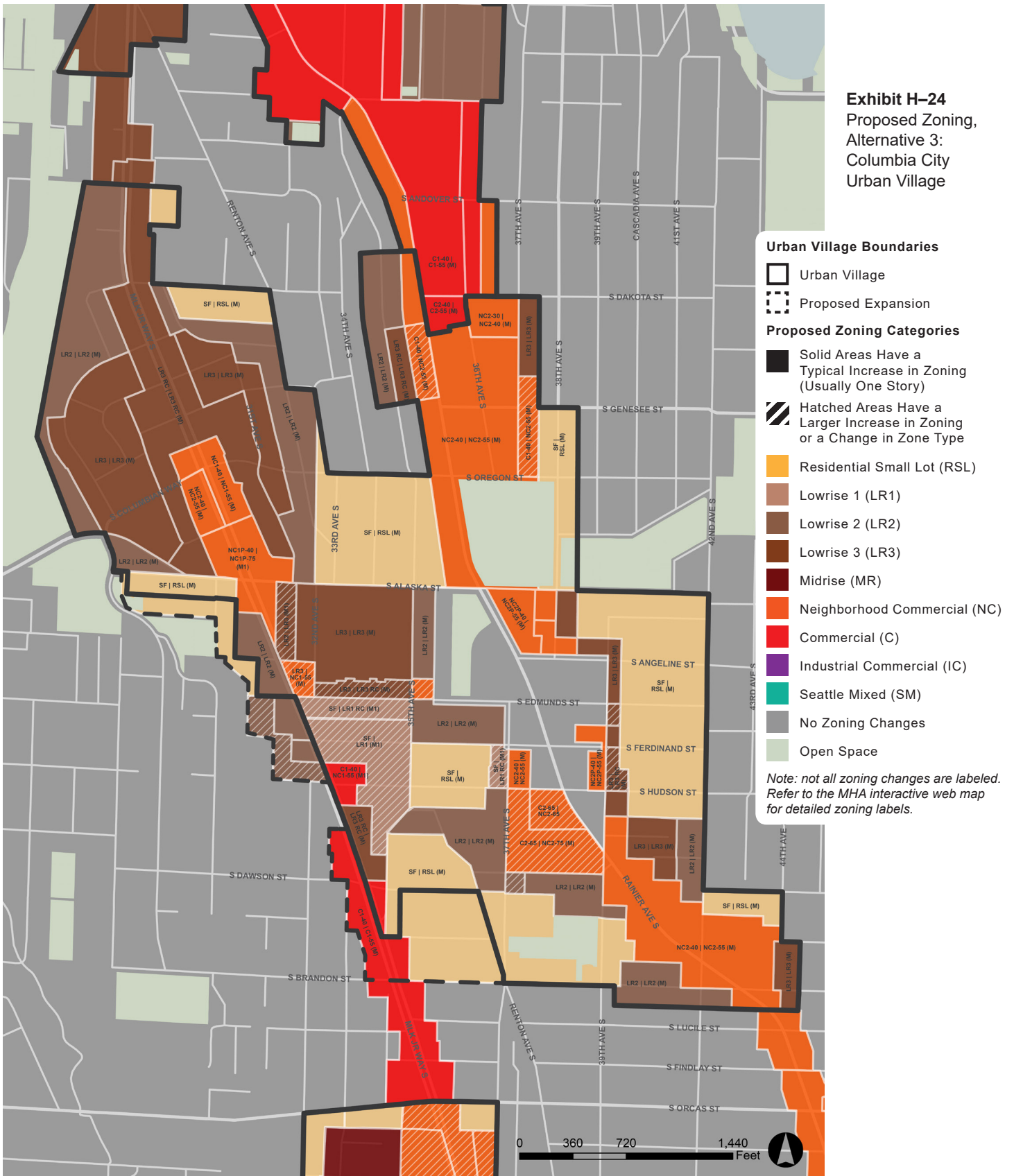
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.



Source: City of Seattle, 2017.



Exhibit H-24
Proposed Zoning,
Alternative 3:
Columbia City
Urban Village
















Source: City of Seattle, 2017.

Exhibit H-25 Proposed Zoning, Preferred Alternative: Columbia City Urban Village

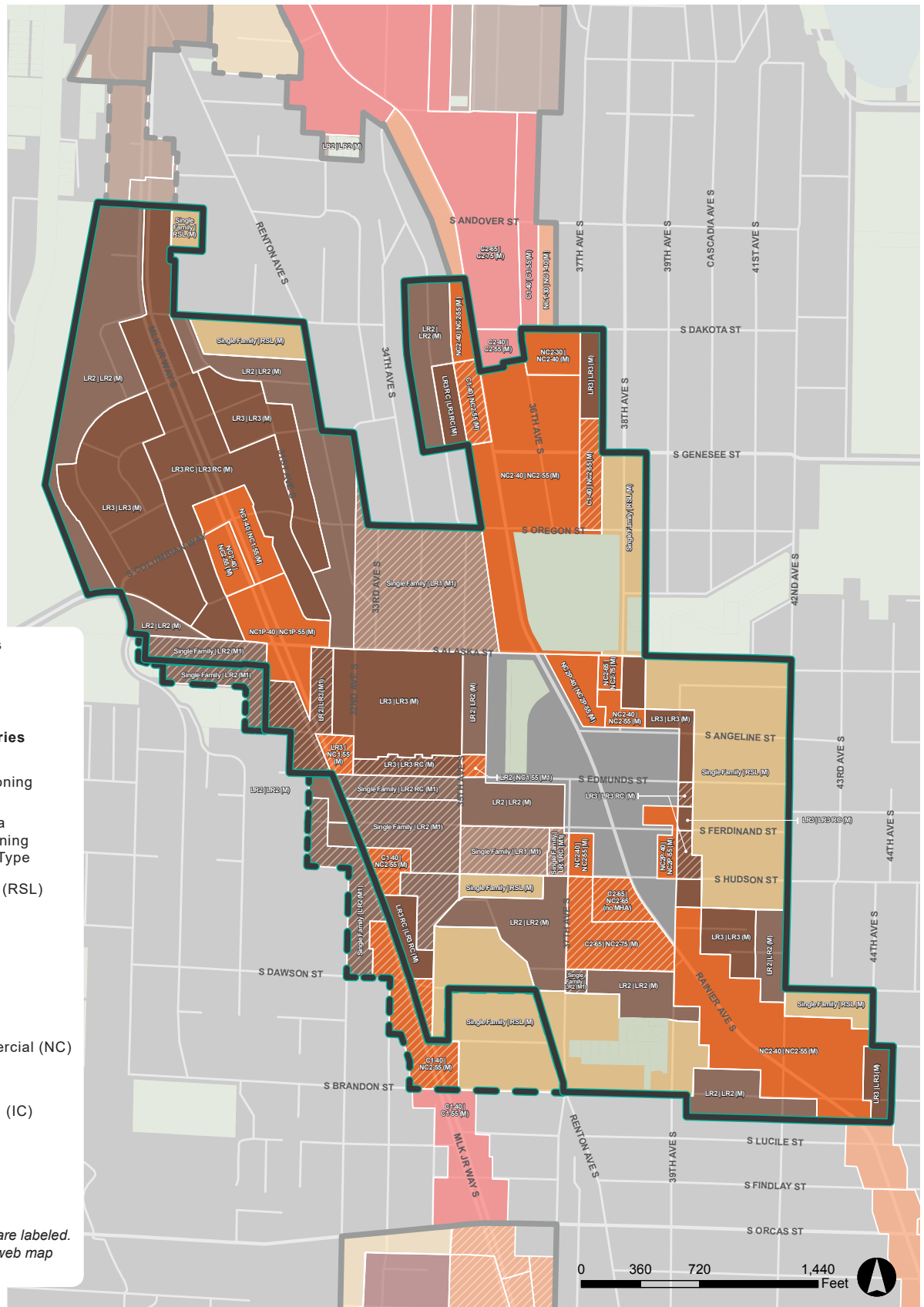
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

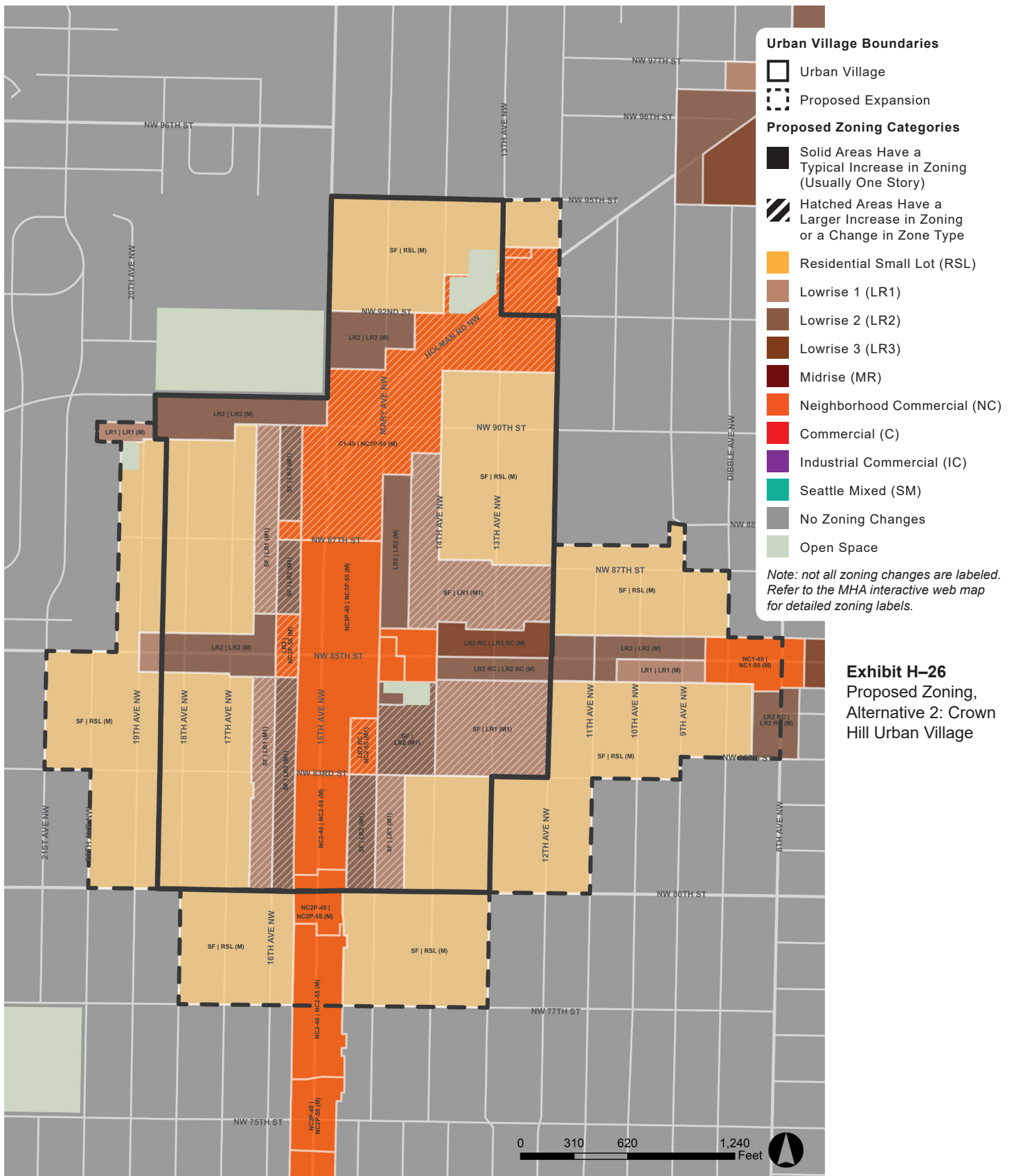
Proposed Zoning Categories

-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled.
Refer to the MHA interactive web map
for detailed zoning labels.





Source: City of Seattle, 2017.
















Source: City of Seattle, 2017.

Urban Village Boundaries

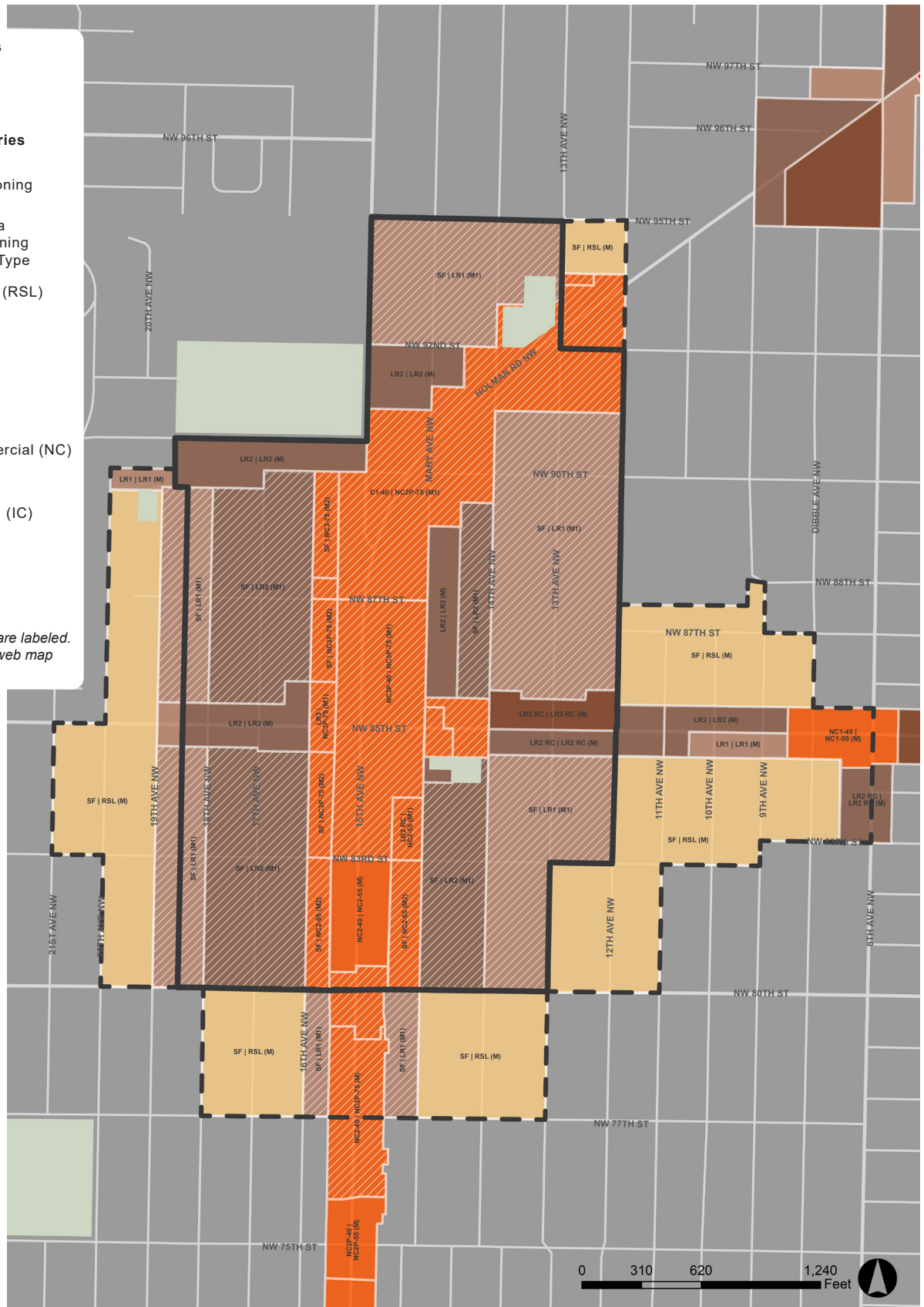
-  Urban Village
-  Proposed Expansion

Proposed Zoning Categories

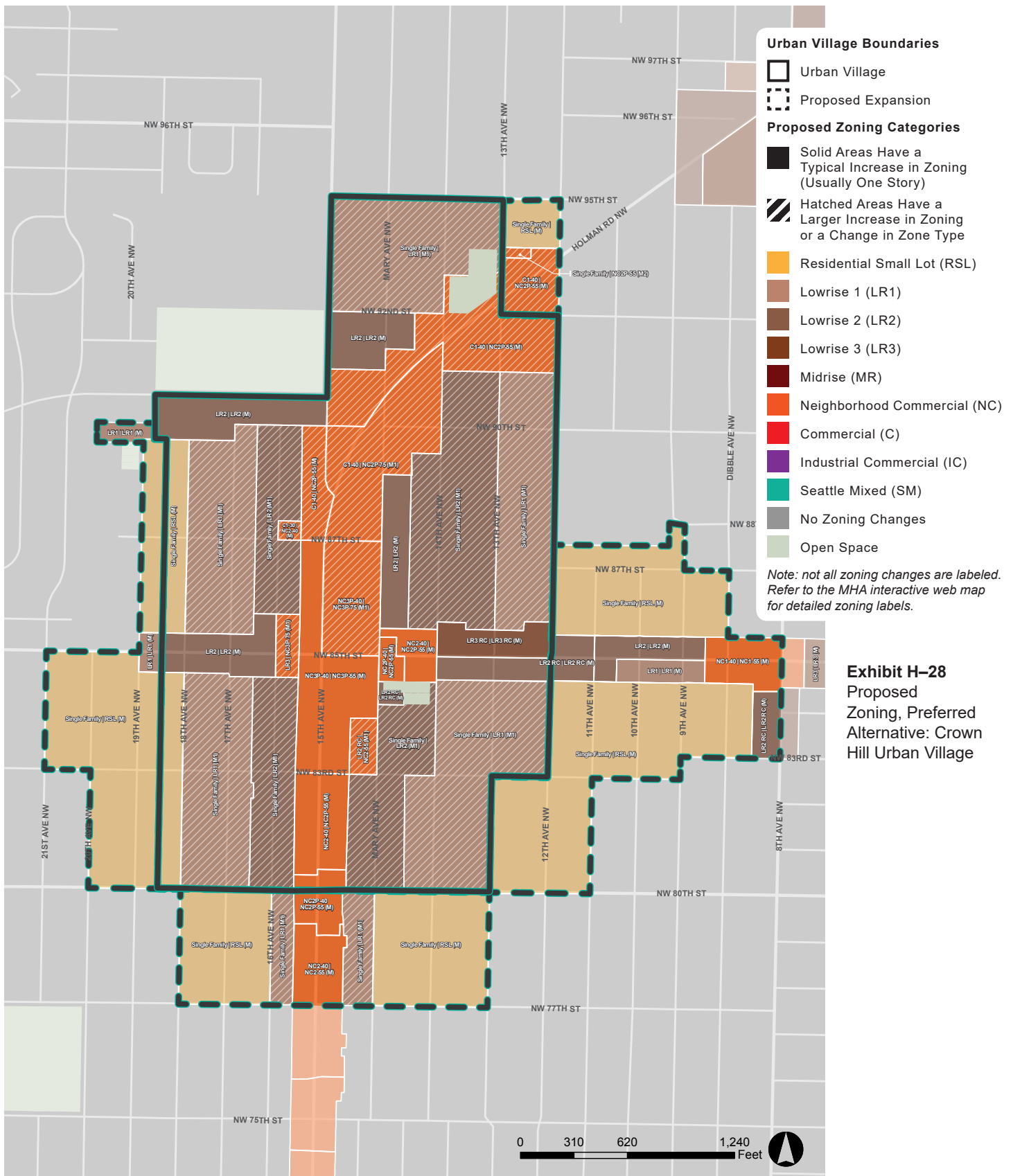
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.

Exhibit H-27 Proposed Zoning, Alternative 3: Crown Hill Urban Village





Source: City of Seattle, 2017.
















Source: City of Seattle, 2017.

Exhibit H-29 Proposed Zoning, Alternative 2: Eastlake Urban Village

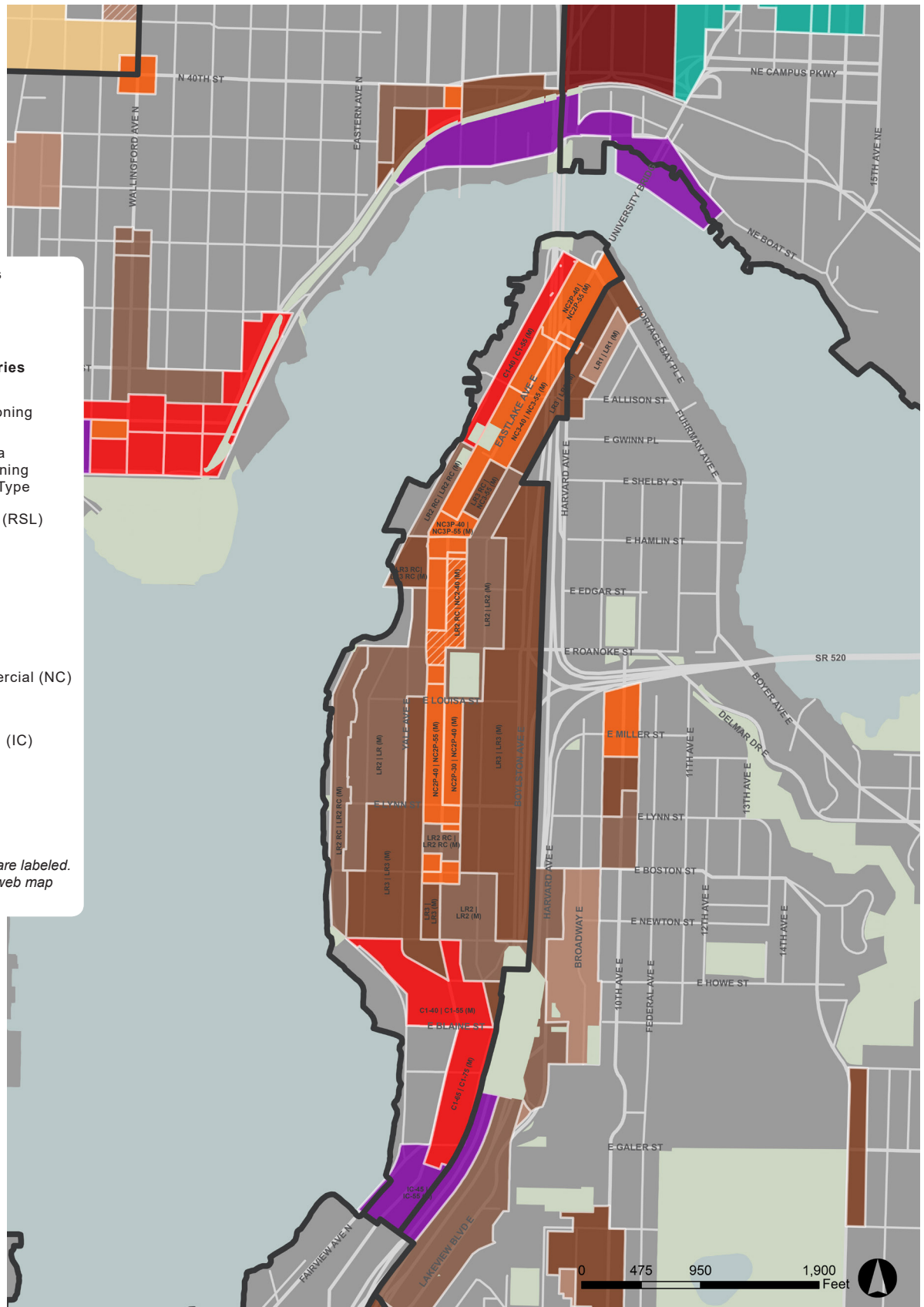
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

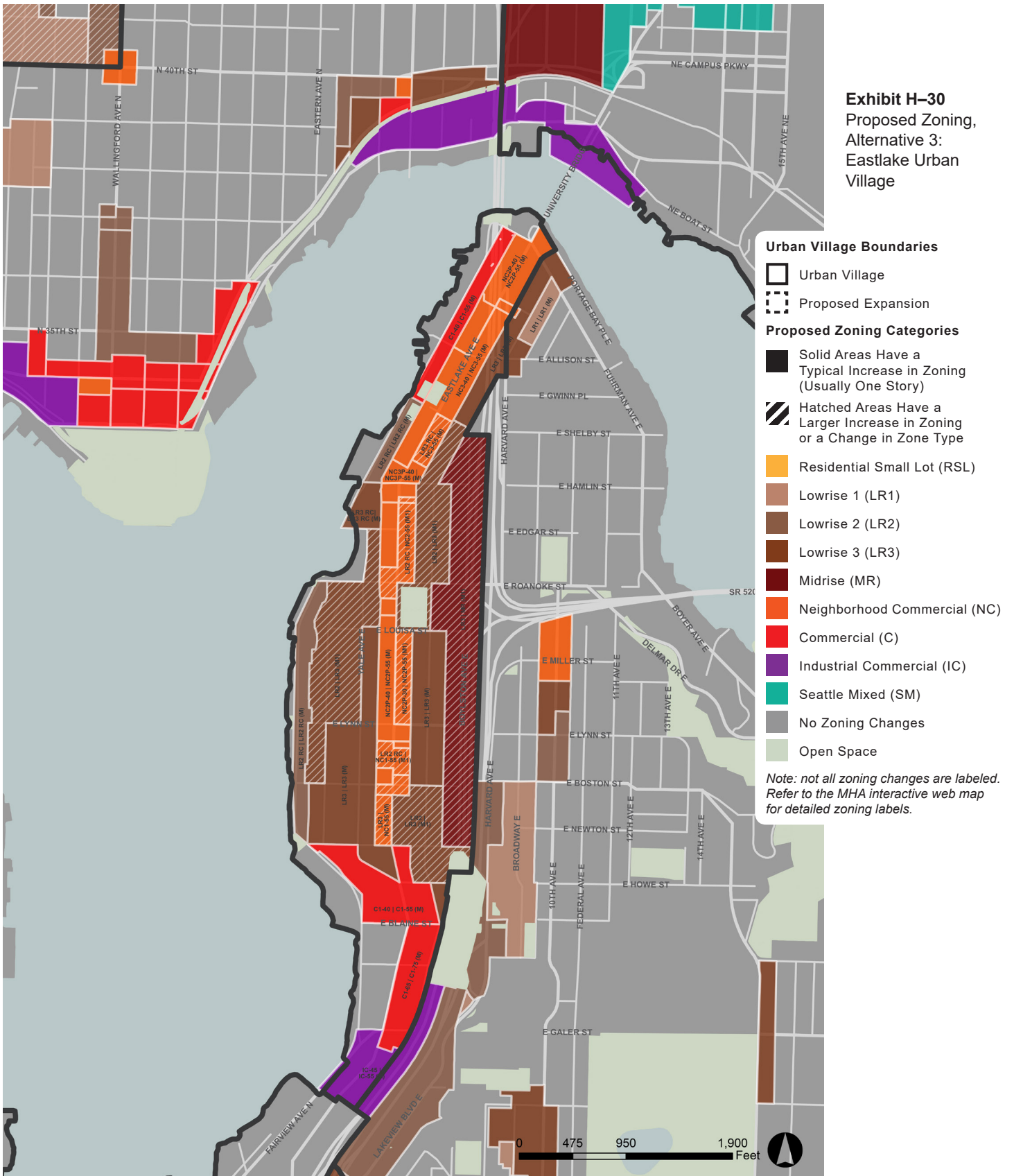
Proposed Zoning Categories

-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

*Note: not all zoning changes are labeled.
Refer to the MHA interactive web map
for detailed zoning labels.*





Source: City of Seattle, 2017.
















Source: City of Seattle, 2017.

Exhibit H-31 Proposed Zoning, Preferred Alternative: Eastlake Urban Village

Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

Proposed Zoning Categories

-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.

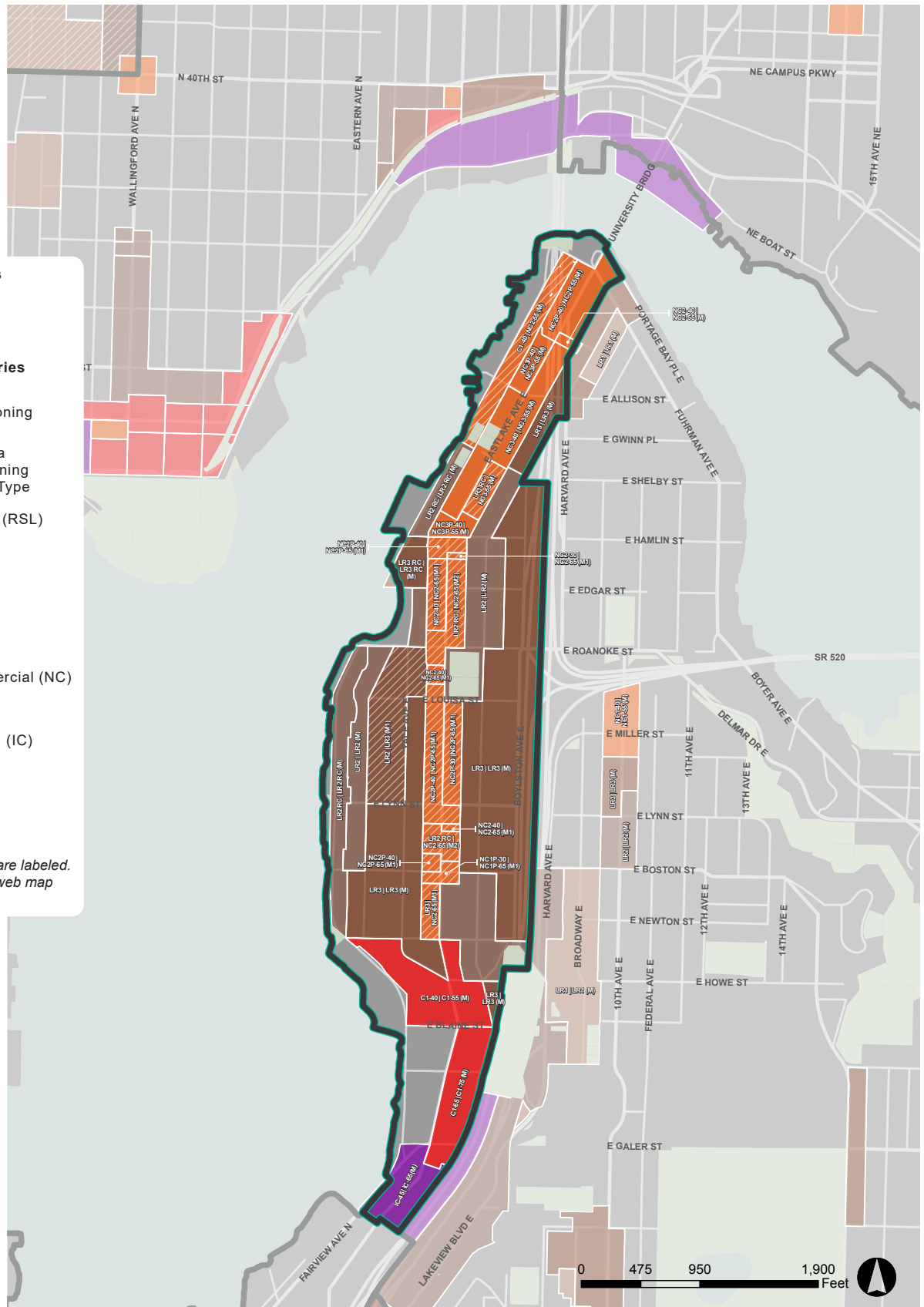
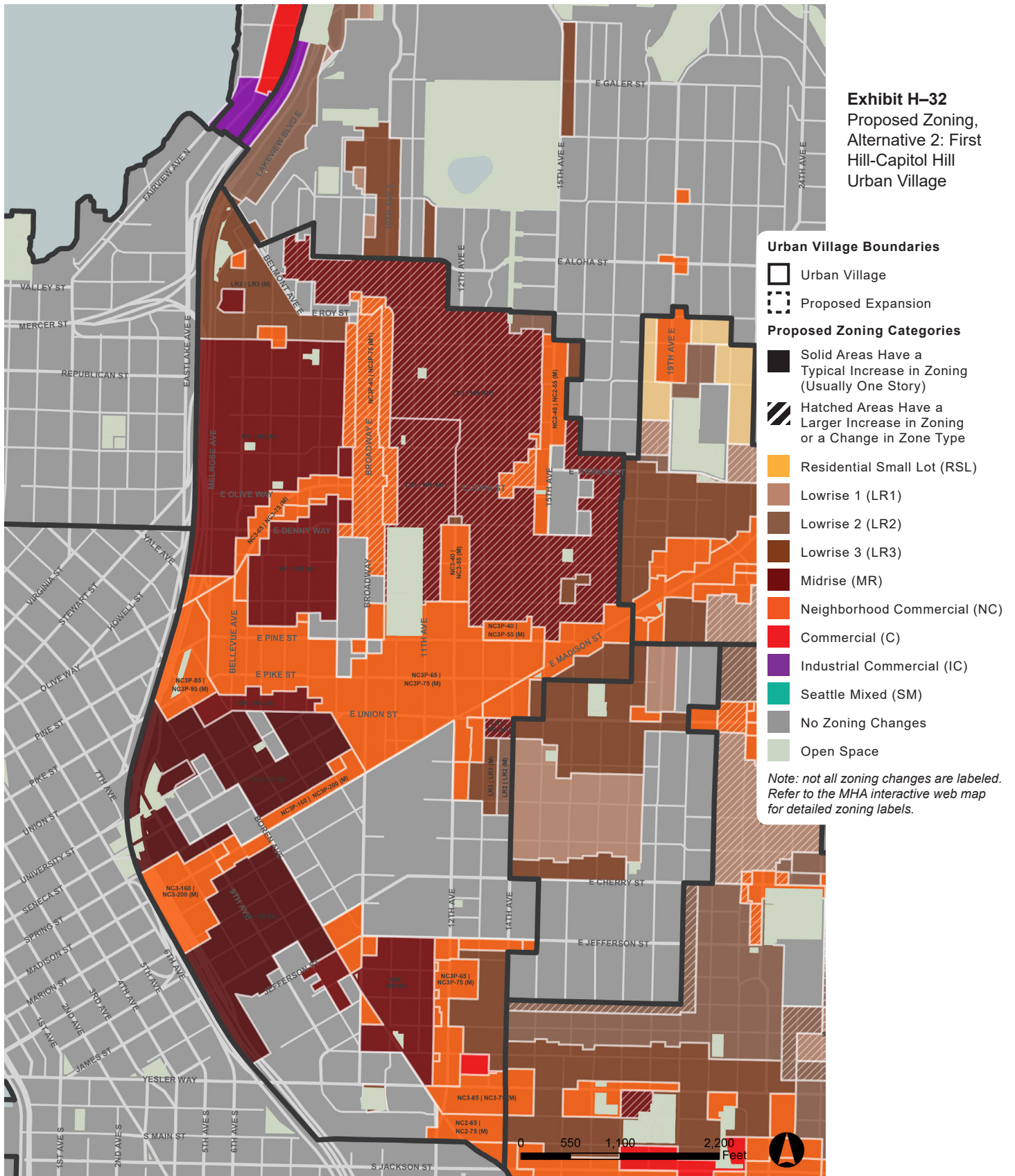




Exhibit H-32
Proposed Zoning,
Alternative 2: First
Hill-Capitol Hill
Urban Village
















Source: City of Seattle, 2017.

Exhibit H-33
Proposed Zoning,
Alternative 3: First
Hill-Capitol Hill
Urban Village

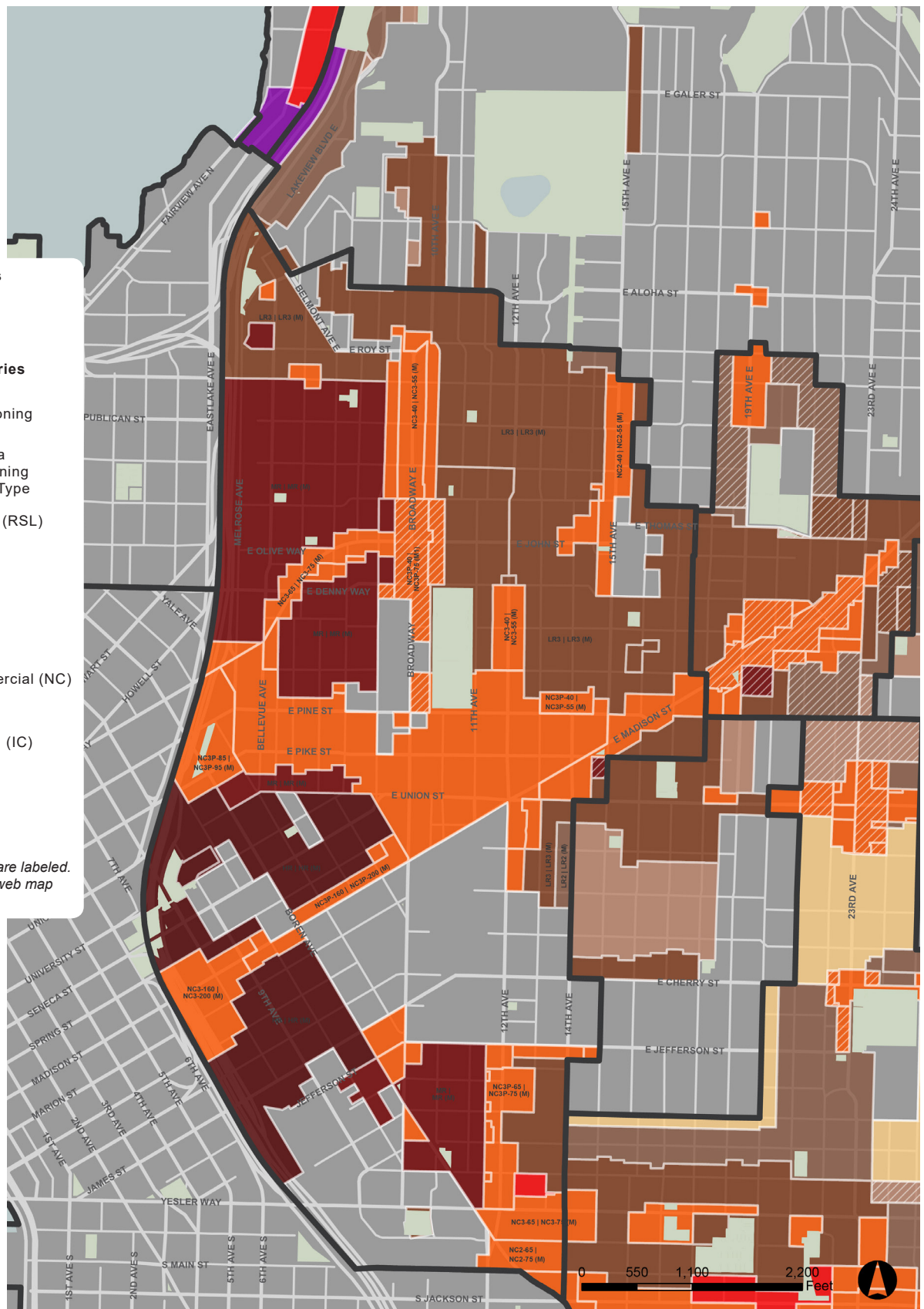
Urban Village Boundaries

-  Urban Village
 Proposed Expansion

Proposed Zoning Categories

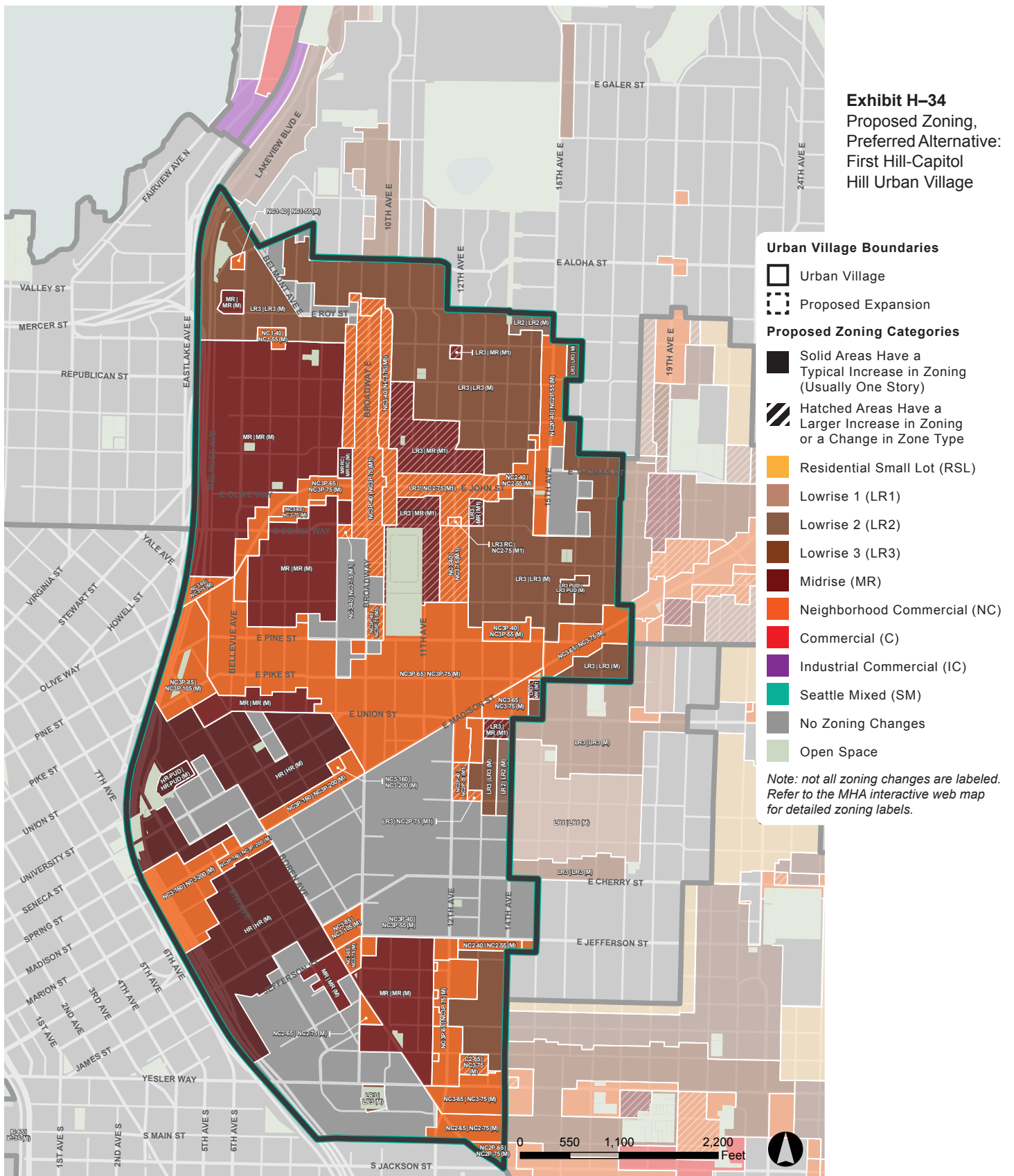
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.



Source: City of Seattle, 2017.



Exhibit H-34
Proposed Zoning,
Preferred Alternative:
First Hill-Capitol
Hill Urban Village
















Source: City of Seattle, 2017.

Exhibit H-35 Proposed Zoning, Alternative 2: Fremont Urban Village

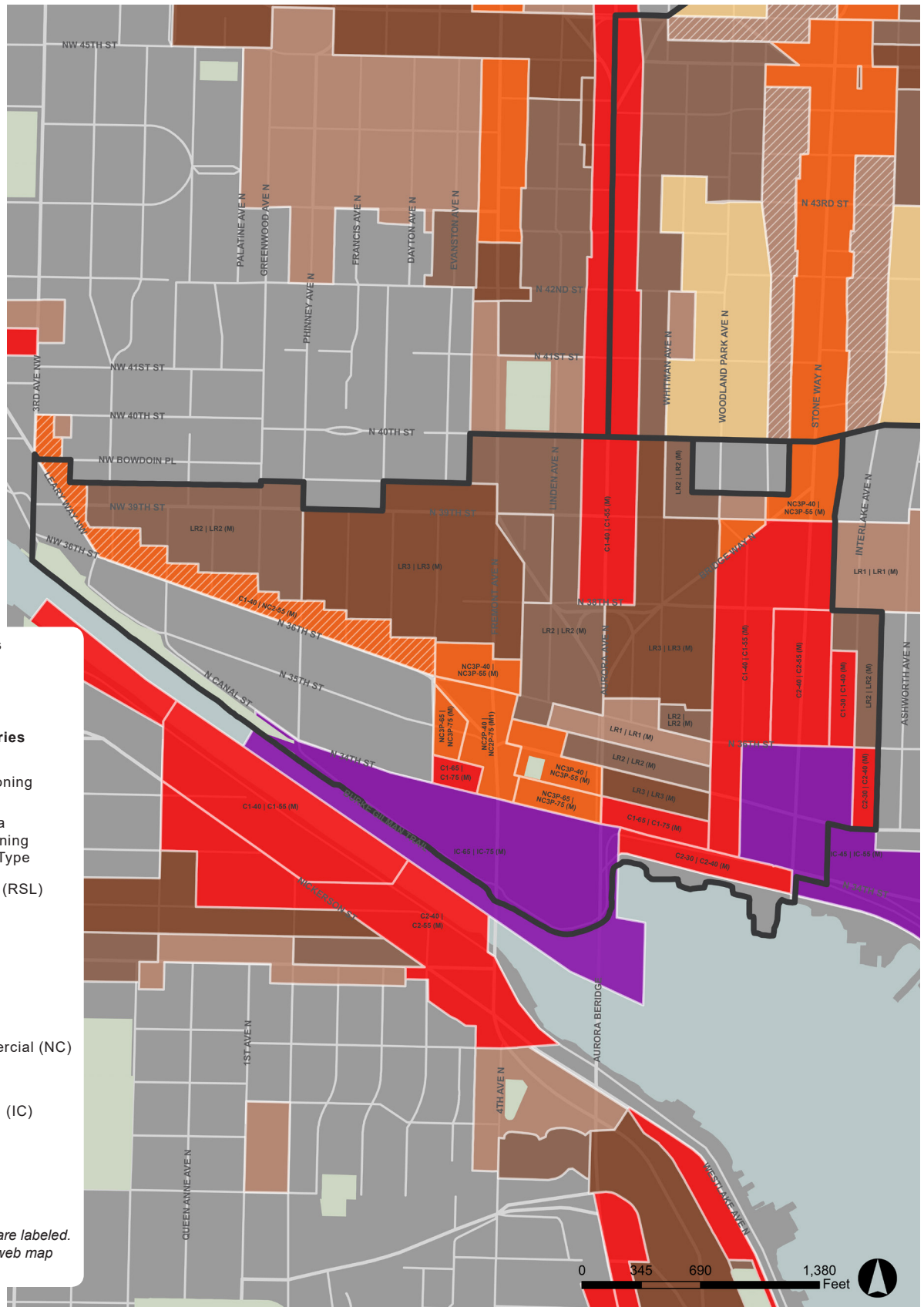
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

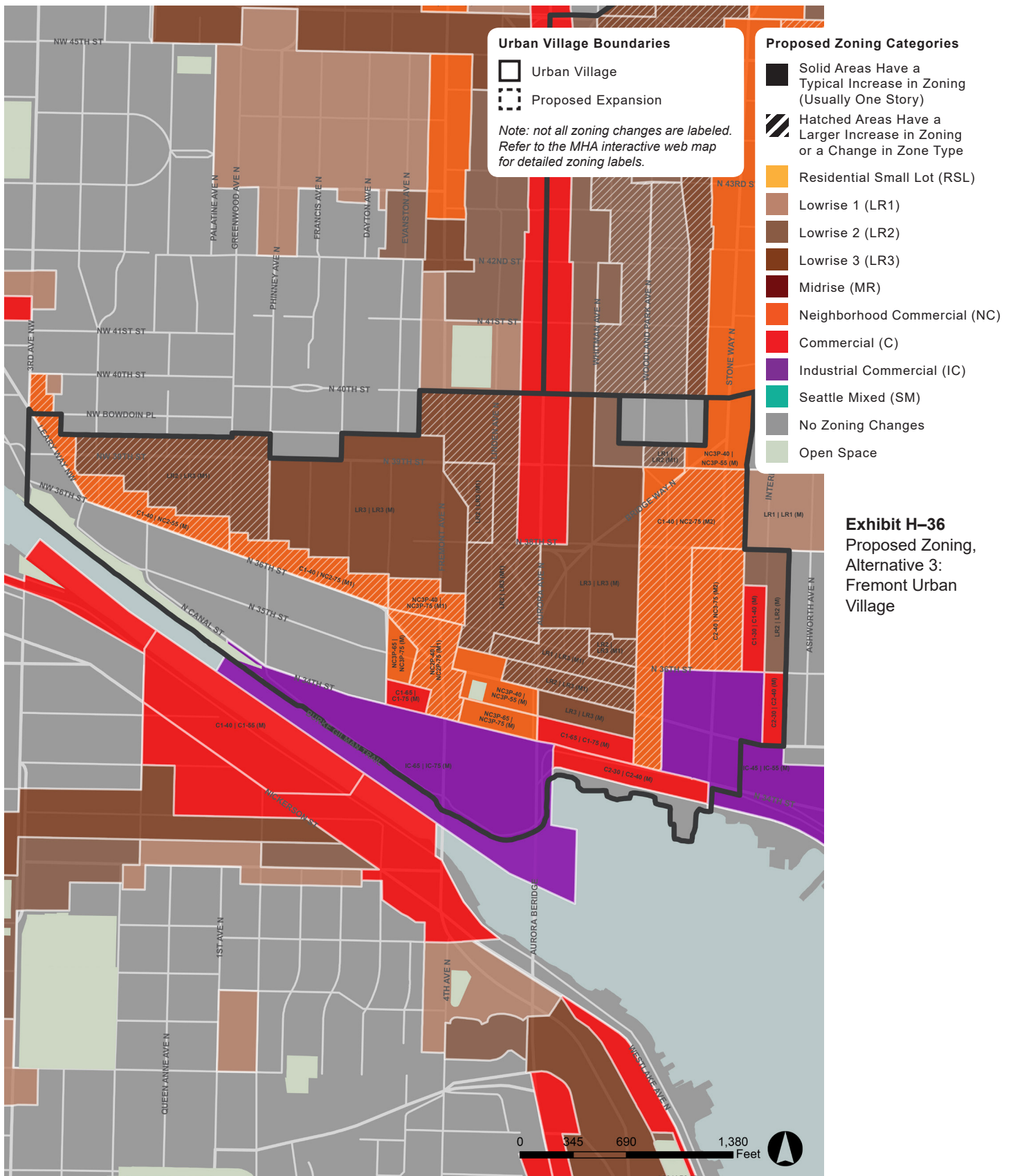
Proposed Zoning Categories

-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

*Note: not all zoning changes are labeled.
Refer to the MHA interactive web map
for detailed zoning labels.*





Source: City of Seattle, 2017.
















Source: City of Seattle, 2017.

Exhibit H-37
Proposed
Zoning, Preferred
Alternative: Fremont
Urban Village

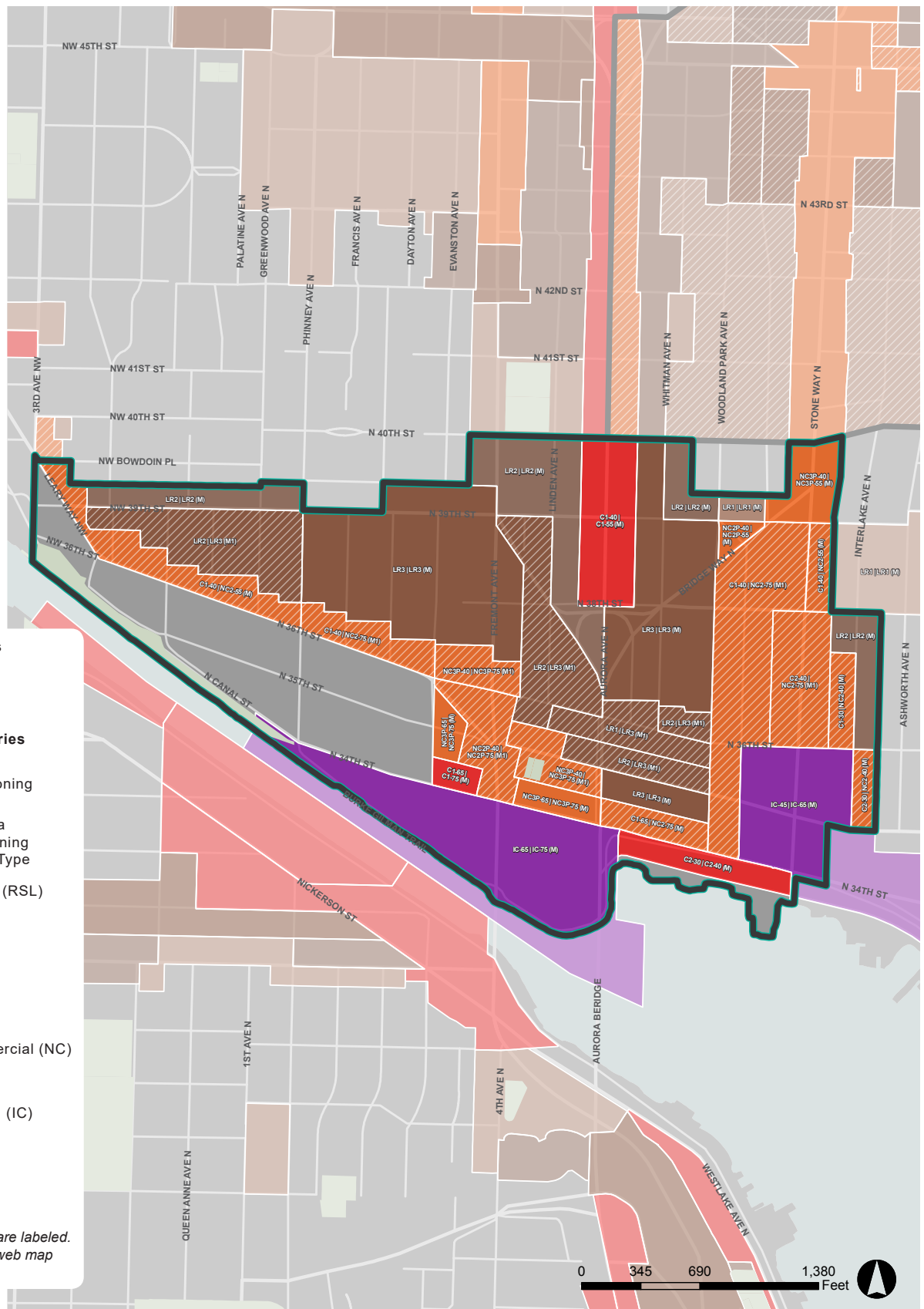
Urban Village Boundaries

-  Urban Village
 Proposed Expansion

Proposed Zoning Categories

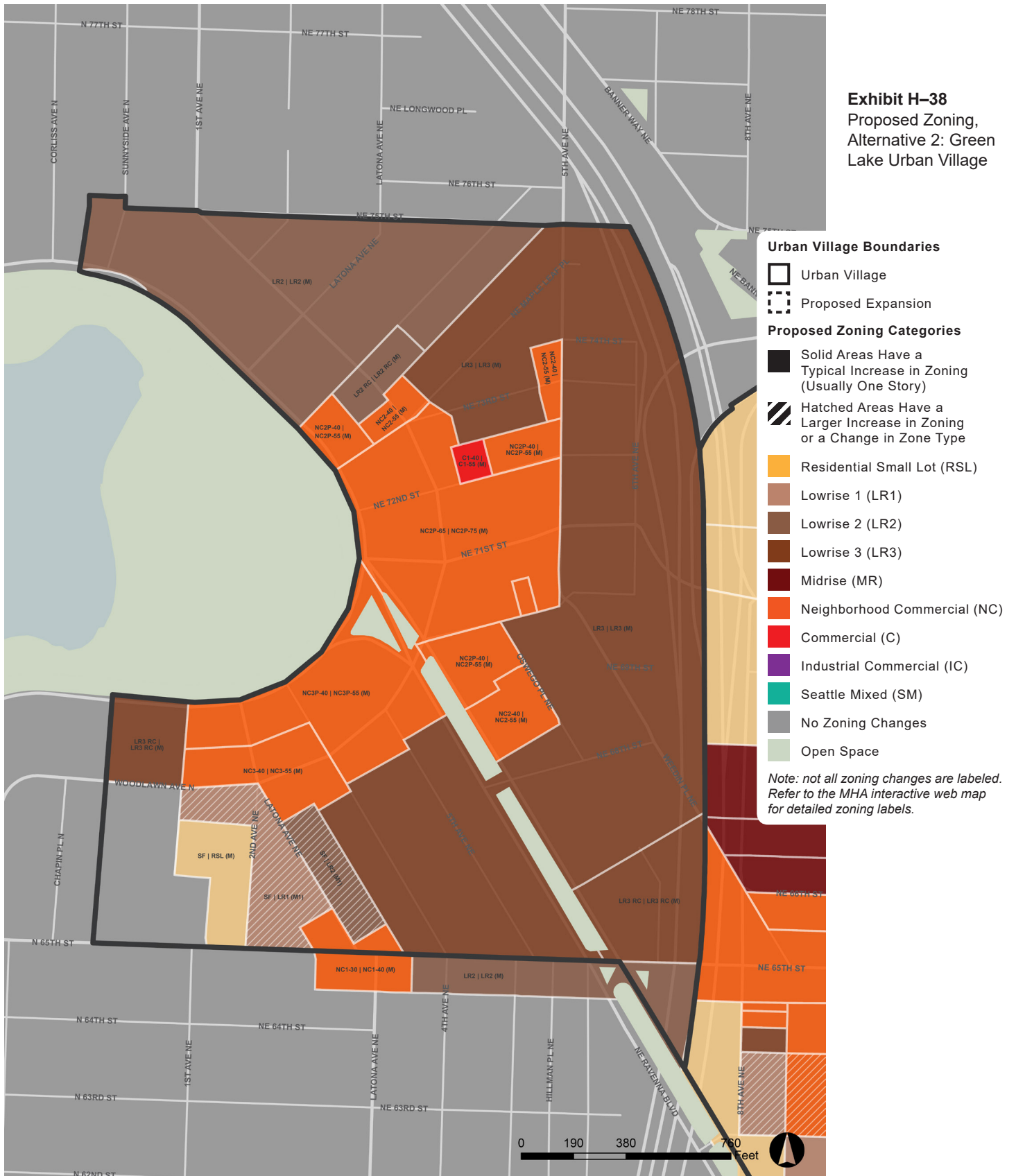
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.



Source: City of Seattle, 2017.



Exhibit H-38
Proposed Zoning,
Alternative 2: Green
Lake Urban Village
















Source: City of Seattle, 2017.

Exhibit H-39
Proposed Zoning,
Alternative 3: Green
Lake Urban Village

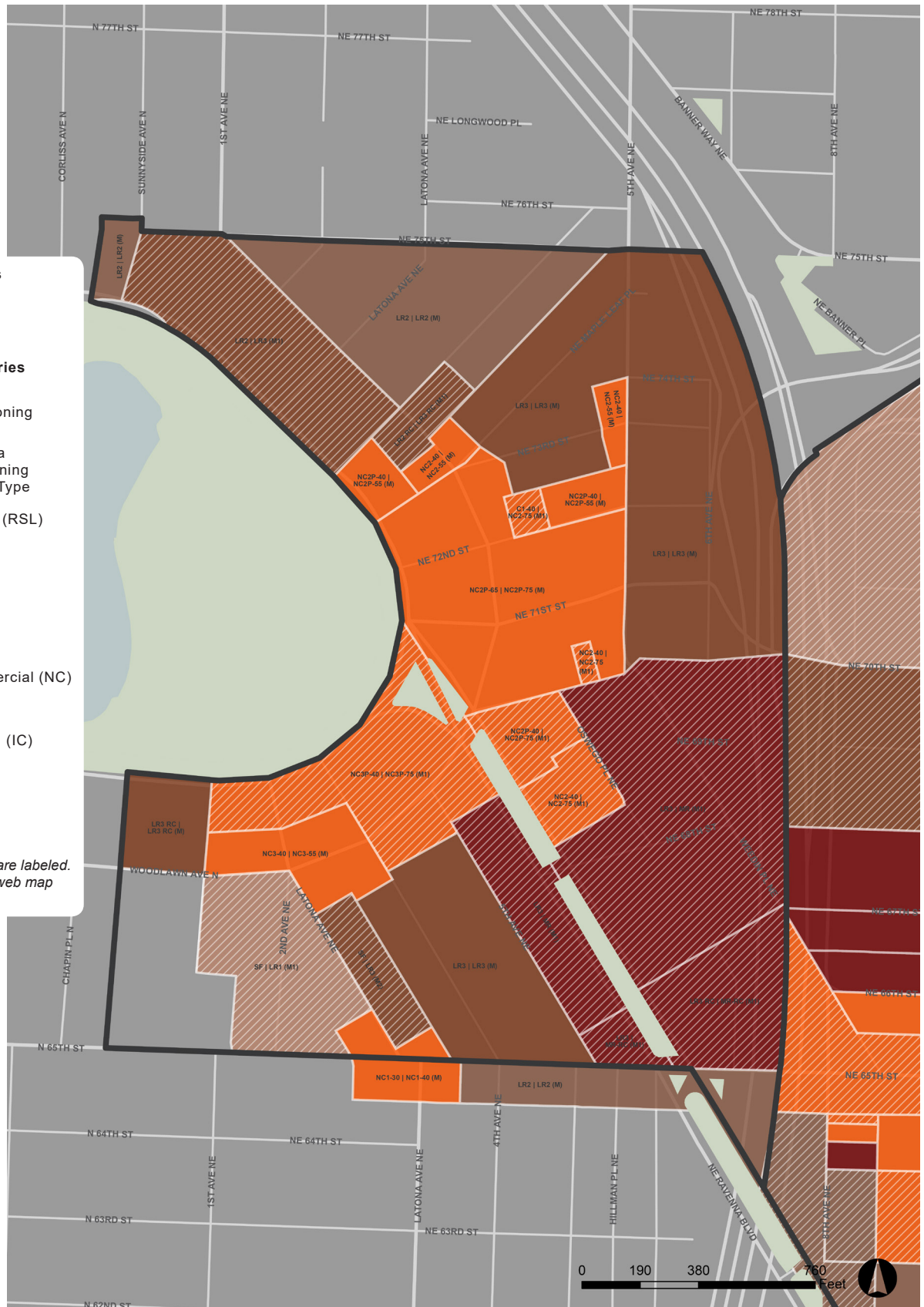
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

Proposed Zoning Categories

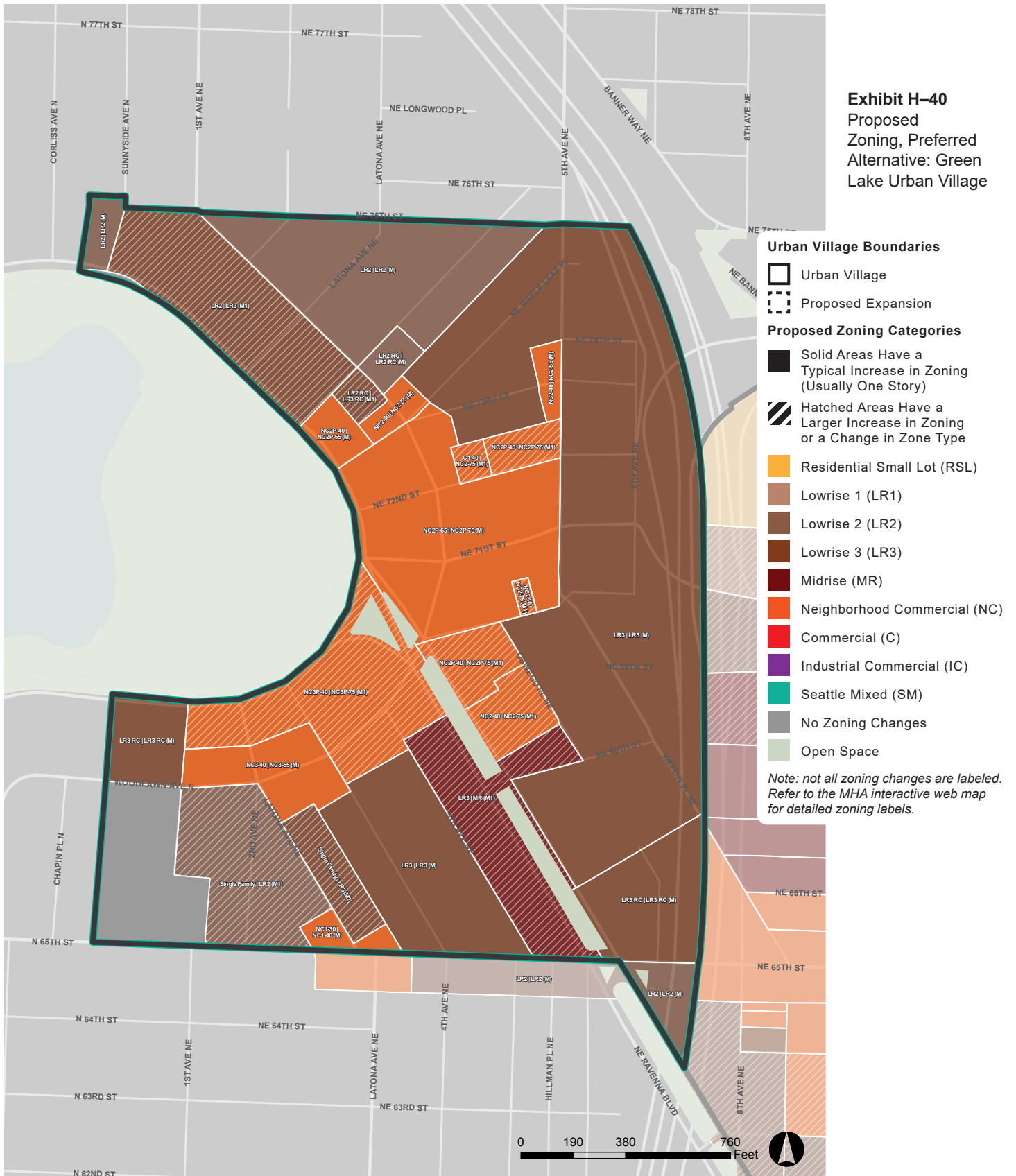
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

*Note: not all zoning changes are labeled.
Refer to the MHA interactive web map
for detailed zoning labels.*



Source: City of Seattle, 2017.


Exhibit H-40
Proposed
Zoning, Preferred
Alternative: Green
Lake Urban Village
















Source: City of Seattle, 2017.

Exhibit H-41
Proposed Zoning,
Alternative 2:
Greenwood-Phinney
Ridge Urban Village

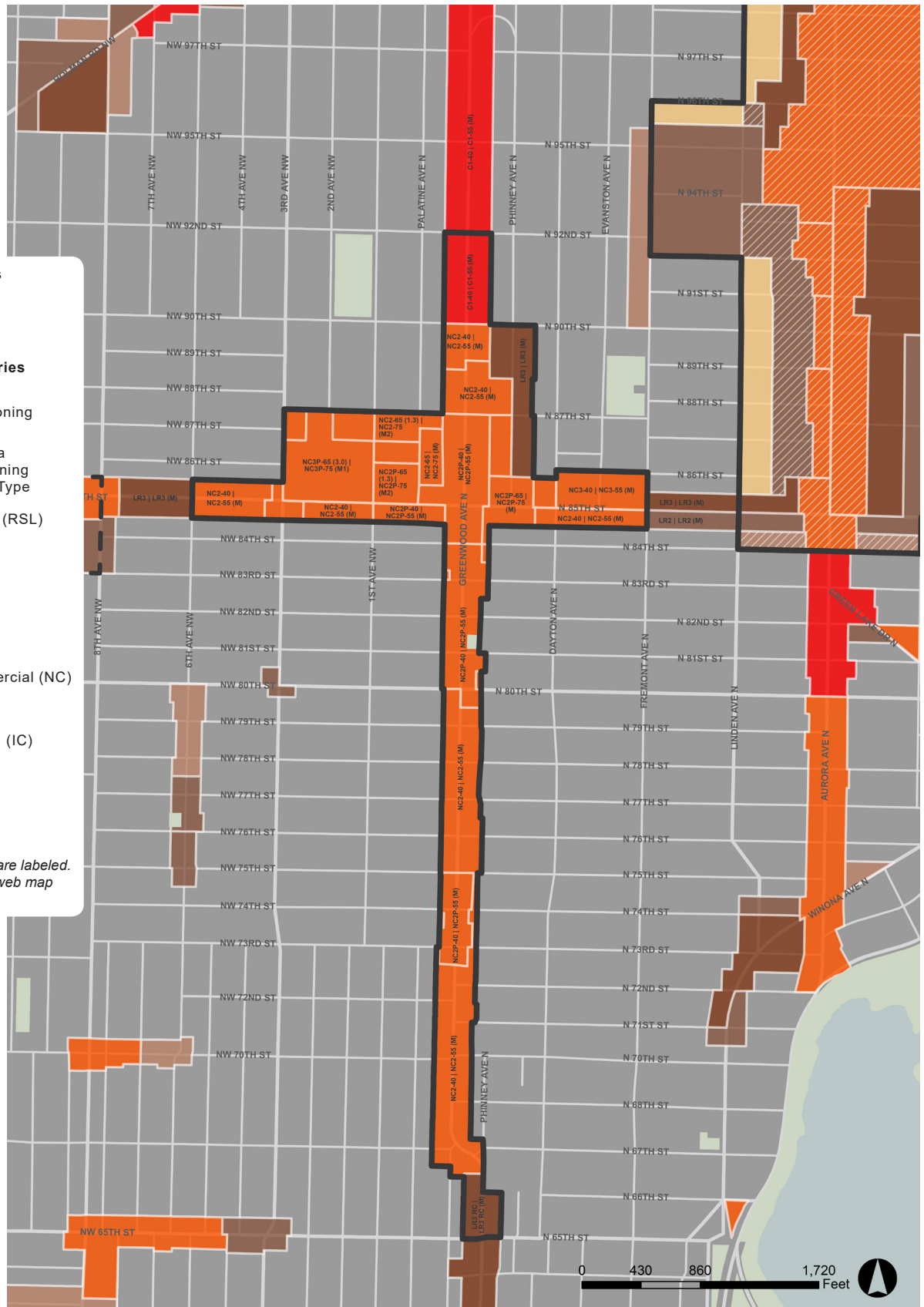
Urban Village Boundaries

-  Urban Village
 Proposed Expansion

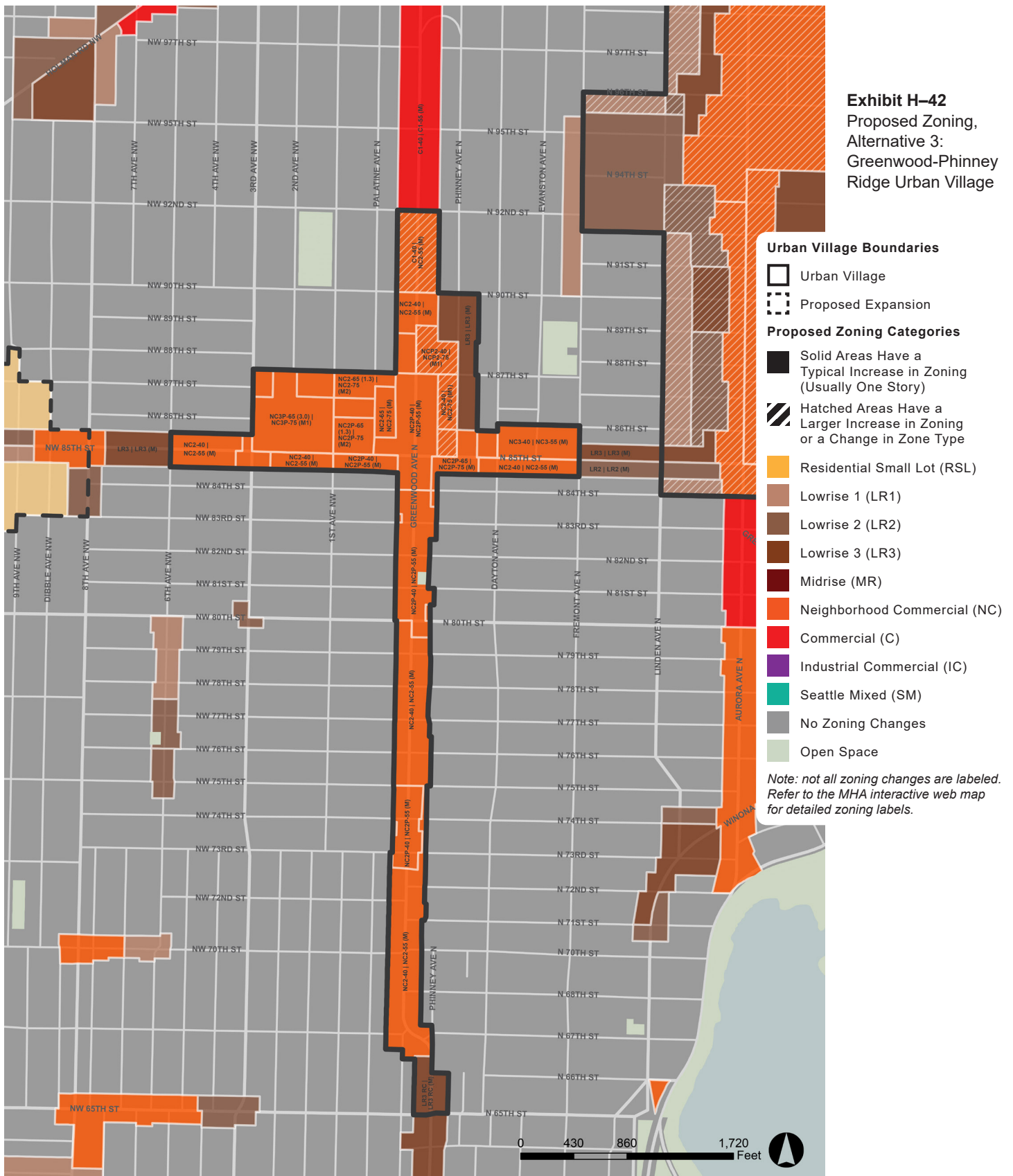
Proposed Zoning Categories

-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.



Source: City of Seattle, 2017.





Source: City of Seattle, 2017.














Exhibit H-43

Proposed Zoning,
Preferred Alternative:
Greenwood-Phinney
Ridge Urban Village

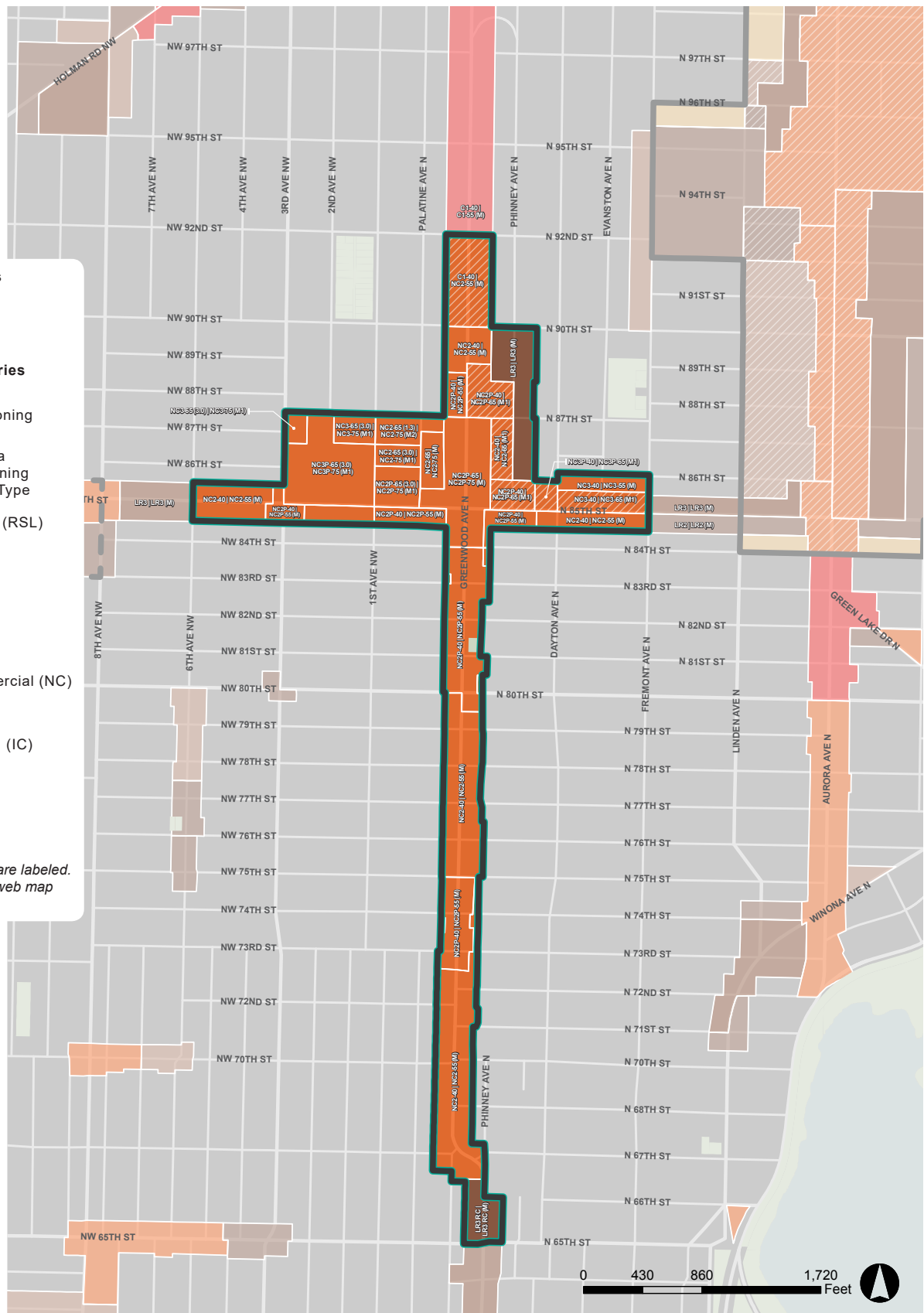
Urban Village Boundaries

-  Urban Village
 Proposed Expansion

Proposed Zoning Categories

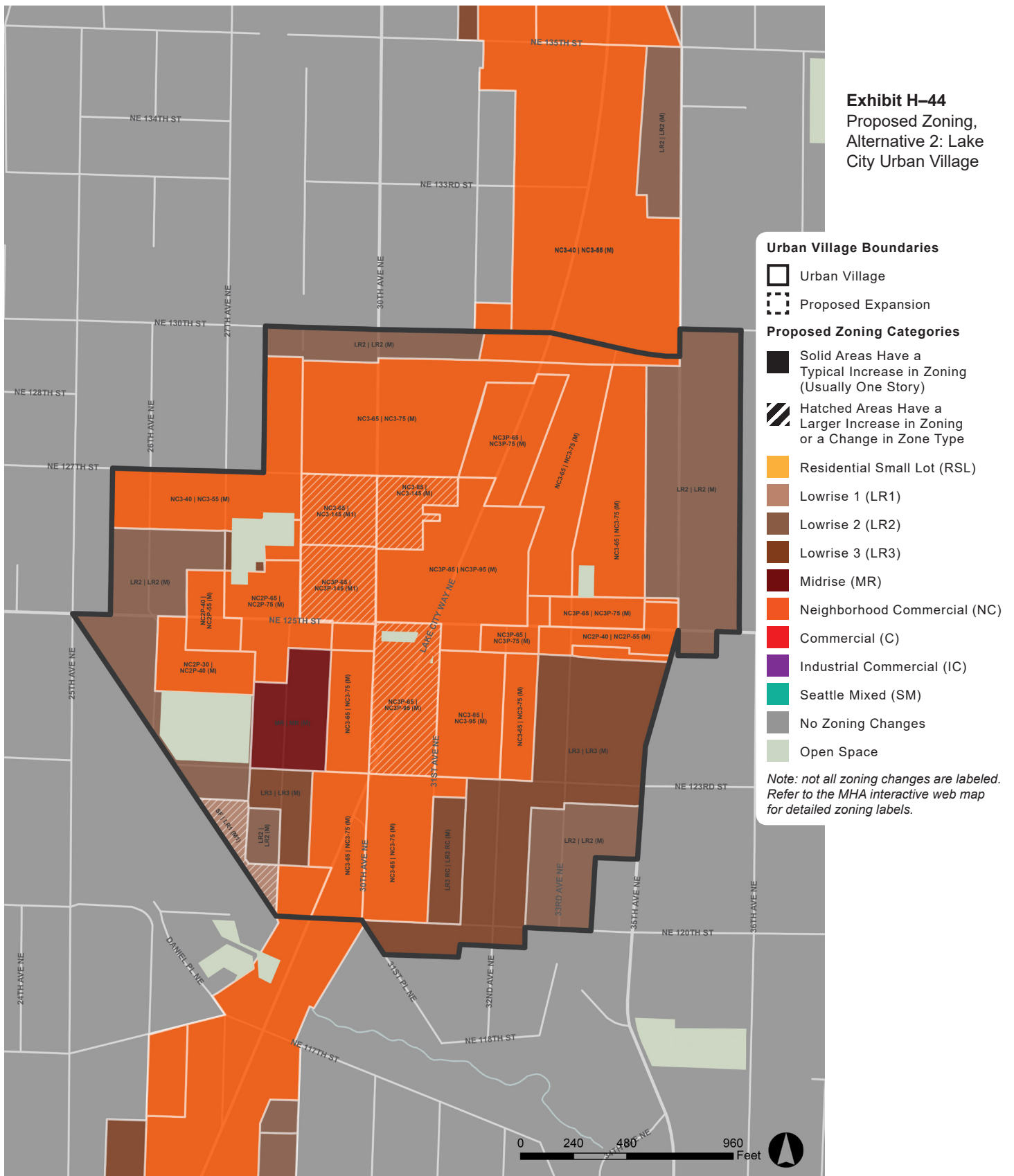
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.



Source: City of Seattle, 2017.



Exhibit H-44
Proposed Zoning,
Alternative 2: Lake
City Urban Village
















Source: City of Seattle, 2017.

Exhibit H-45
Proposed Zoning,
Alternative 3: Lake
City Urban Village

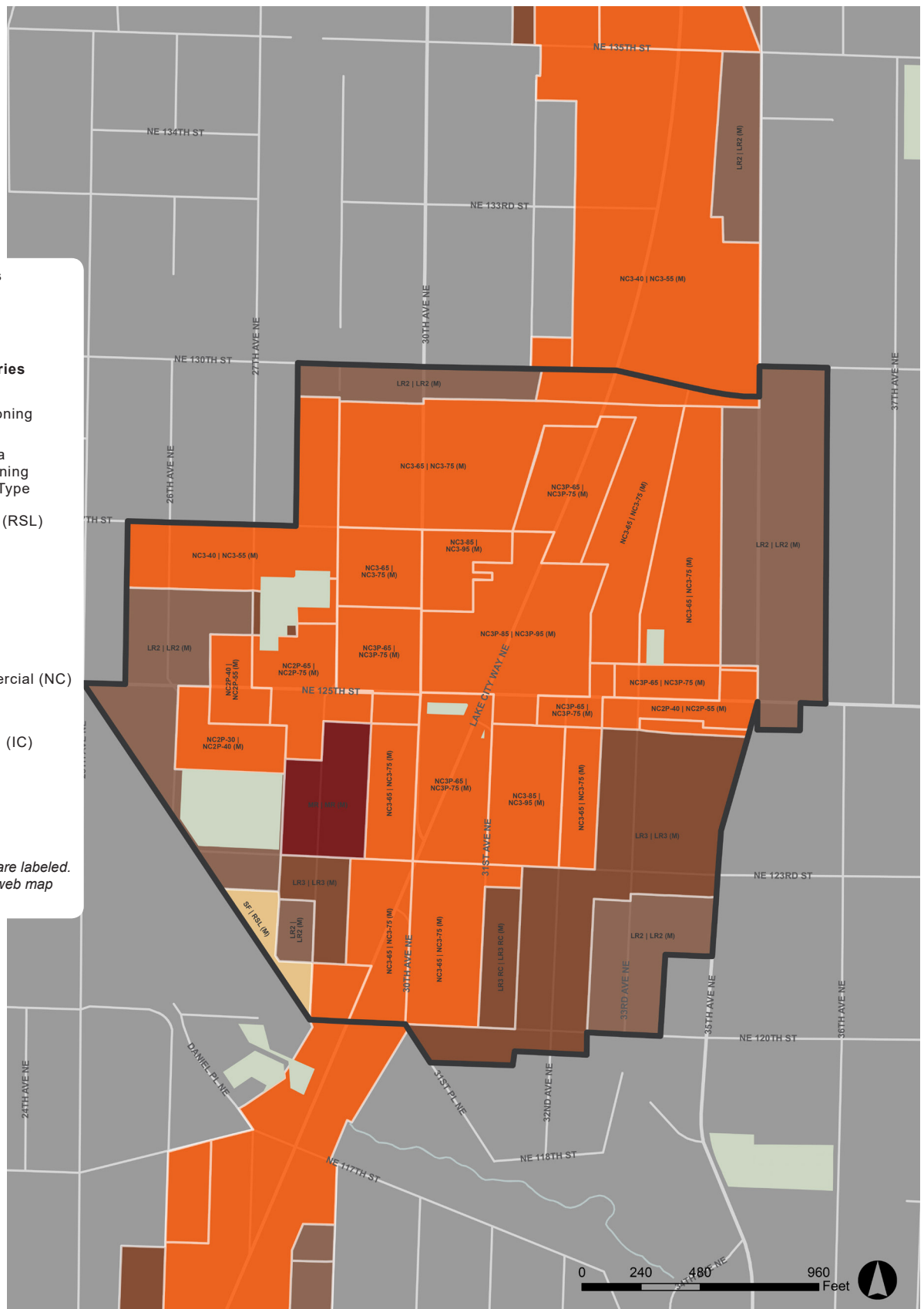
Urban Village Boundaries

-  Urban Village
 Proposed Expansion

Proposed Zoning Categories

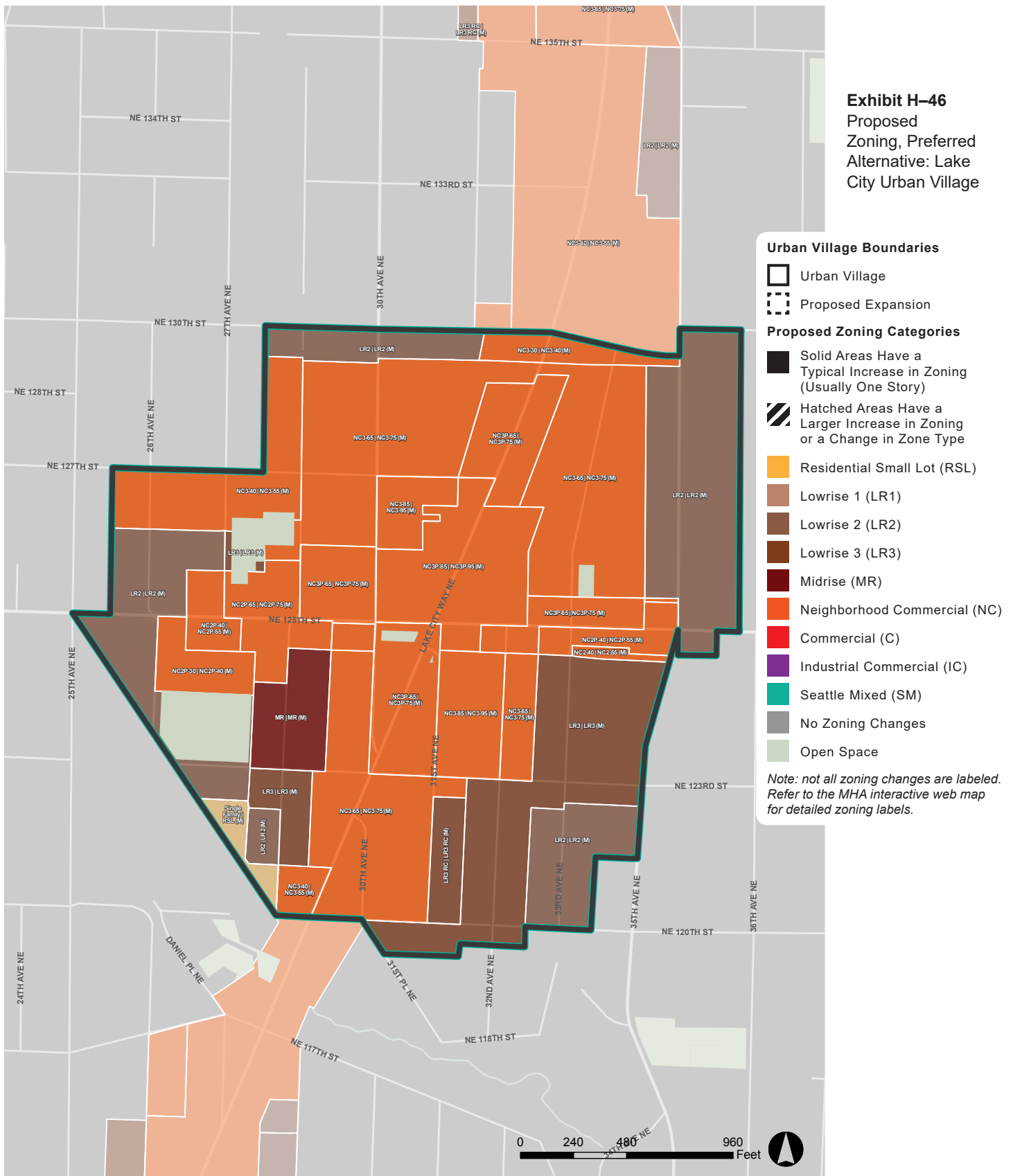
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.



Source: City of Seattle, 2017.



Exhibit H-46
Proposed
Zoning, Preferred
Alternative: Lake
City Urban Village
















Source: City of Seattle, 2017.

Exhibit H-47
Proposed Zoning,
Alternative 2:
Madison-Miller
Urban Village

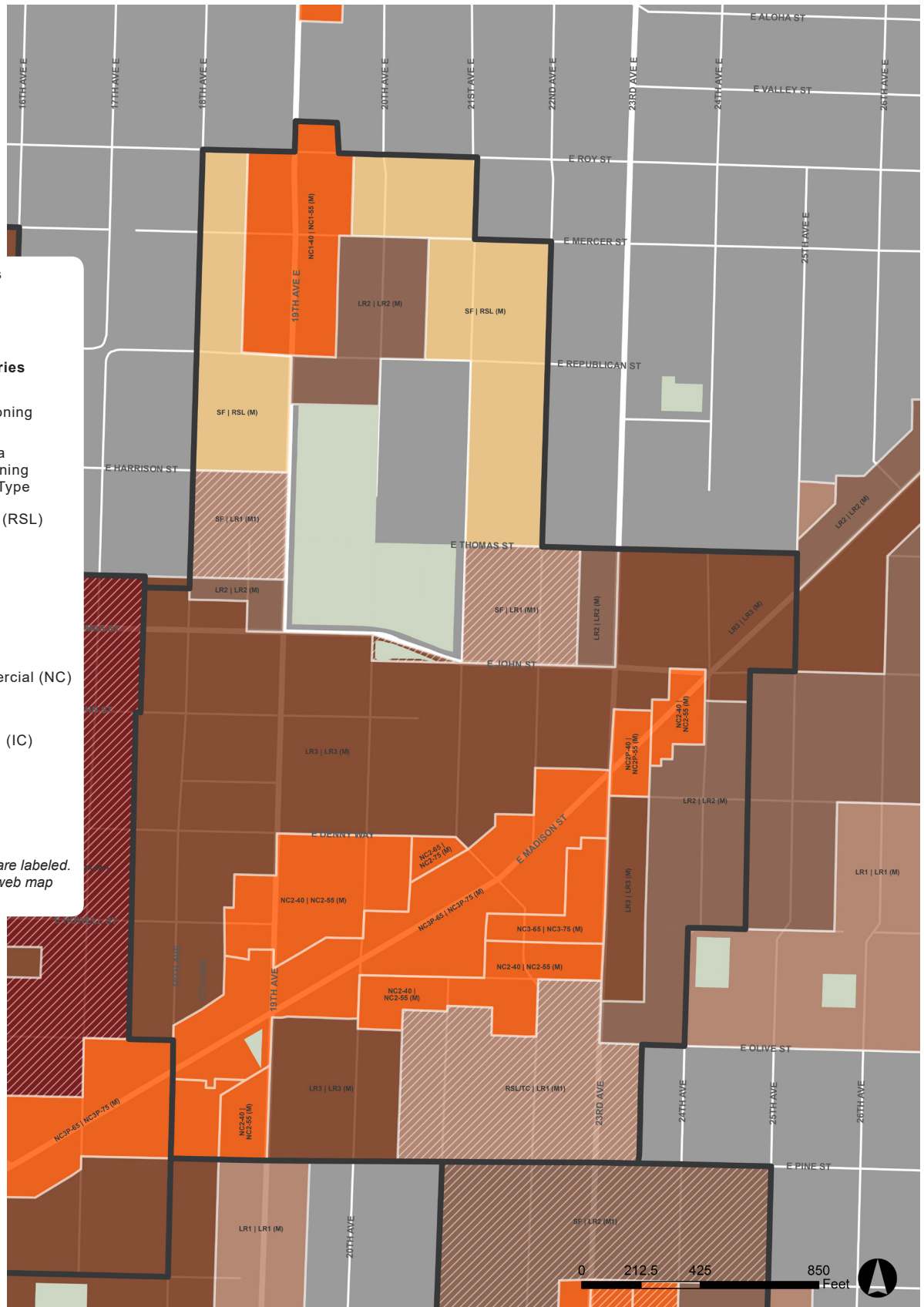
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

Proposed Zoning Categories

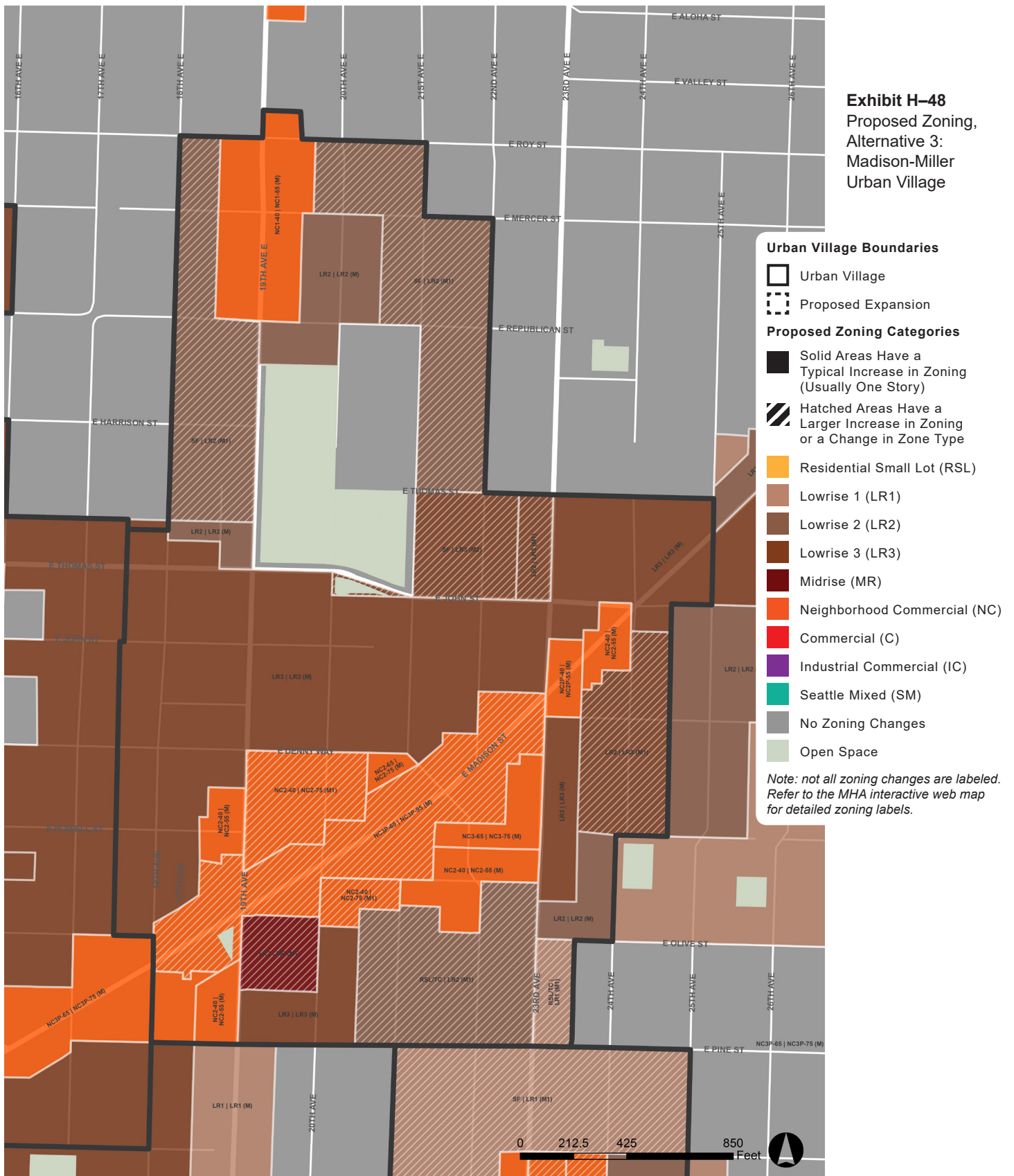
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

*Note: not all zoning changes are labeled.
Refer to the MHA interactive web map
for detailed zoning labels.*



Source: City of Seattle, 2017.

Exhibit H-48
Proposed Zoning,
Alternative 3:
Madison-Miller
Urban Village





Source: City of Seattle, 2017.














Exhibit H-49

Proposed Zoning,
Preferred Alternative:
Madison-Miller
Urban Village

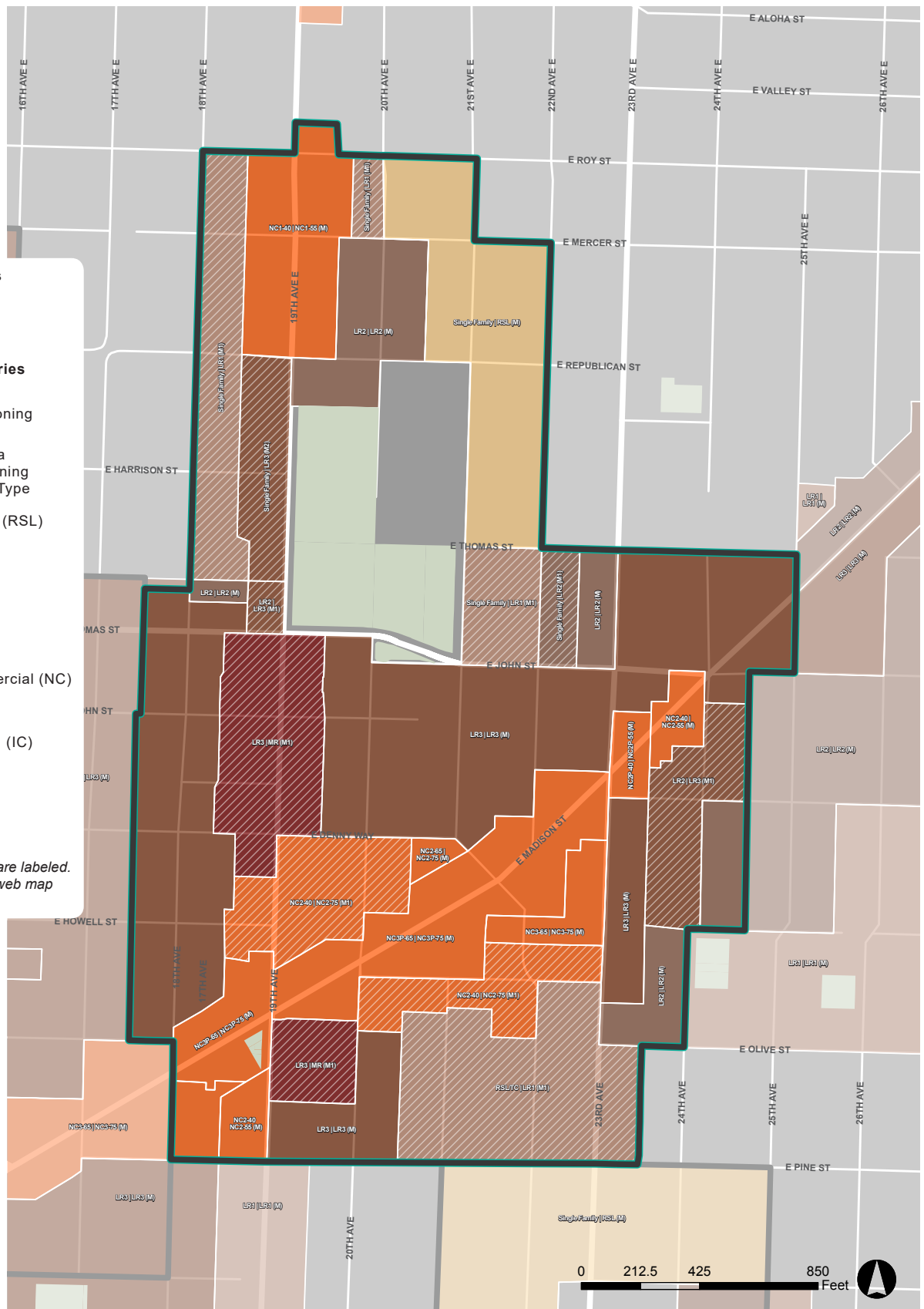
Urban Village Boundaries

-  Urban Village
 Proposed Expansion

Proposed Zoning Categories

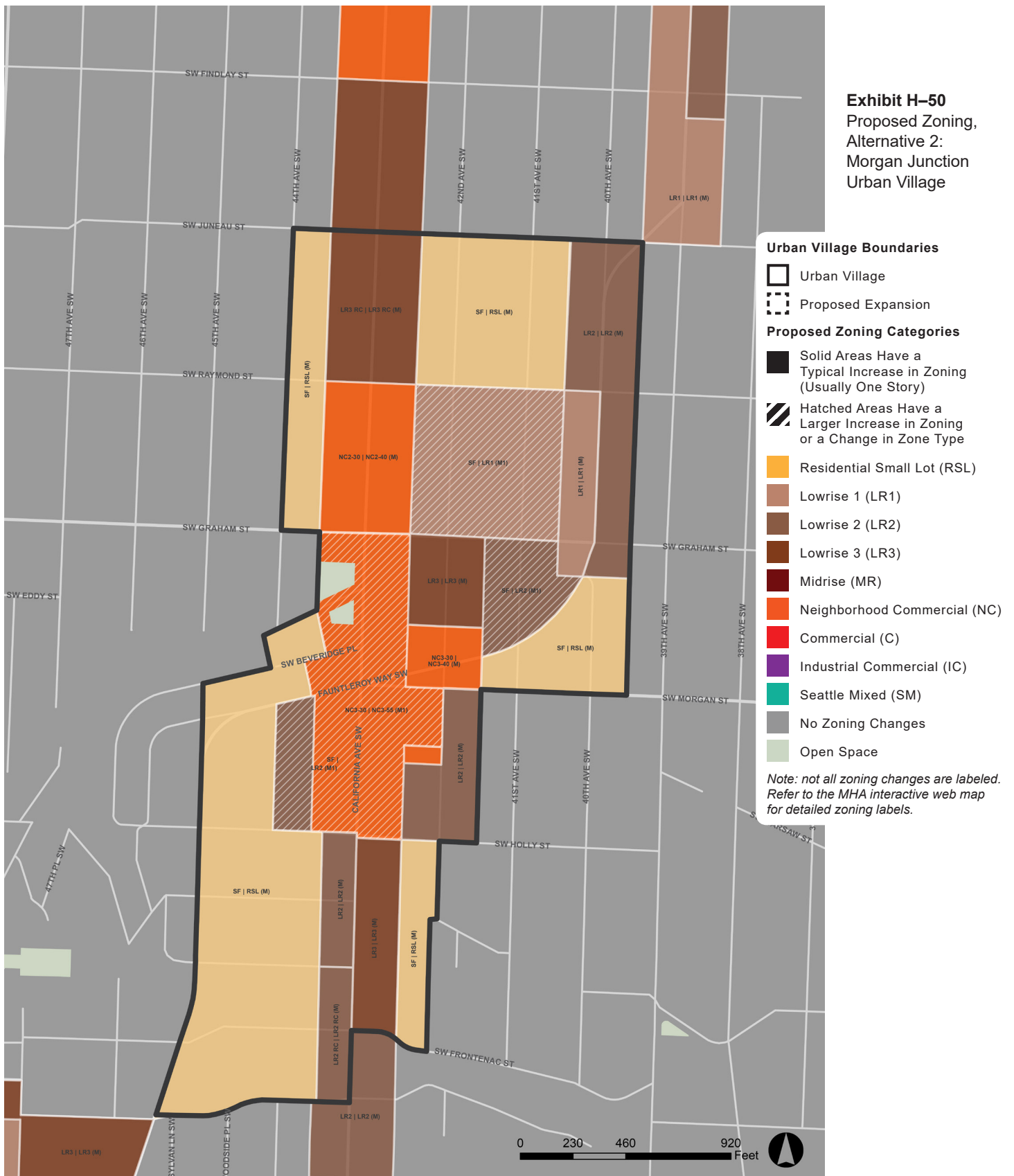
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.



Source: City of Seattle, 2017.

Exhibit H-50
Proposed Zoning,
Alternative 2:
Morgan Junction
Urban Village
















Source: City of Seattle, 2017.

Exhibit H-51
Proposed Zoning,
Alternative 3:
Morgan Junction
Urban Village

Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

Proposed Zoning Categories

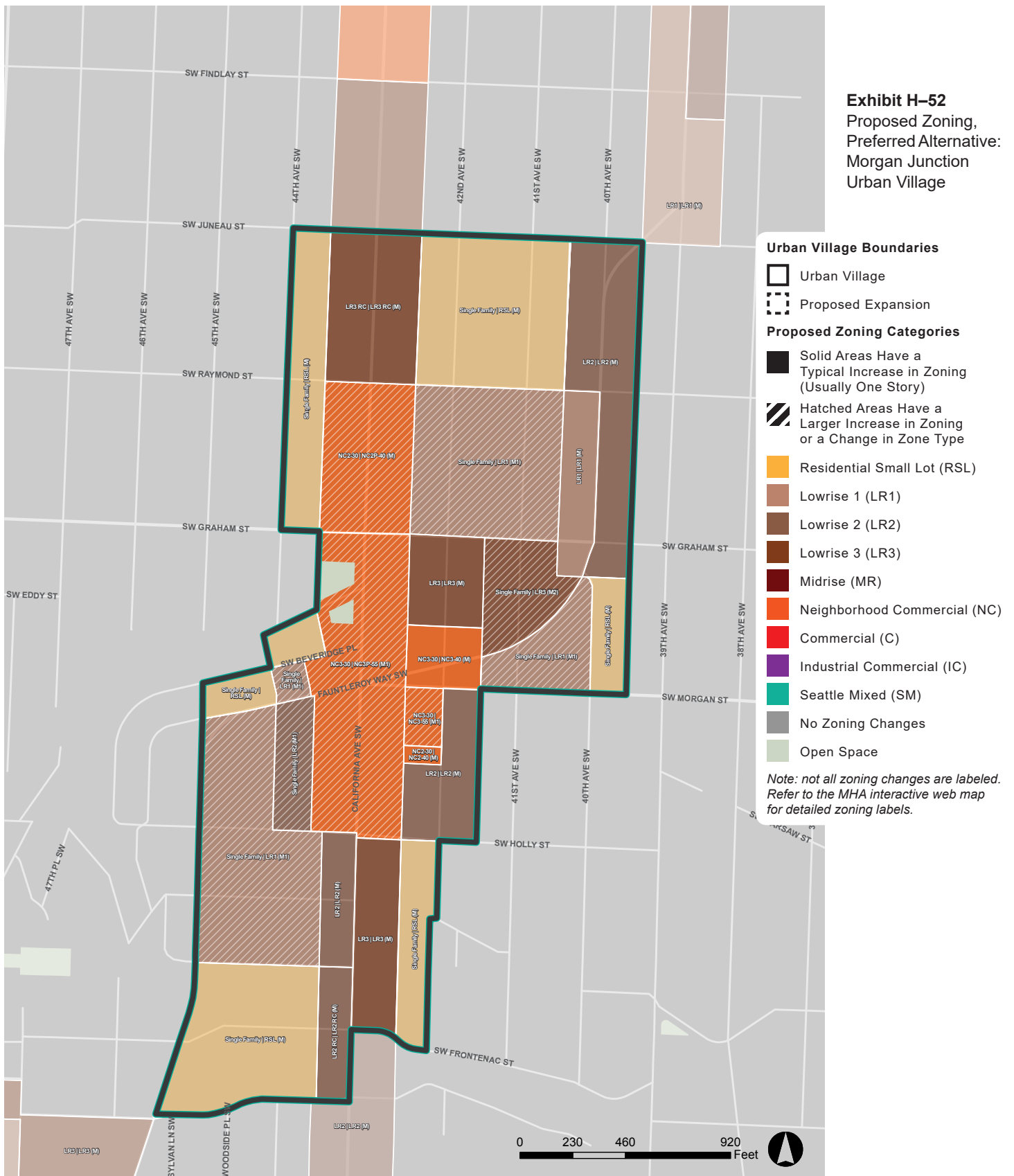
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

*Note: not all zoning changes are labeled.
Refer to the MHA interactive web map
for detailed zoning labels.*



Source: City of Seattle, 2017.



Exhibit H-52
Proposed Zoning,
Preferred Alternative:
Morgan Junction
Urban Village
















Source: City of Seattle, 2017.

Exhibit H-53
Proposed Zoning,
Alternative 2: North
Beacon Hill Urban
Village

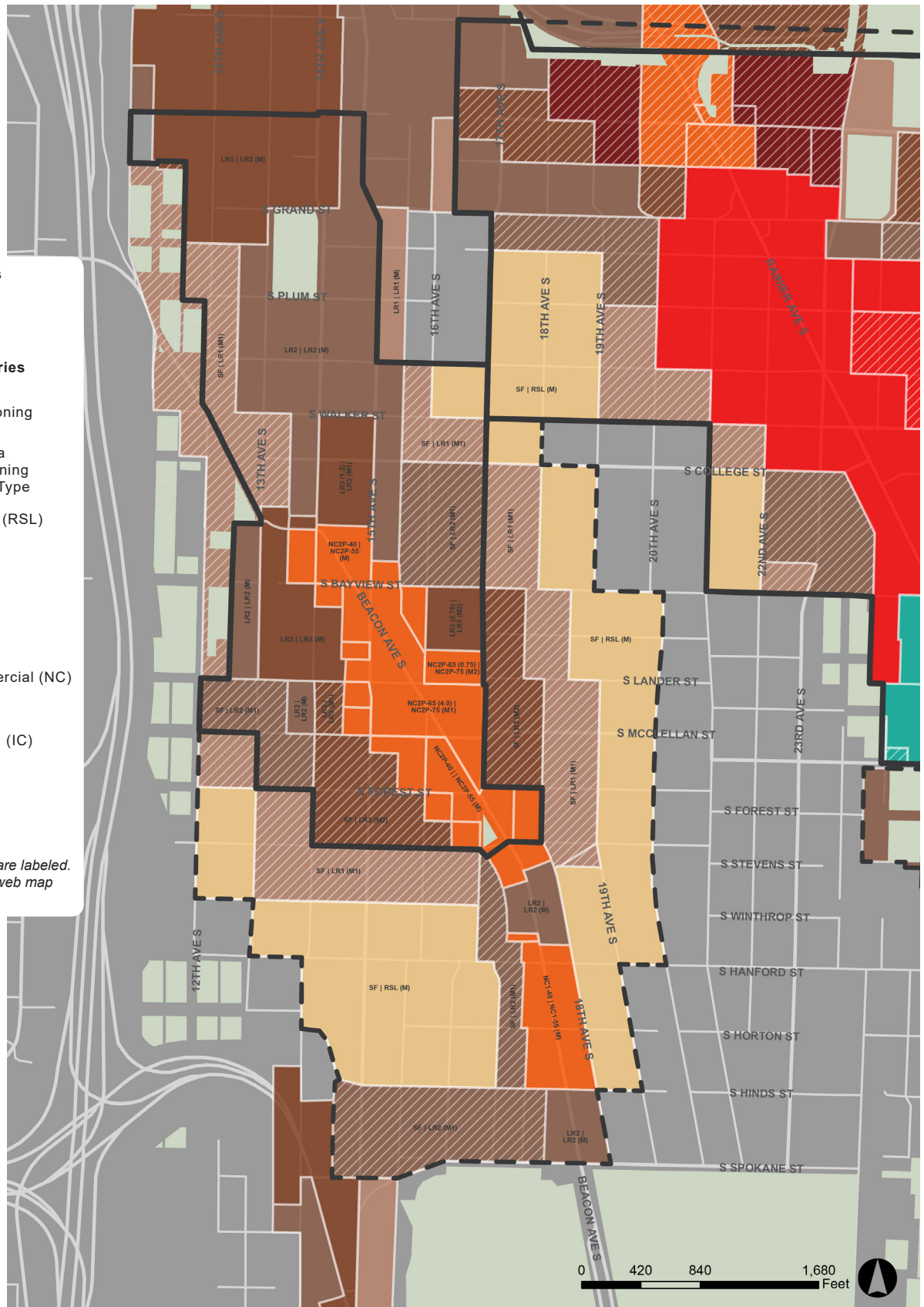
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

Proposed Zoning Categories

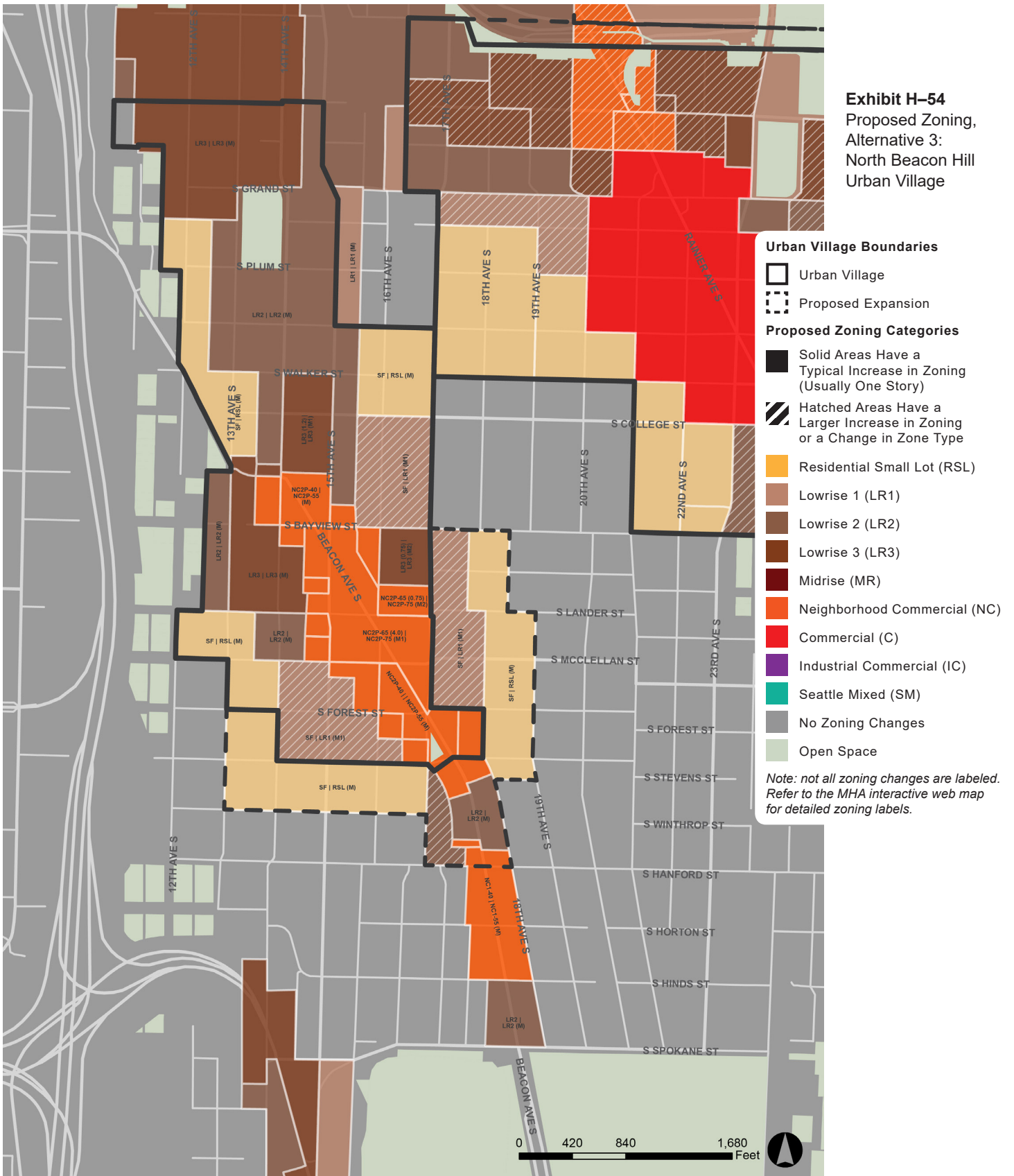
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.



Source: City of Seattle, 2017.

Exhibit H-54
Proposed Zoning,
Alternative 3:
North Beacon Hill
Urban Village





Source: City of Seattle, 2017.














Exhibit H-55

Proposed
Zoning, Preferred
Alternative: North
Beacon Hill Urban
Village

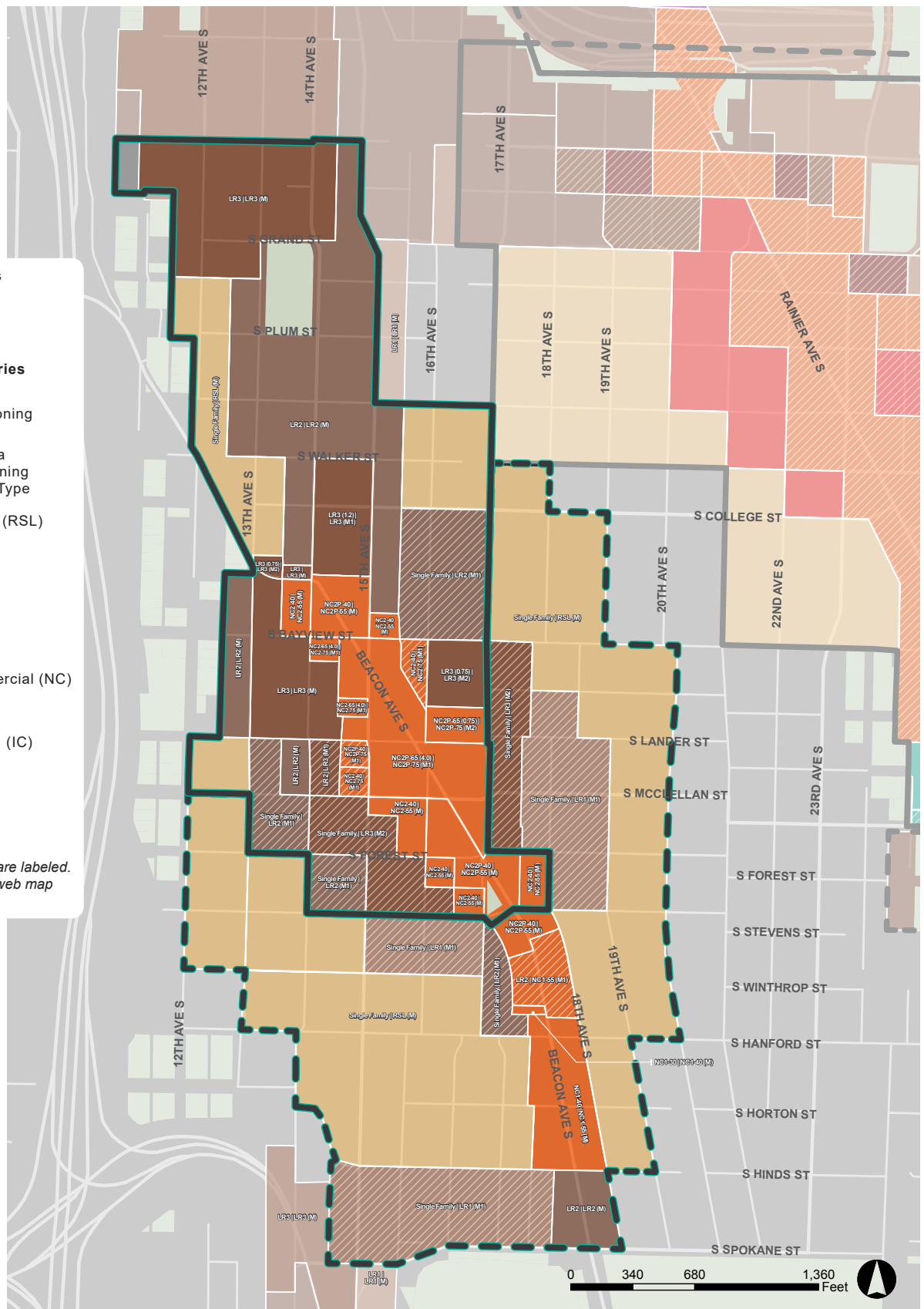
Urban Village Boundaries

-  Urban Village
 Proposed Expansion

Proposed Zoning Categories

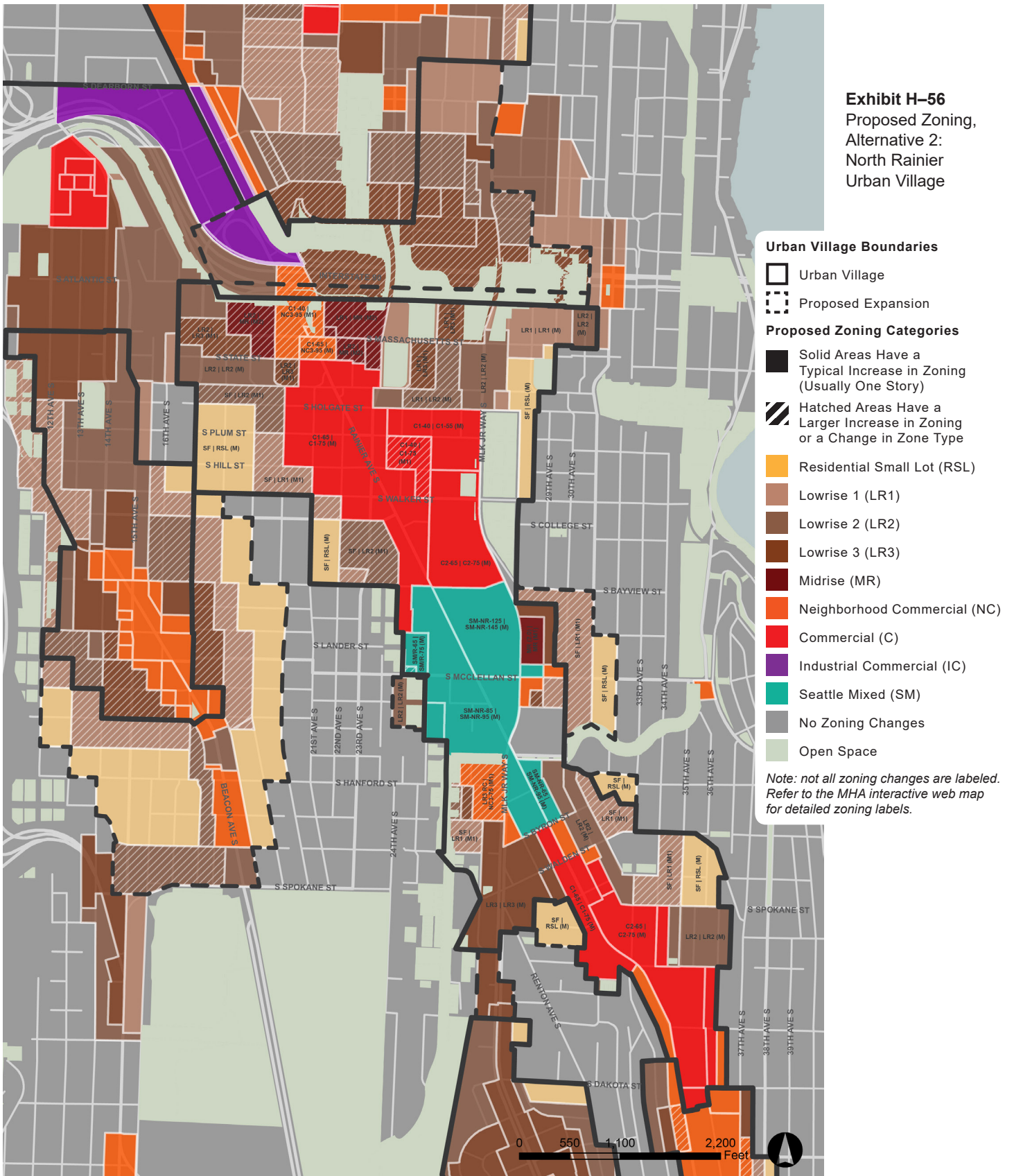
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.



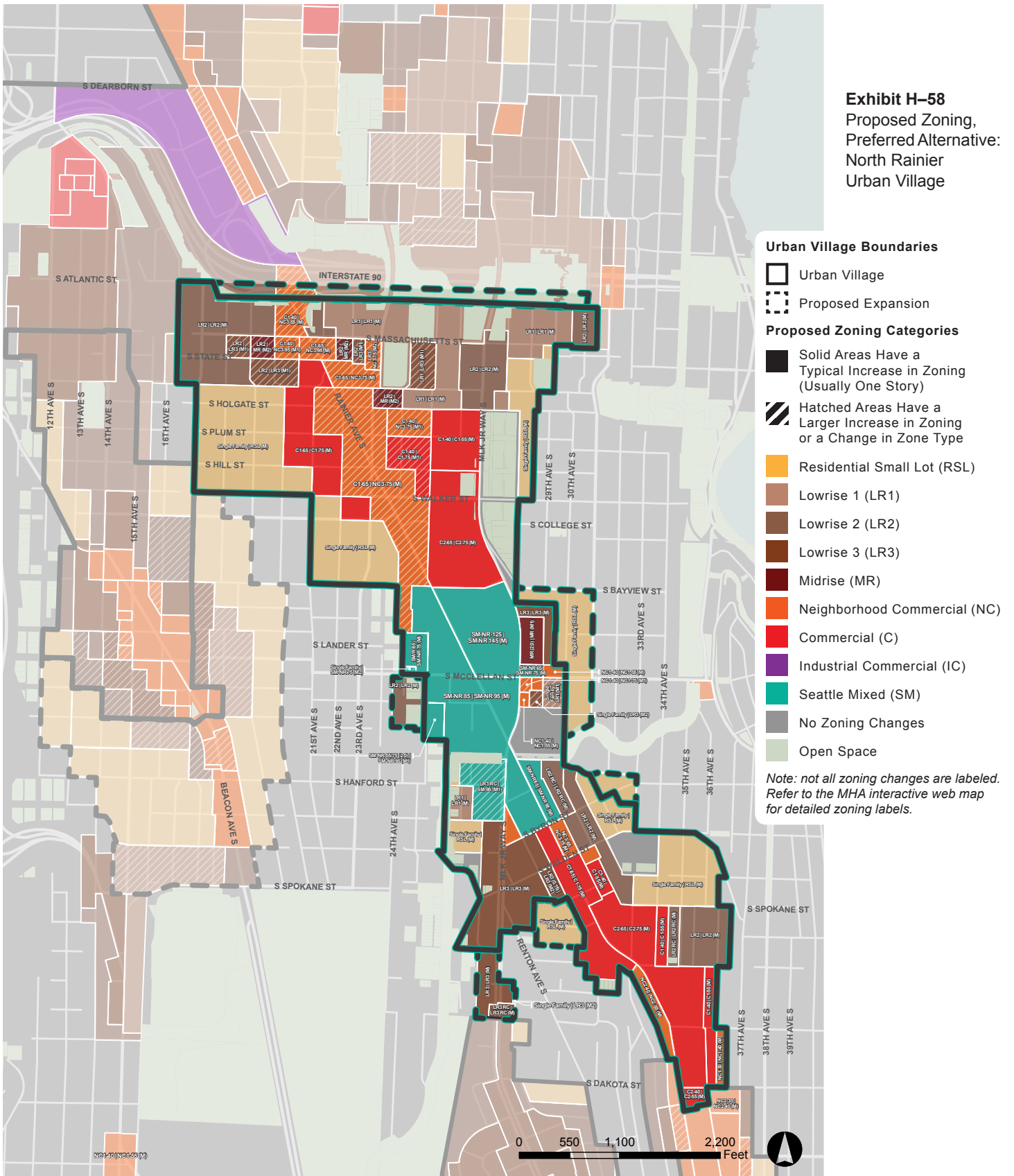
Source: City of Seattle, 2017.

Exhibit H-56
Proposed Zoning,
Alternative 2:
North Rainier
Urban Village



Source: City of Seattle, 2017.














Exhibit H-58
Proposed Zoning,
Preferred Alternative:
North Rainier
Urban Village





Source: City of Seattle, 2017.

Exhibit H-59 Proposed Zoning, Alternative 2: Northgate Urban Village

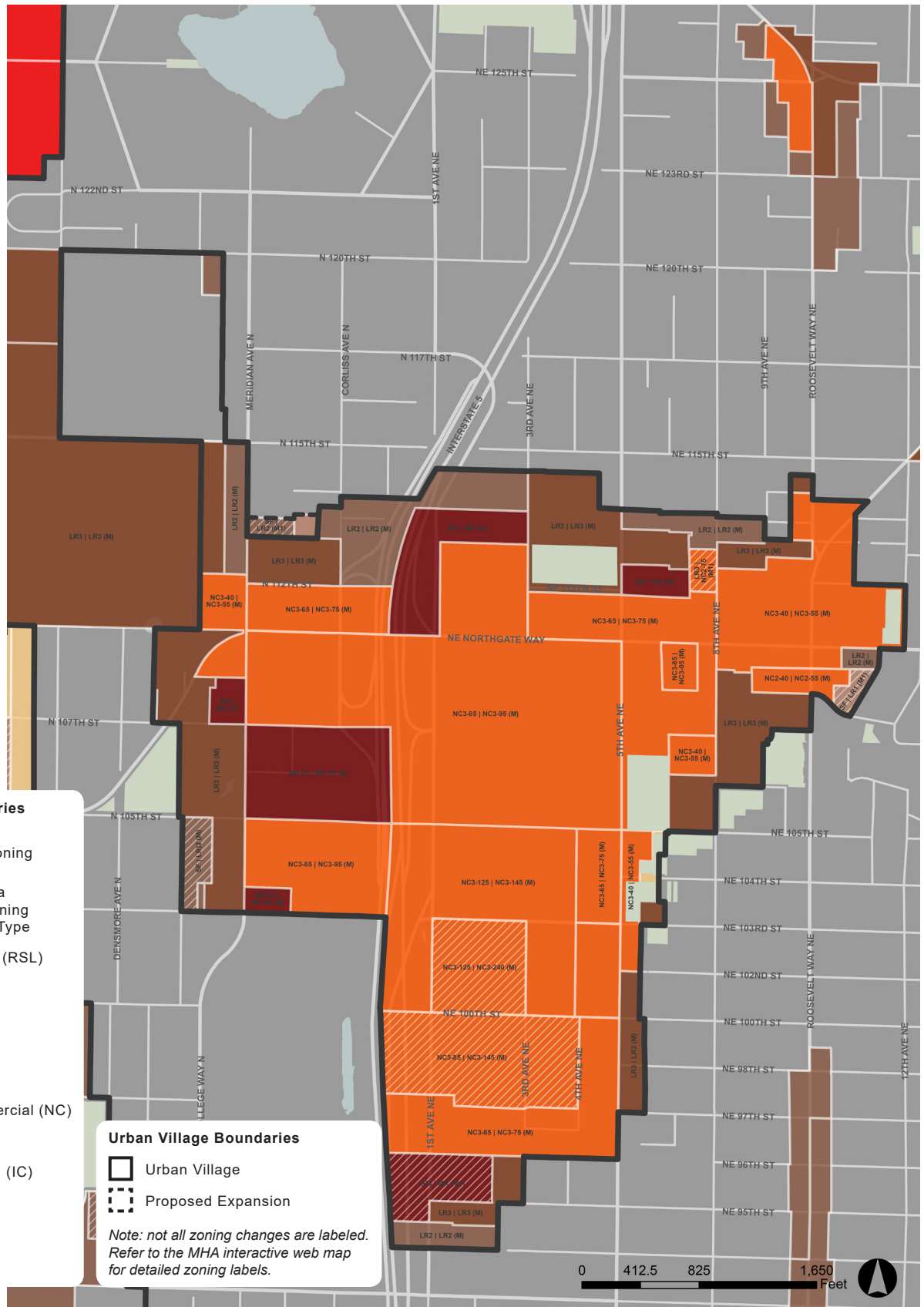
Proposed Zoning Categories

-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

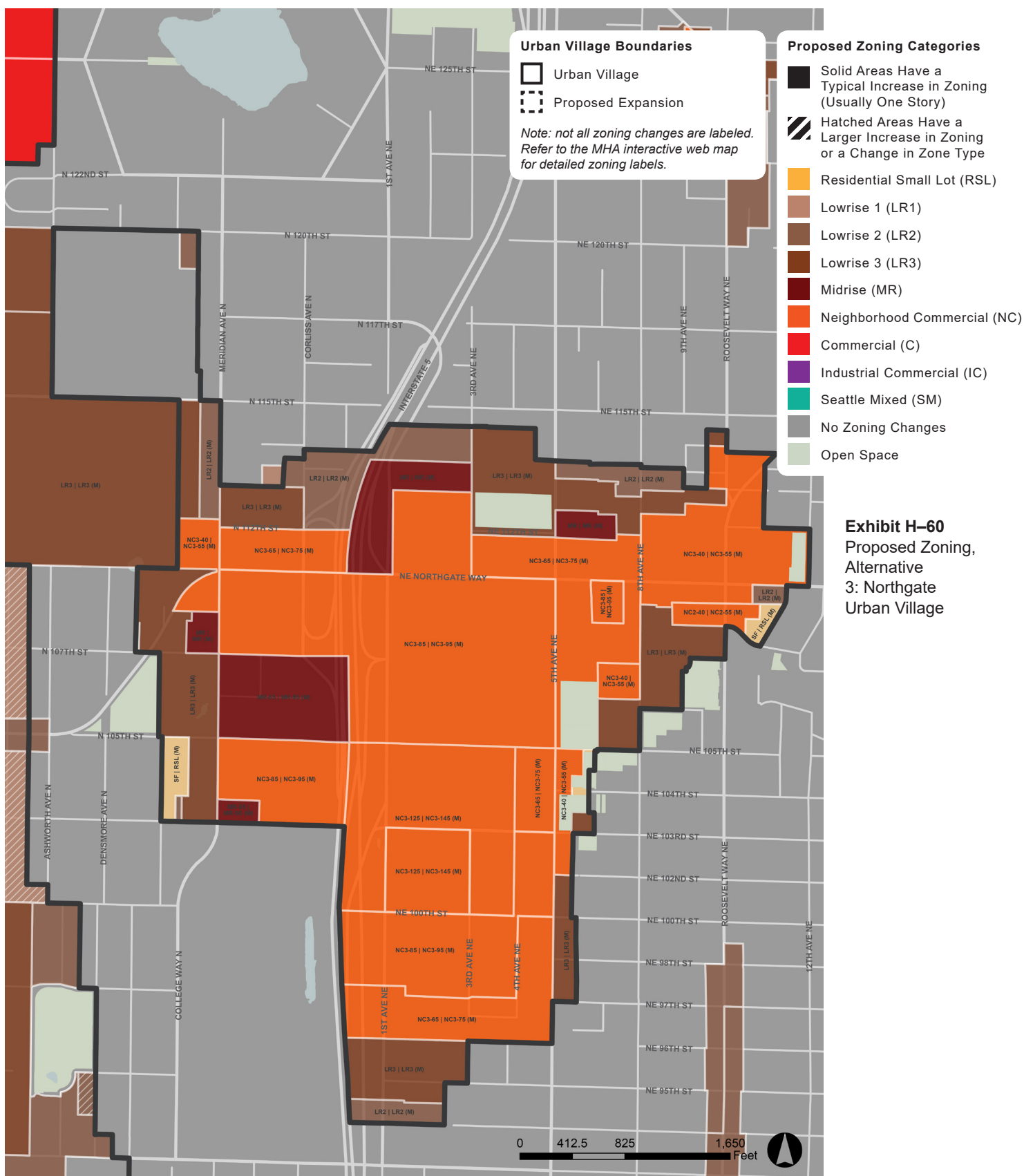
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.
















Source: City of Seattle, 2017.





Source: City of Seattle, 2017.

Exhibit H-61 Proposed Zoning, Preferred Alternative: Northgate Urban Village

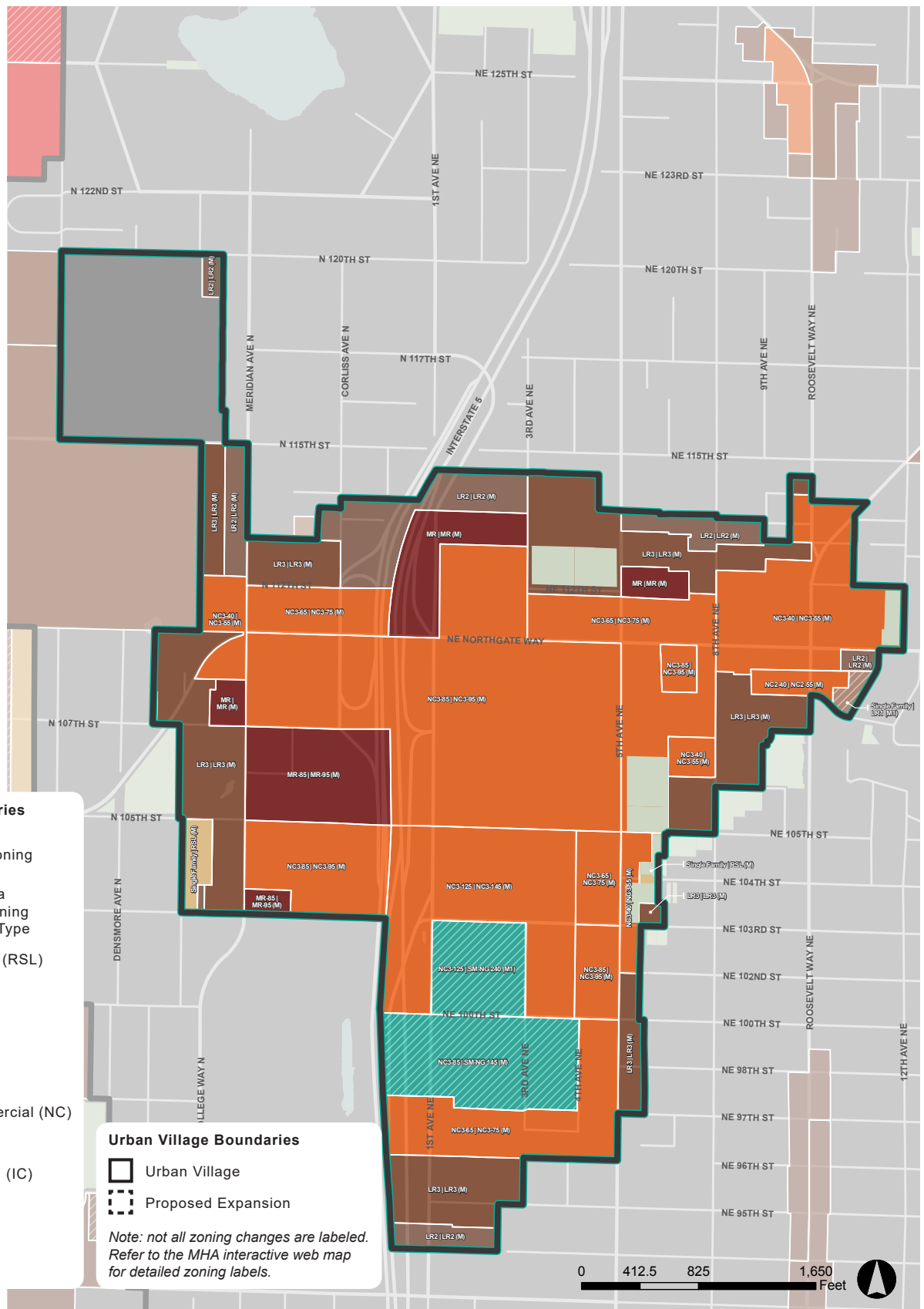
Proposed Zoning Categories

-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

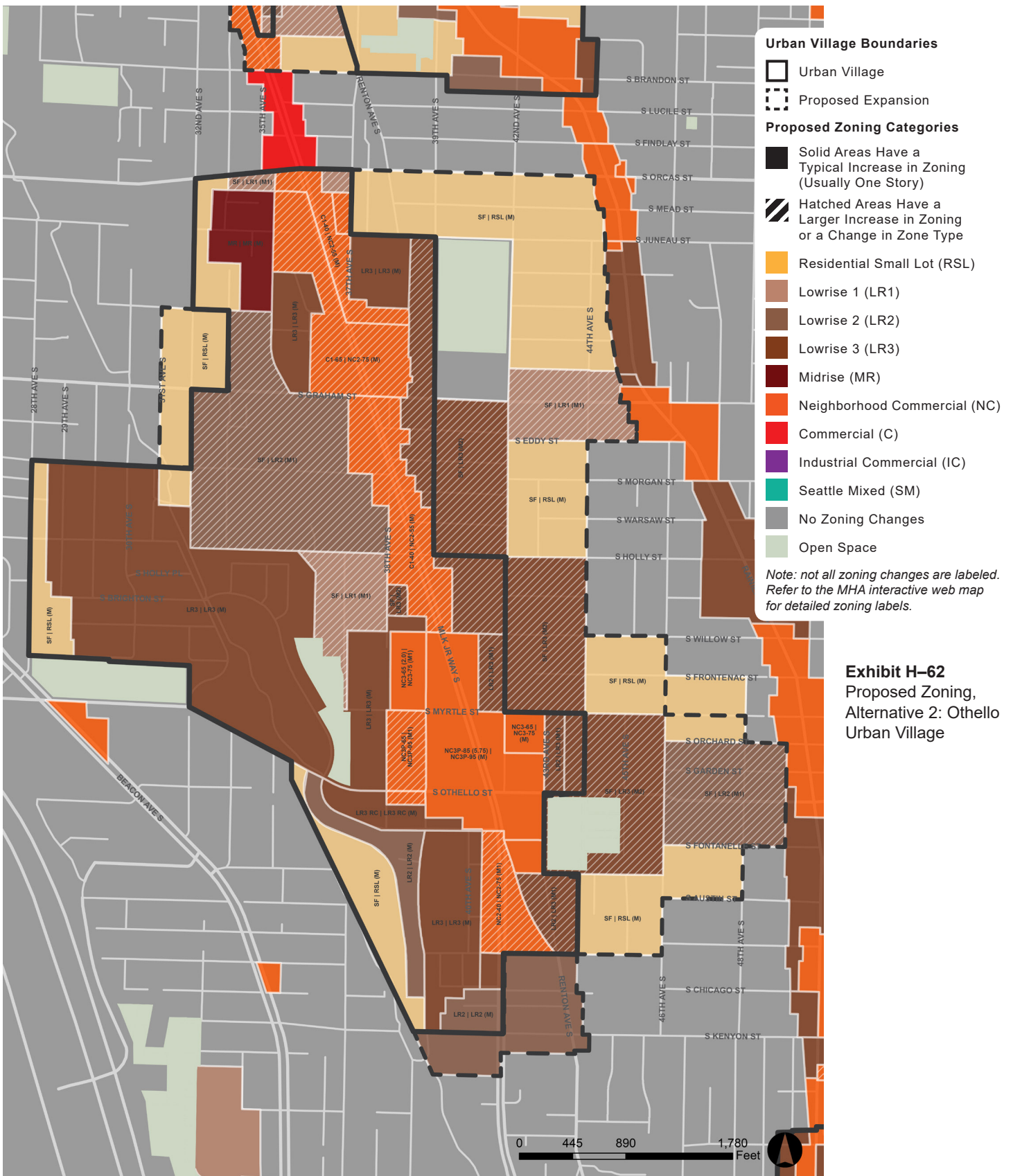
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.
















Source: City of Seattle, 2017.





Source: City of Seattle, 2017.

Exhibit H-63
Proposed Zoning,
Alternative 3: Othello
Urban Village

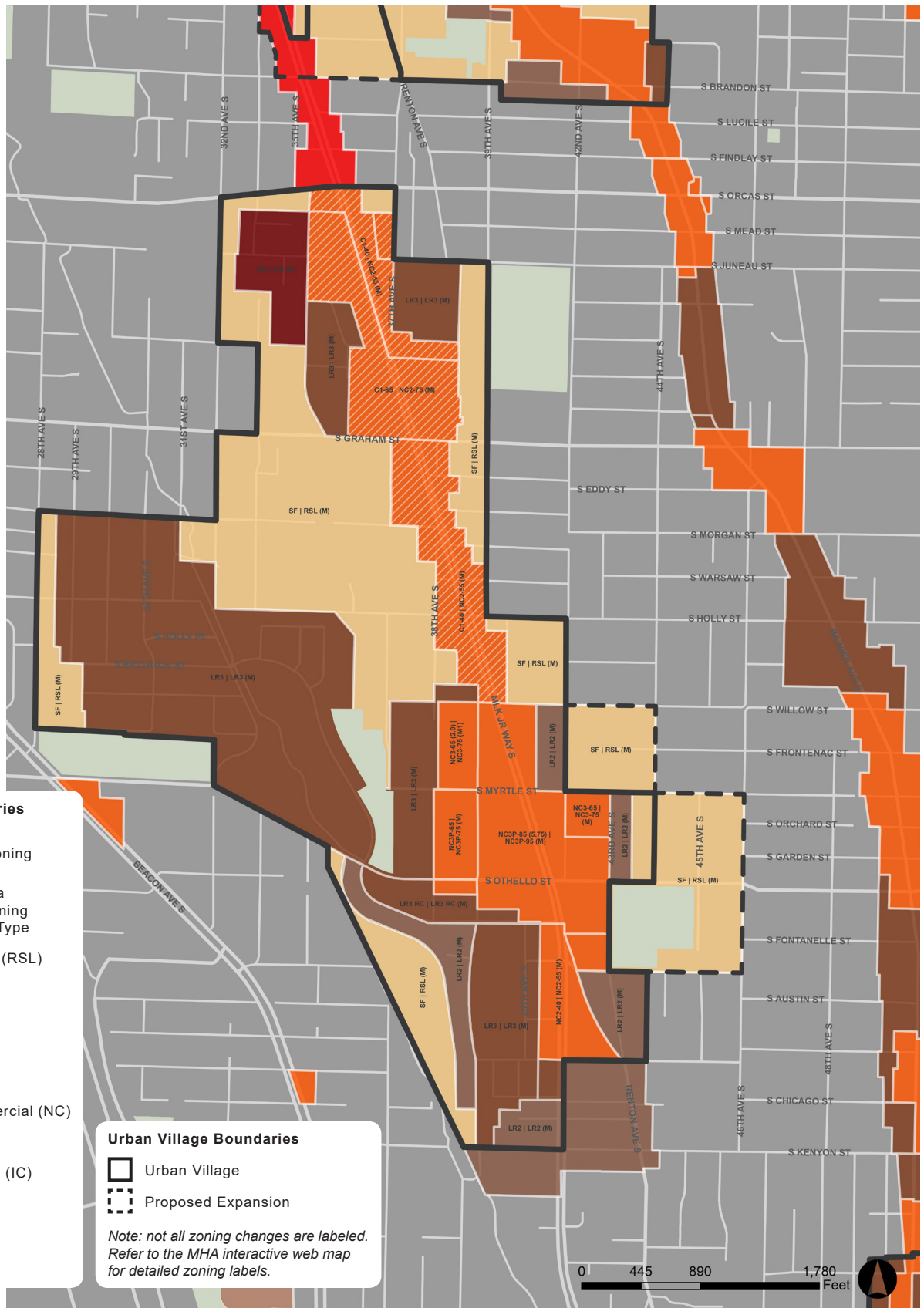
Proposed Zoning Categories

-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

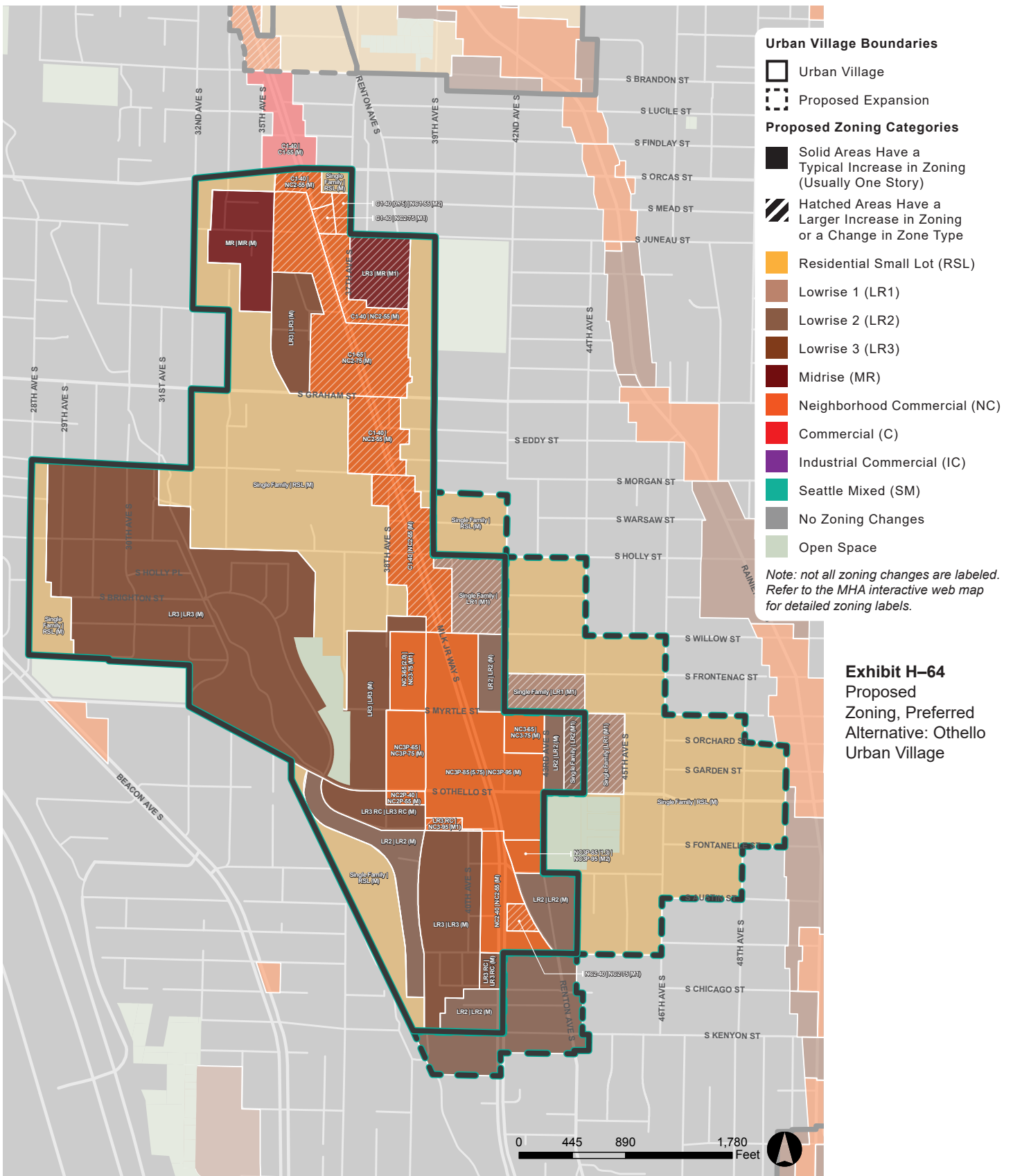
Urban Village Boundaries

-  Urban Village
 Proposed Expansion

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.





Source: City of Seattle, 2017.
















Source: City of Seattle, 2017.

Exhibit H-65 Proposed Zoning, Alternative 2: Rainier Beach Urban Village

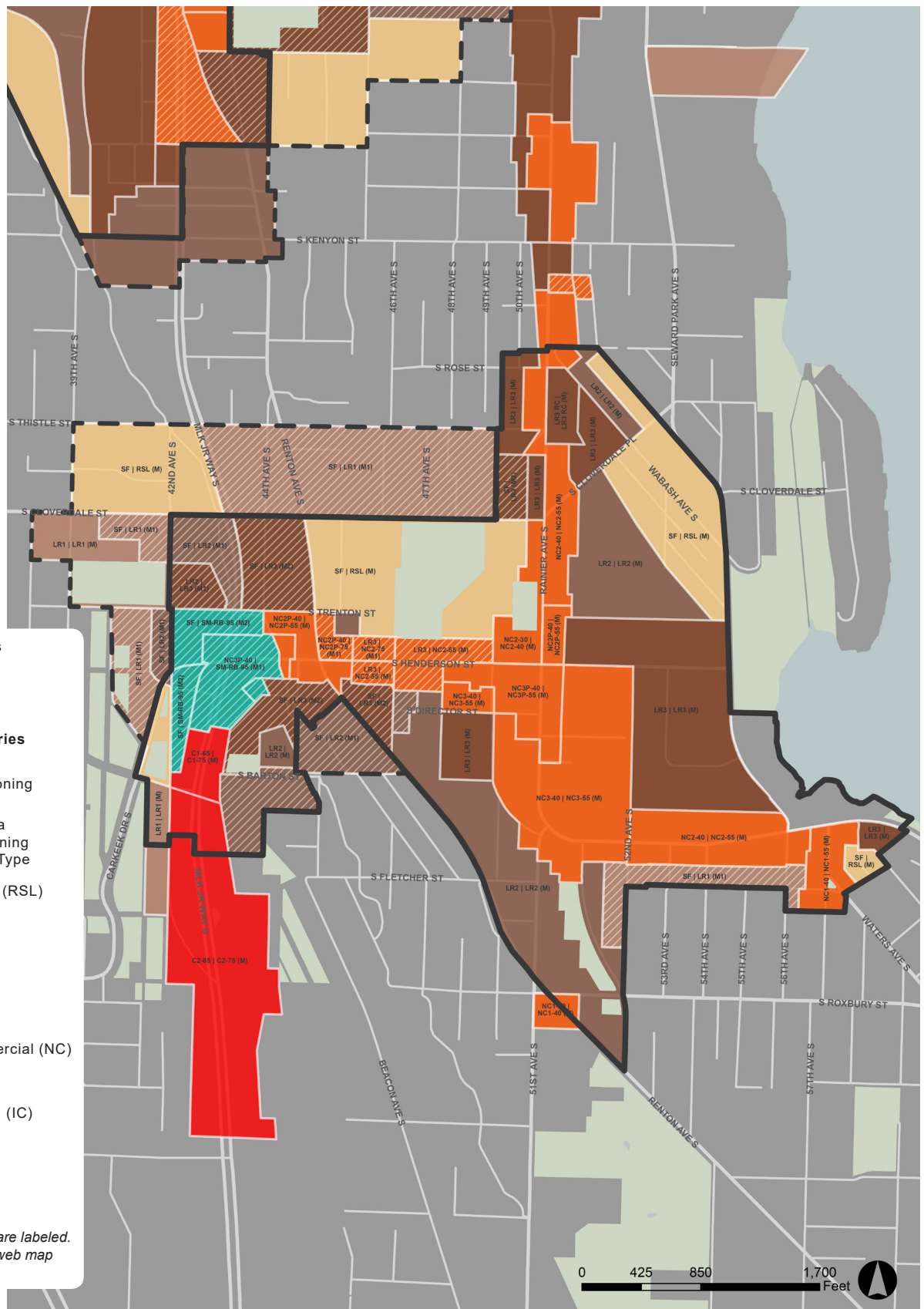
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

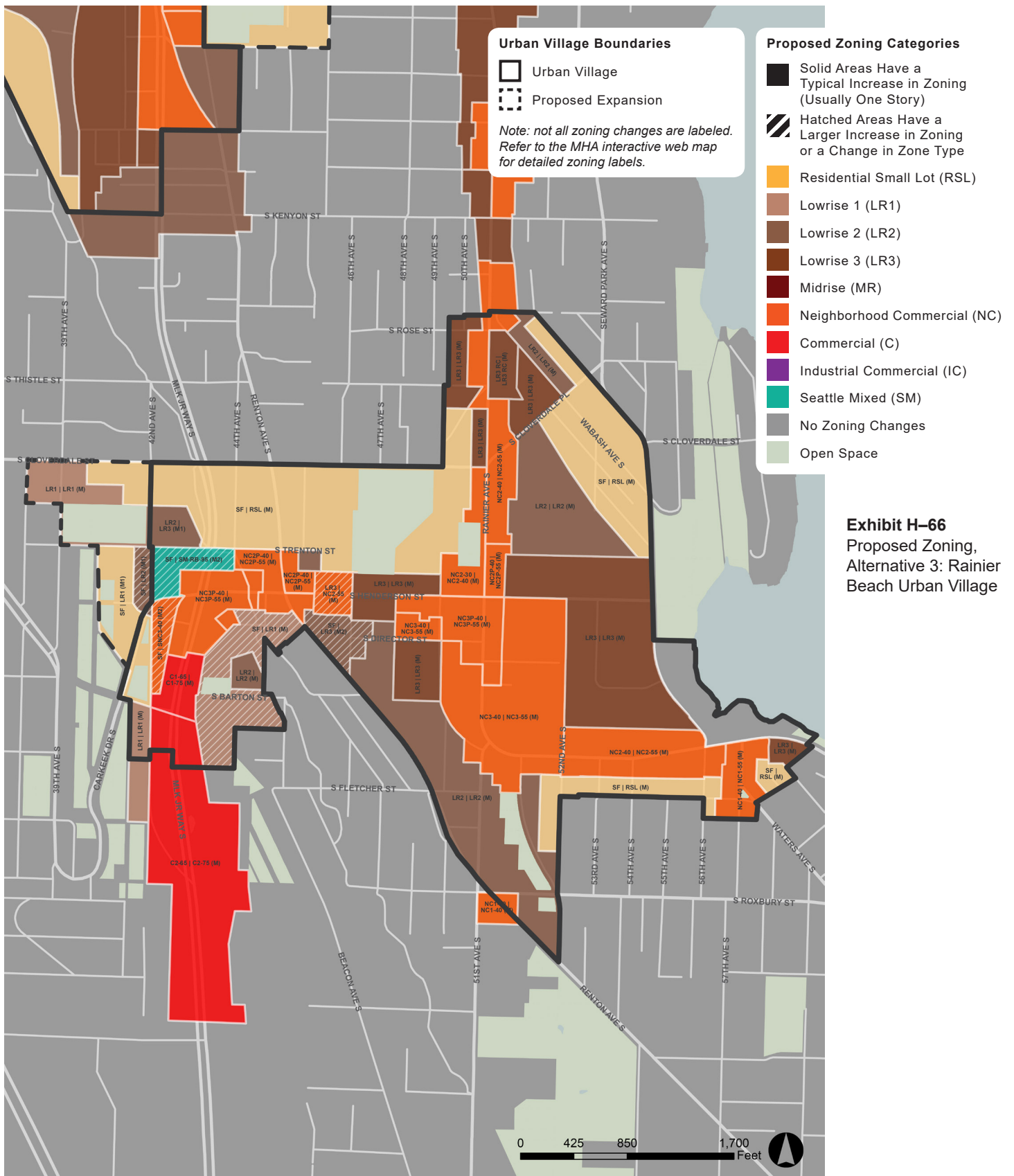
Proposed Zoning Categories

-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

*Note: not all zoning changes are labeled.
Refer to the MHA interactive web map
for detailed zoning labels.*





Source: City of Seattle, 2017.
















Source: City of Seattle, 2017.

Exhibit H-67 Proposed Zoning, Preferred Alternative: Rainier Beach Urban Village

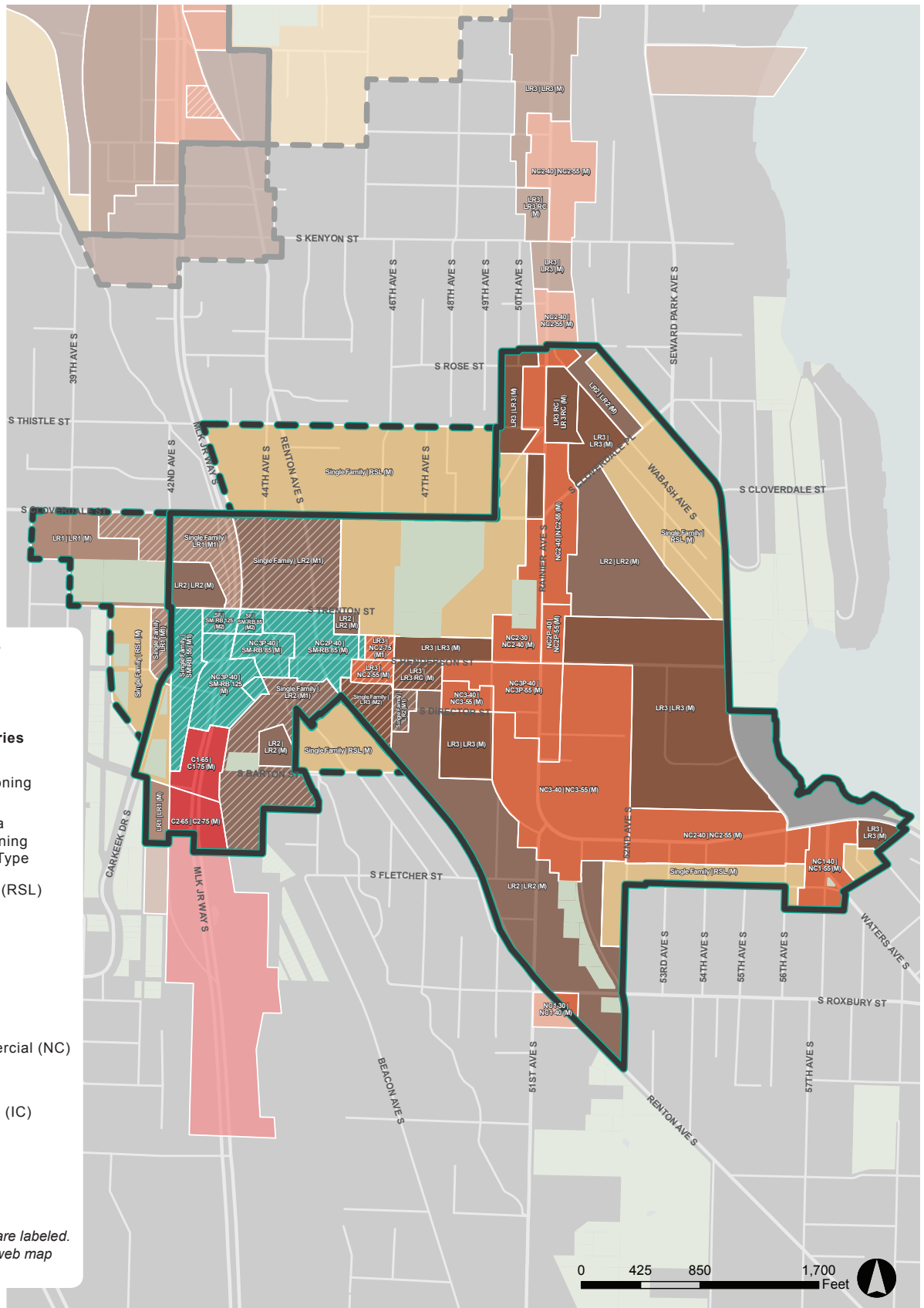
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

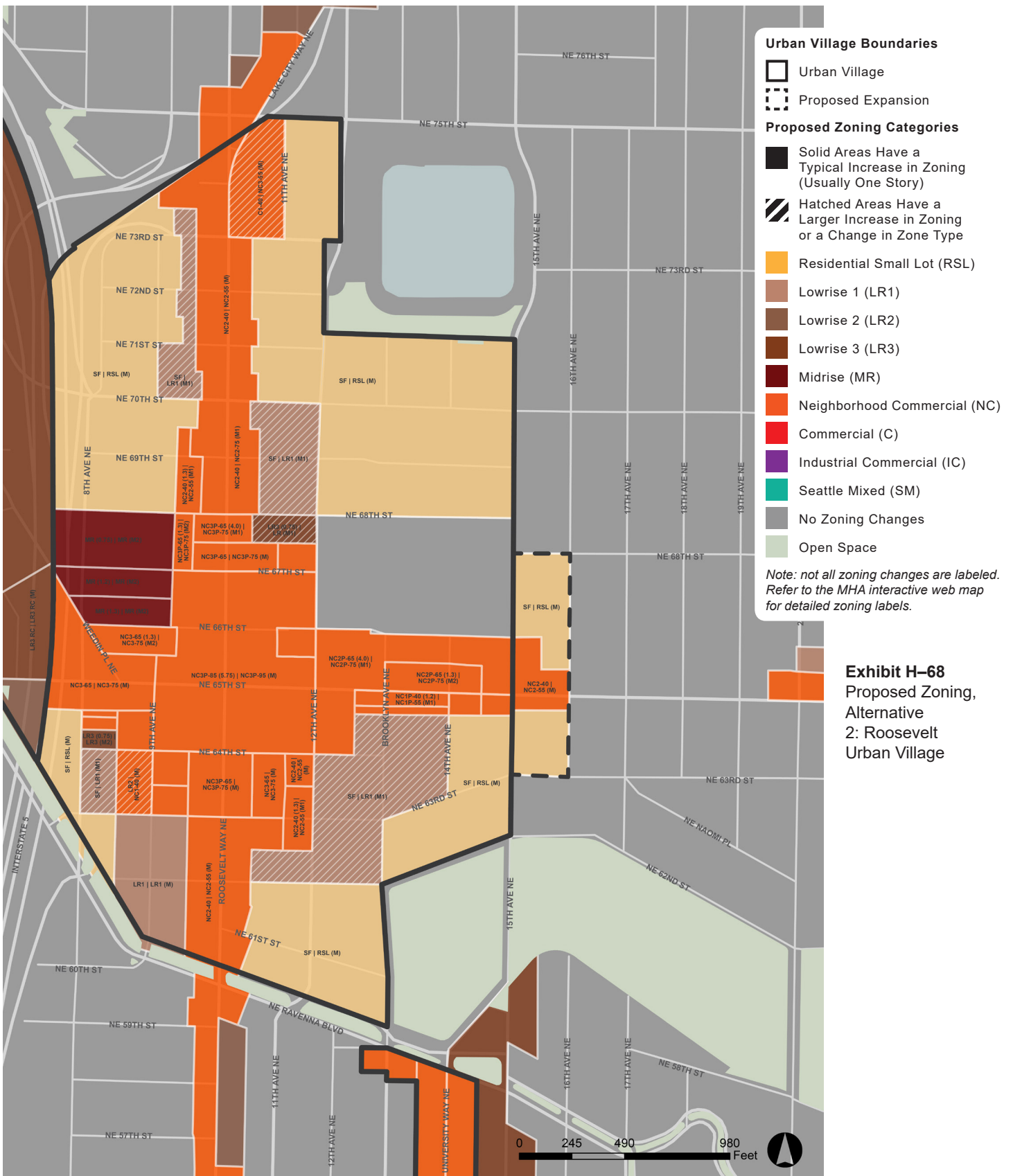
Proposed Zoning Categories

-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled.
Refer to the MHA interactive web map
for detailed zoning labels.



Source: City of Seattle, 2017.
















Source: City of Seattle, 2017.

Exhibit H-69
Proposed Zoning,
Alternative
3: Roosevelt
Urban Village

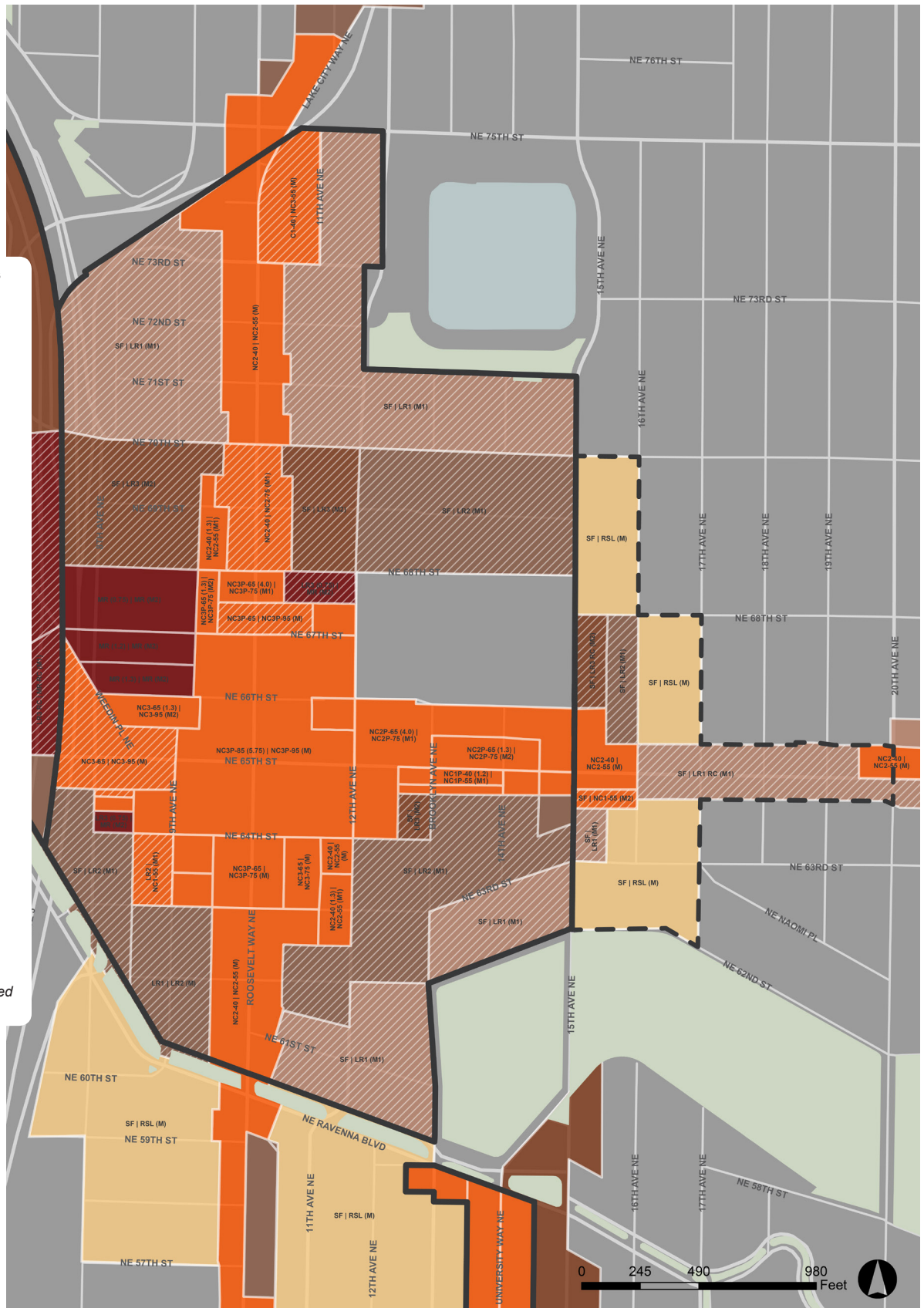
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

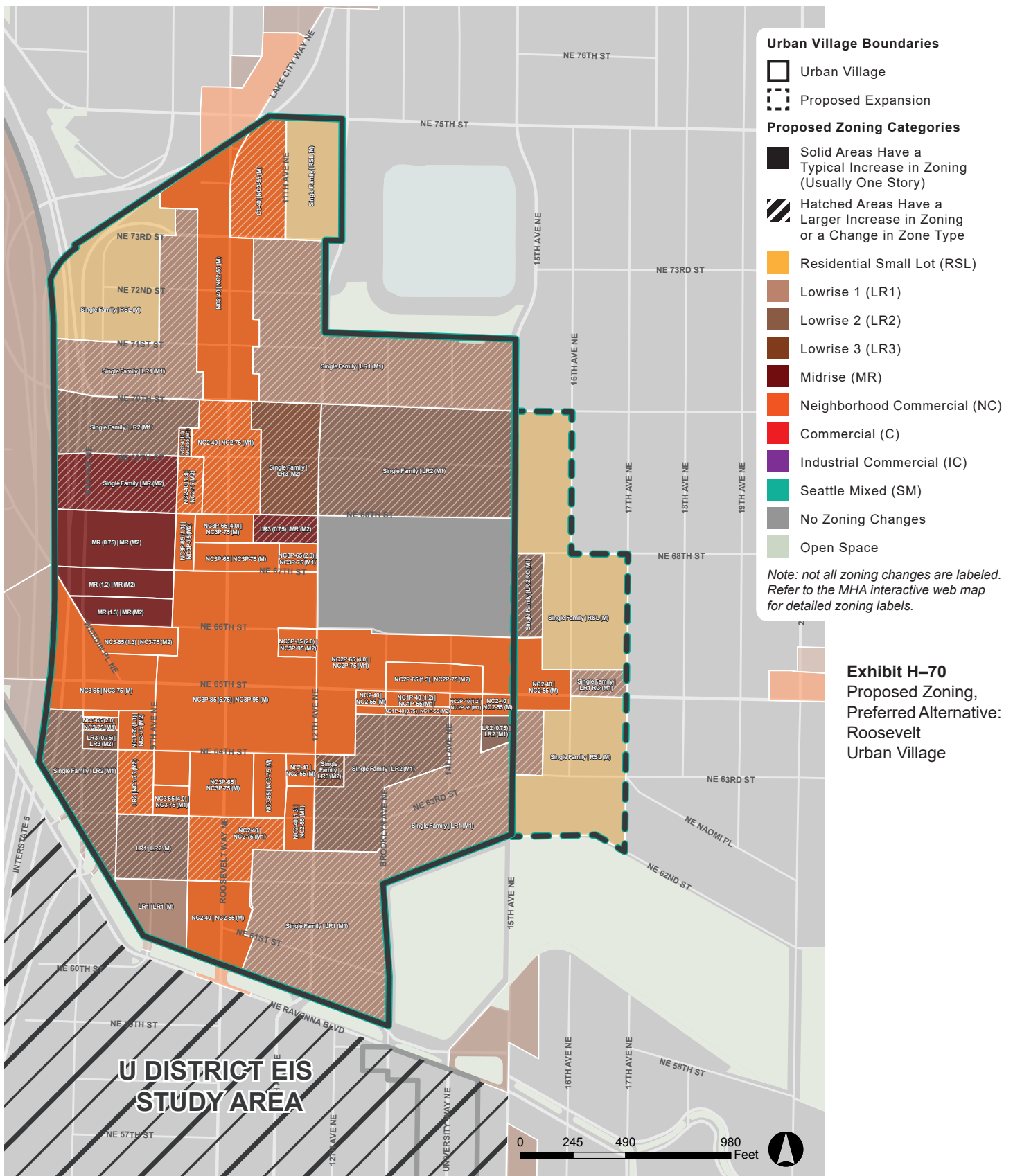
Proposed Zoning Categories

-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.





Source: City of Seattle, 2017.
















Source: City of Seattle, 2017.

Urban Village Boundaries

-  Urban Village
 Proposed Expansion

Proposed Zoning Categories

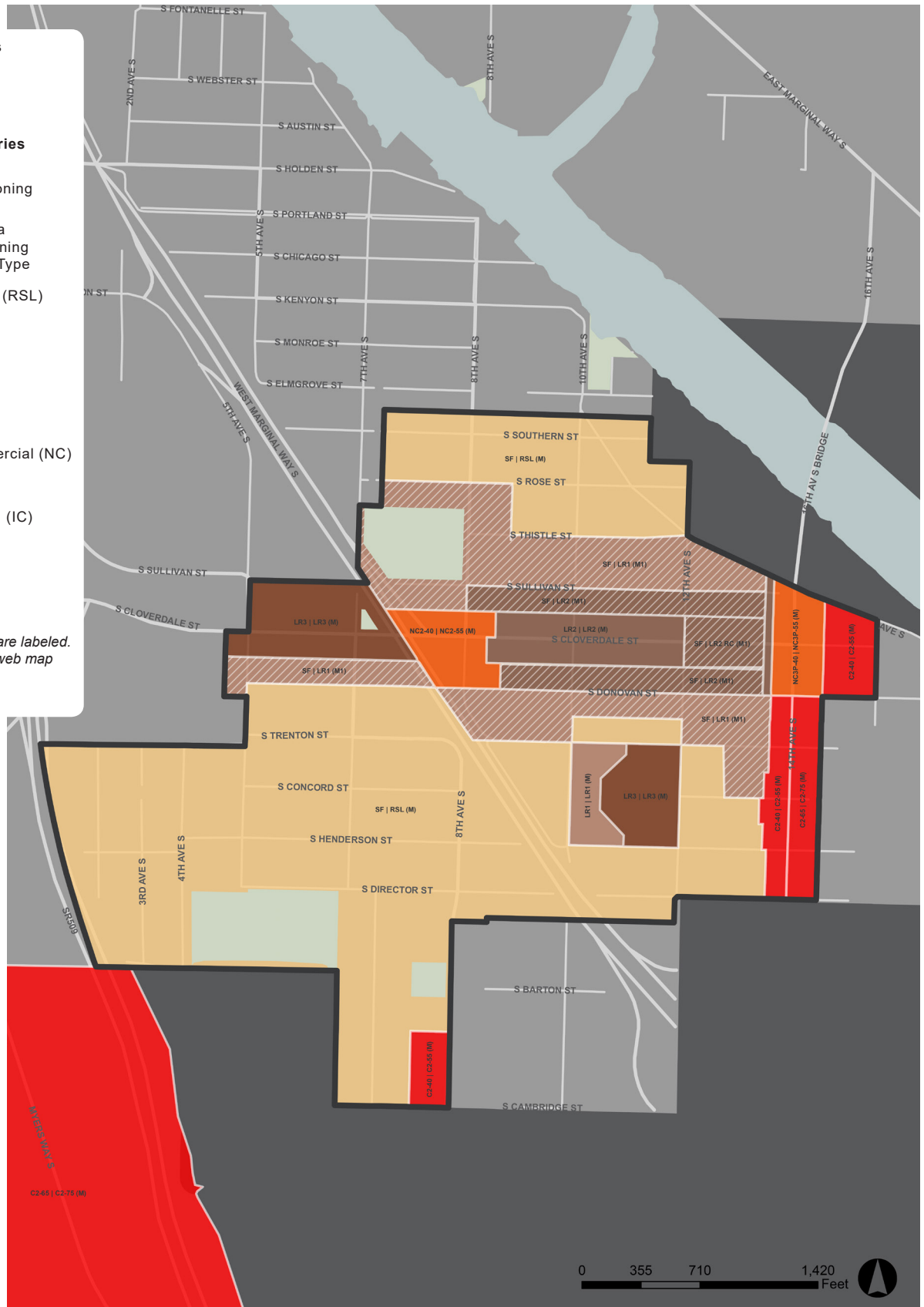
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.

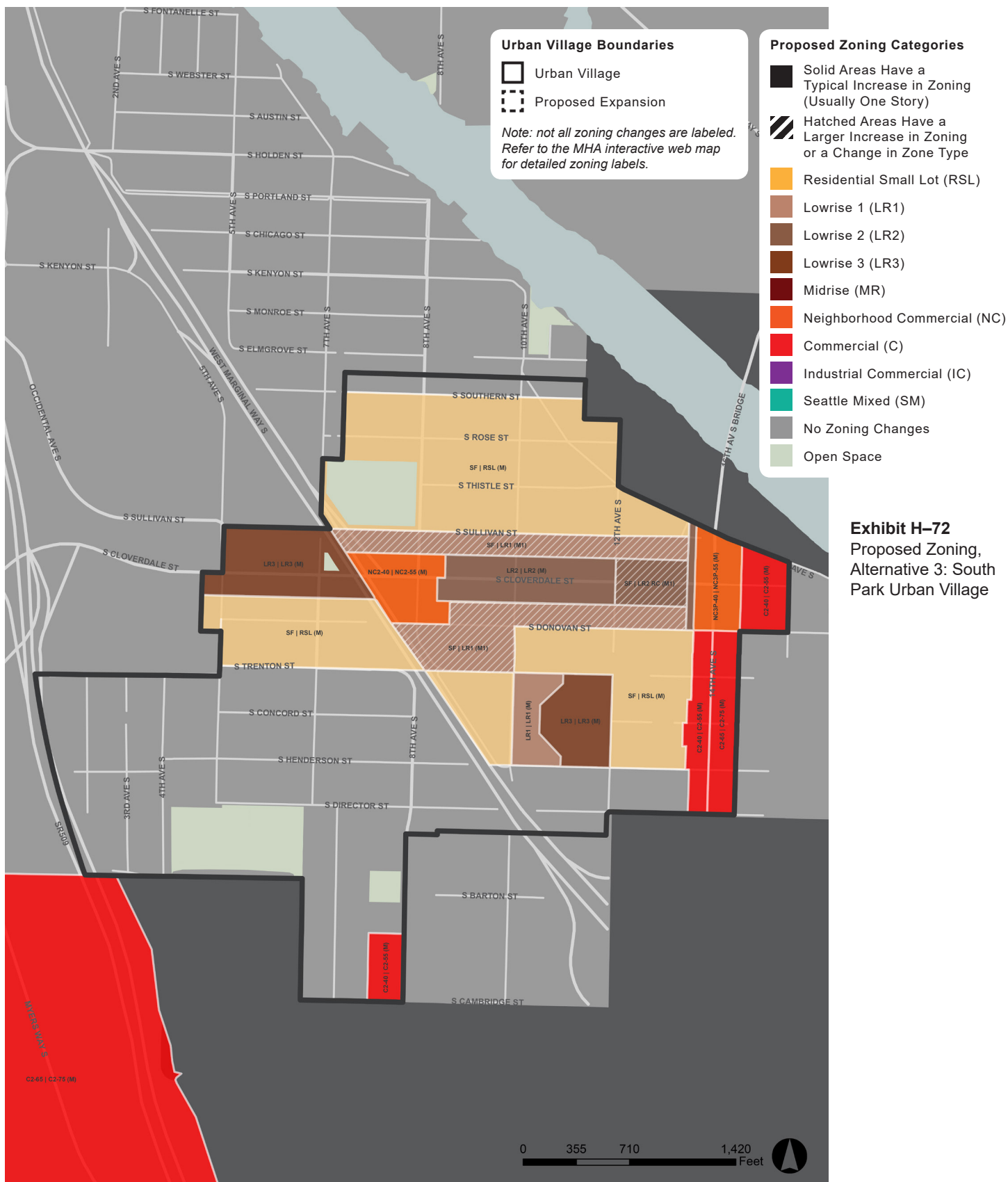
Source: City of Seattle, 2017.

Exhibit H-71

Proposed Zoning, Alternative 2: South Park Urban Village



Source: City of Seattle, 2017.



Source: City of Seattle, 2017.

Urban Village Boundaries

- Urban Village
- Proposed Expansion

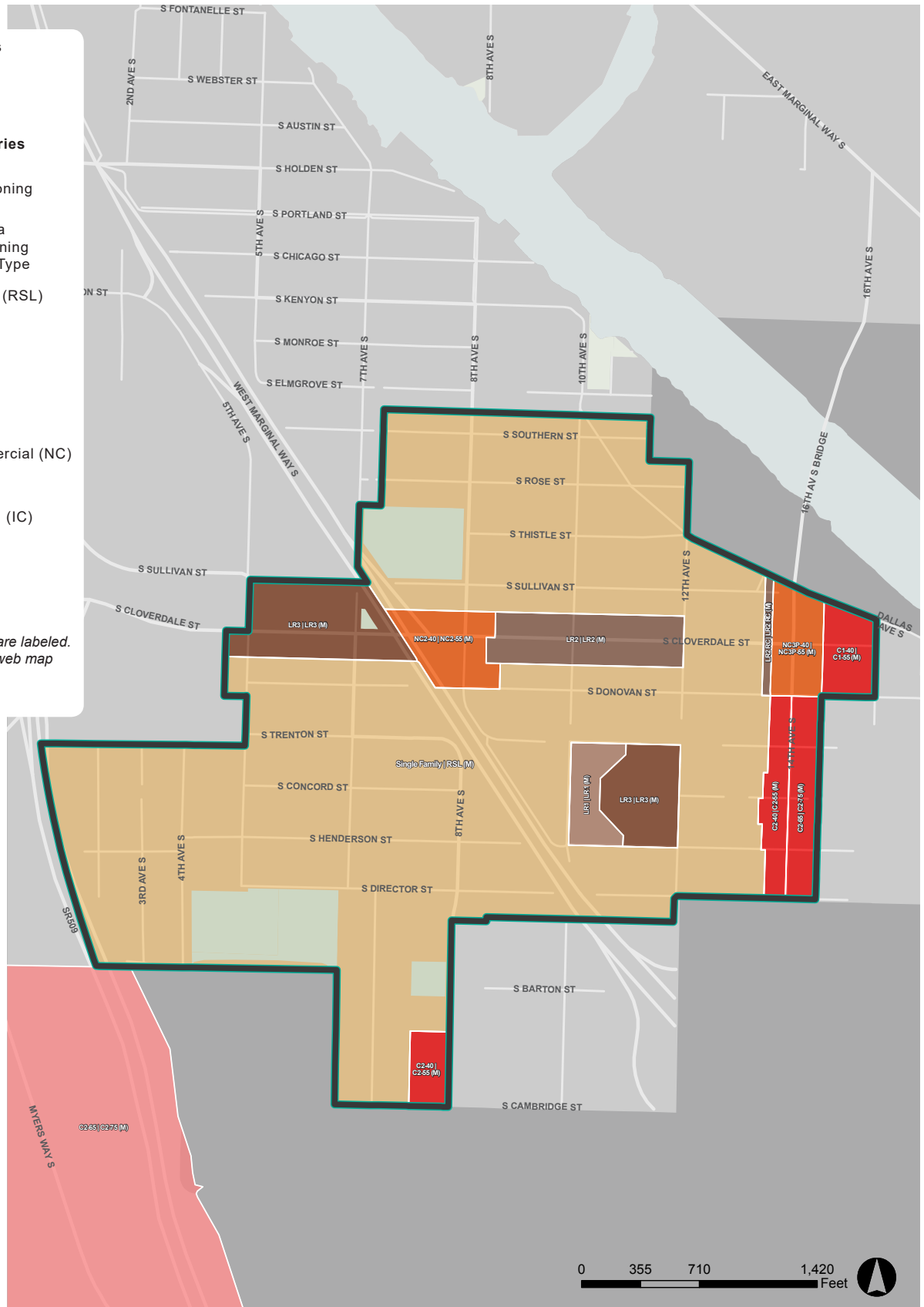
Proposed Zoning Categories

- Solid Areas Have a Typical Increase in Zoning (Usually One Story)
- Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
- Residential Small Lot (RSL)
- Lowrise 1 (LR1)
- Lowrise 2 (LR2)
- Lowrise 3 (LR3)
- Midrise (MR)
- Neighborhood Commercial (NC)
- Commercial (C)
- Industrial Commercial (IC)
- Seattle Mixed (SM)
- No Zoning Changes
- Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.

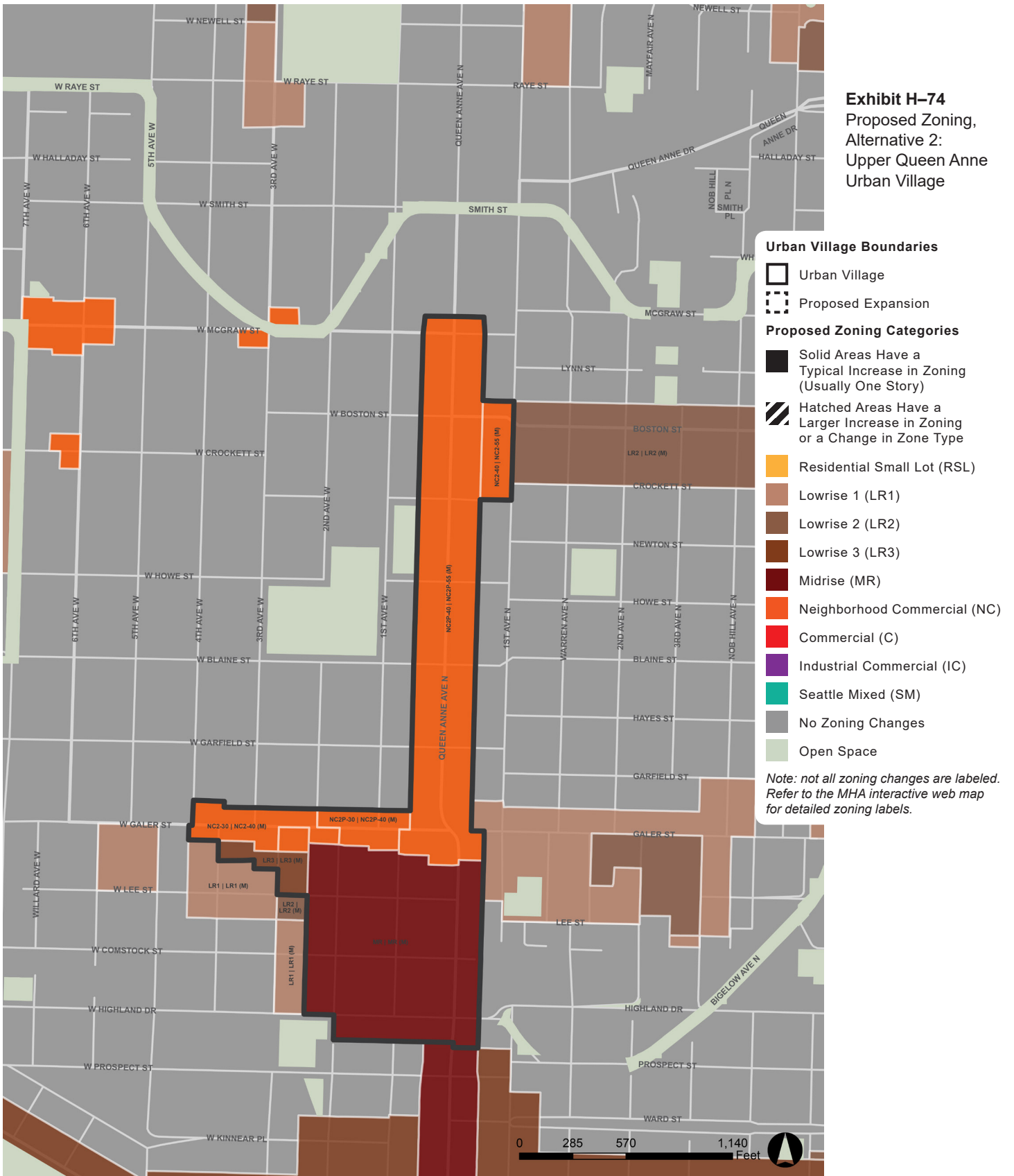
Source: City of Seattle, 2017.

Exhibit H-73 Proposed Zoning, Preferred Alternative: South Park Urban Village



Source: City of Seattle, 2017.

Exhibit H-74
Proposed Zoning,
Alternative 2:
Upper Queen Anne
Urban Village
















Source: City of Seattle, 2017.

Exhibit H-75
Proposed Zoning,
Alternative 3:
Upper Queen Anne
Urban Village

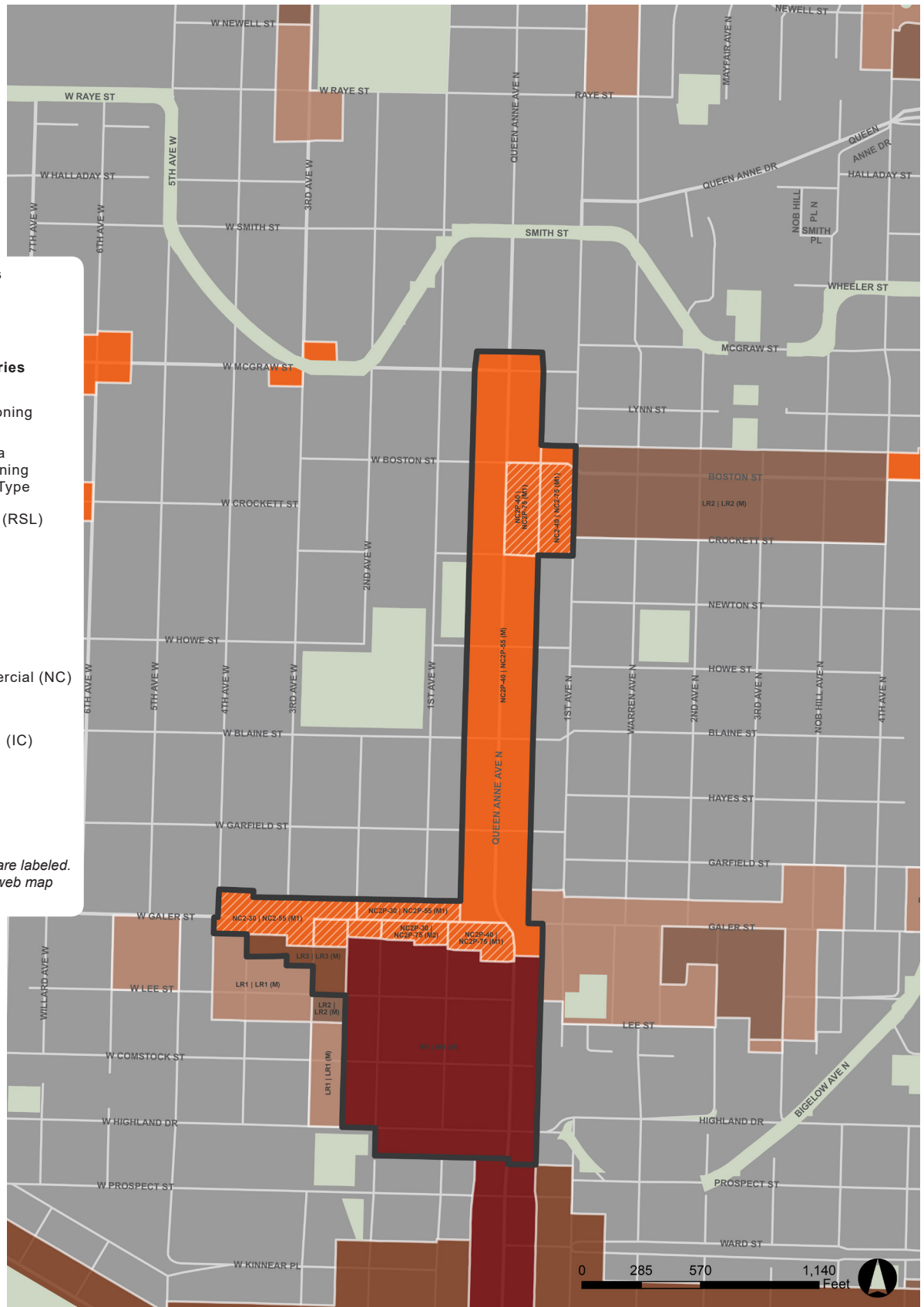
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

Proposed Zoning Categories

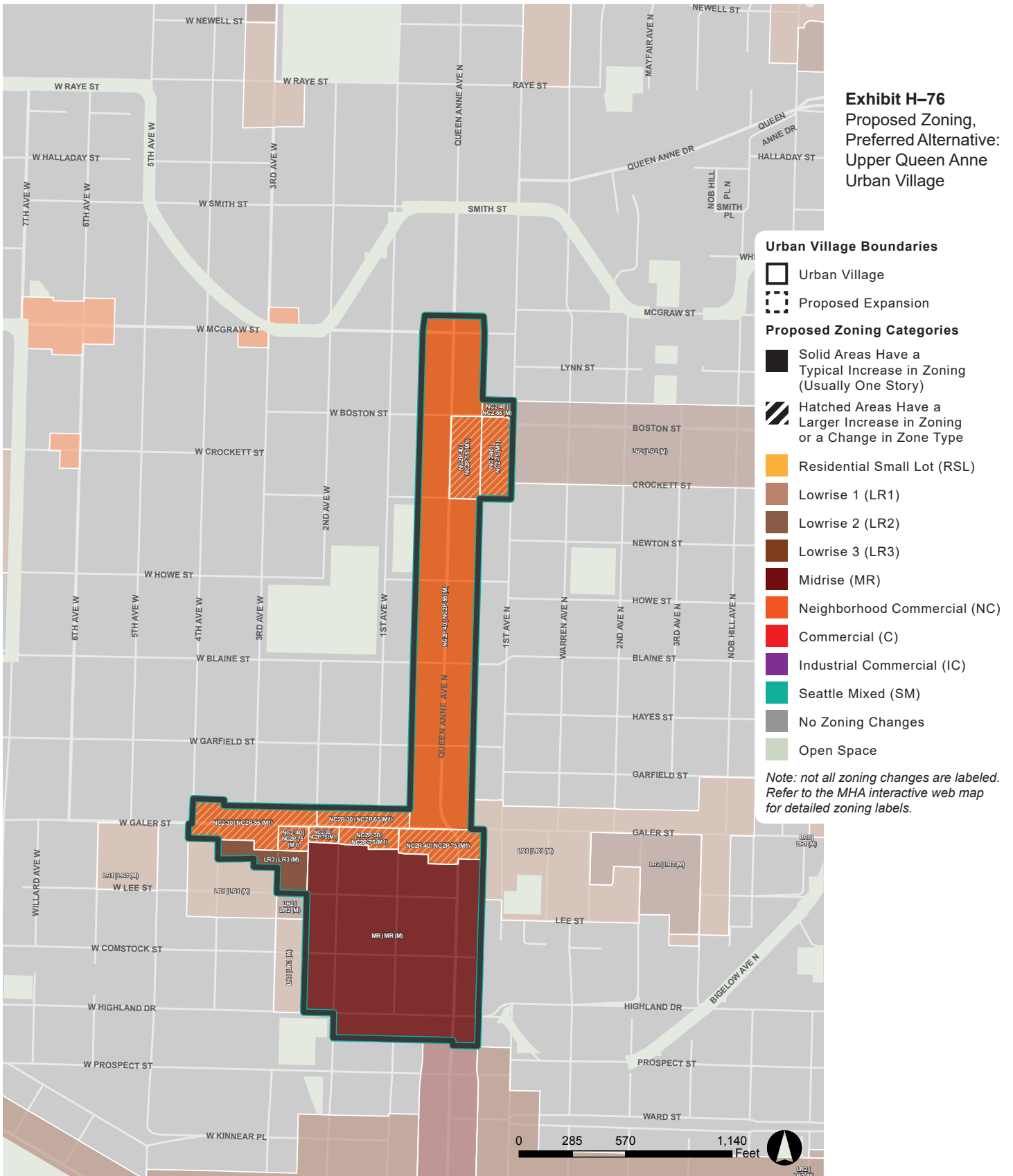
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

*Note: not all zoning changes are labeled.
Refer to the MHA interactive web map
for detailed zoning labels.*
















Source: City of Seattle, 2017.

Exhibit H-76
Proposed Zoning,
Preferred Alternative:
Upper Queen Anne
Urban Village





Source: City of Seattle, 2017.

Proposed Zoning Categories

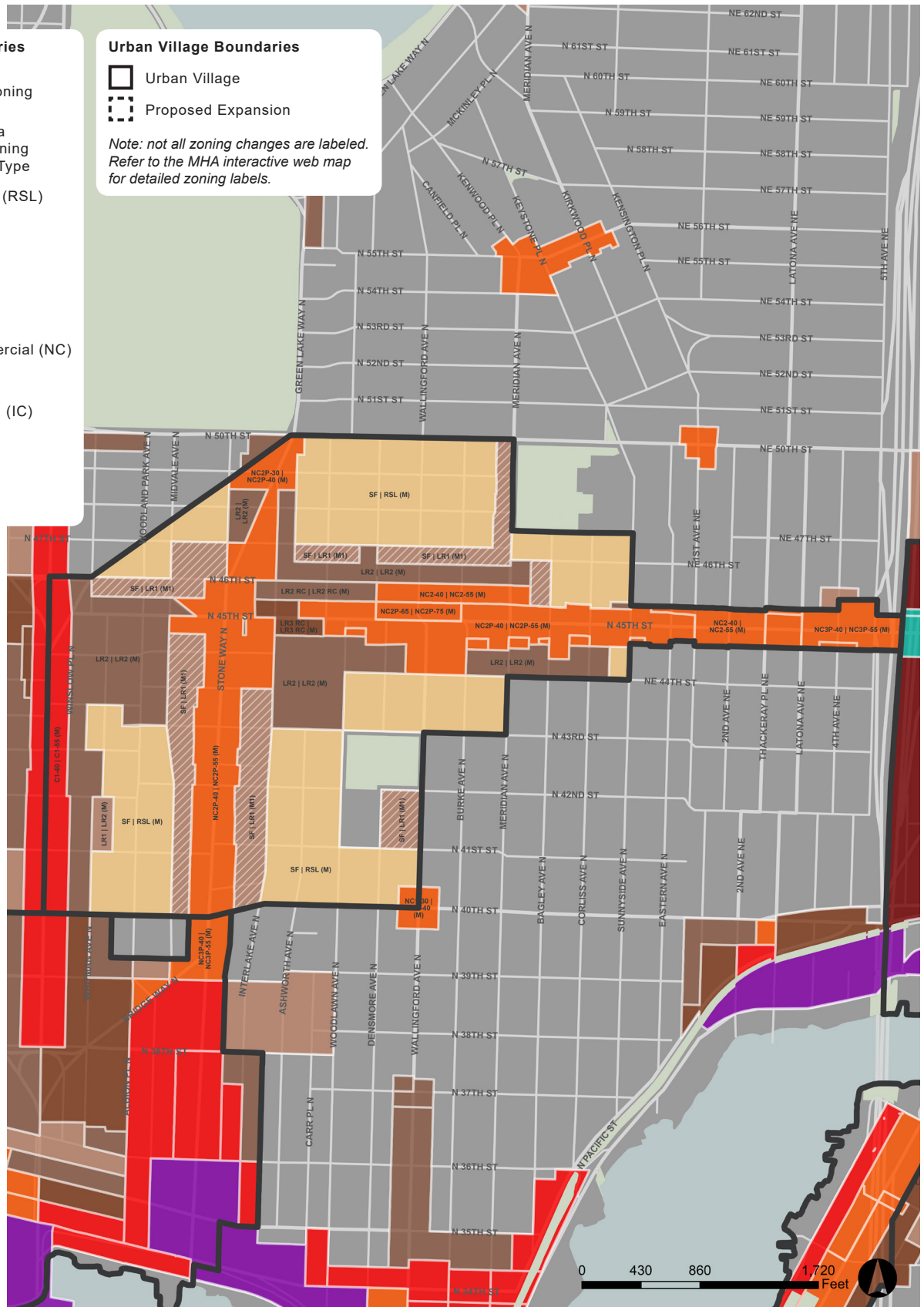
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Urban Village Boundaries

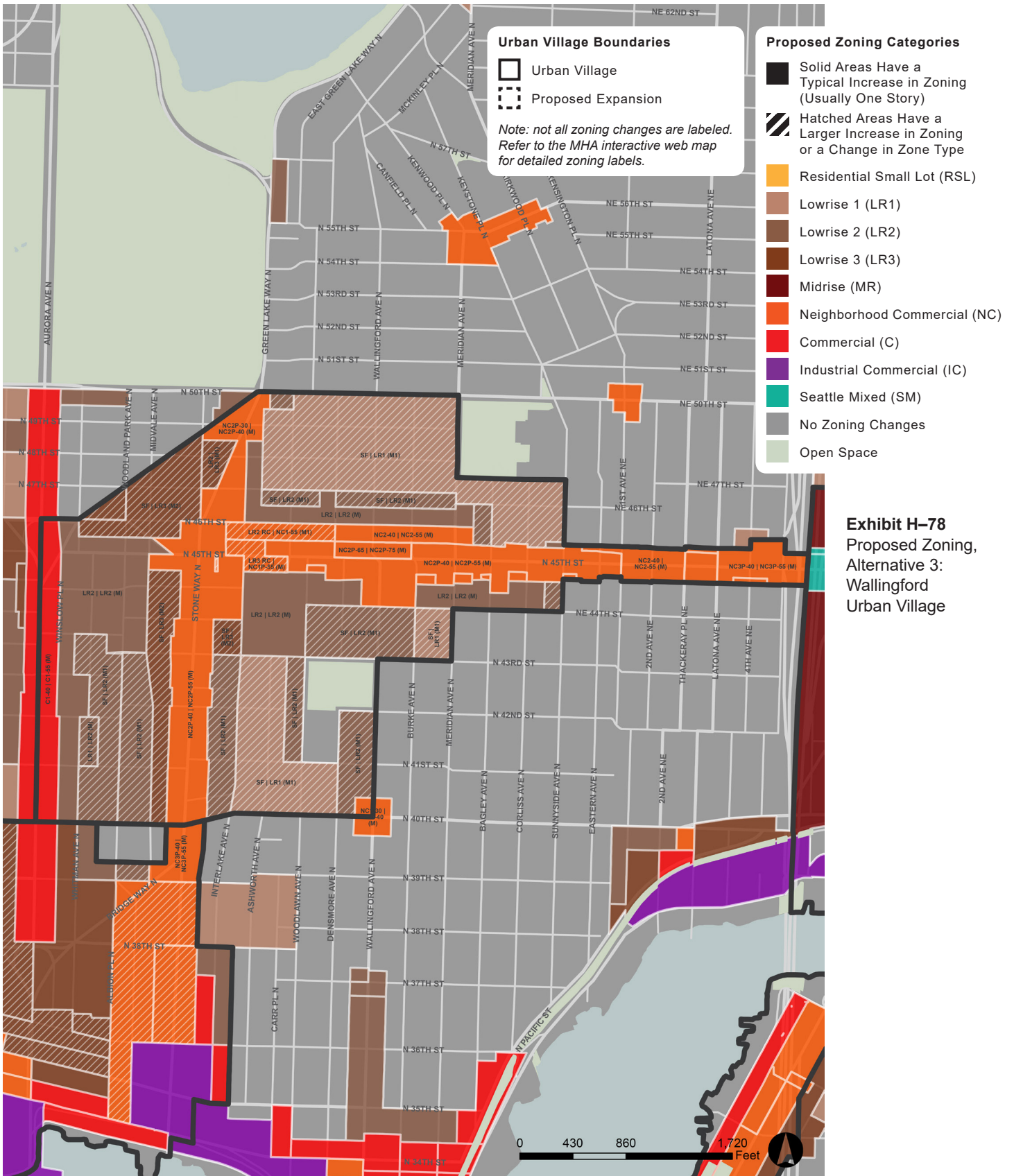
-  Urban Village
-  Proposed Expansion

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.

Exhibit H-77 Proposed Zoning, Alternative 2: Wallingford Urban Village
















Source: City of Seattle, 2017.





Source: City of Seattle, 2017.

Proposed Zoning Categories

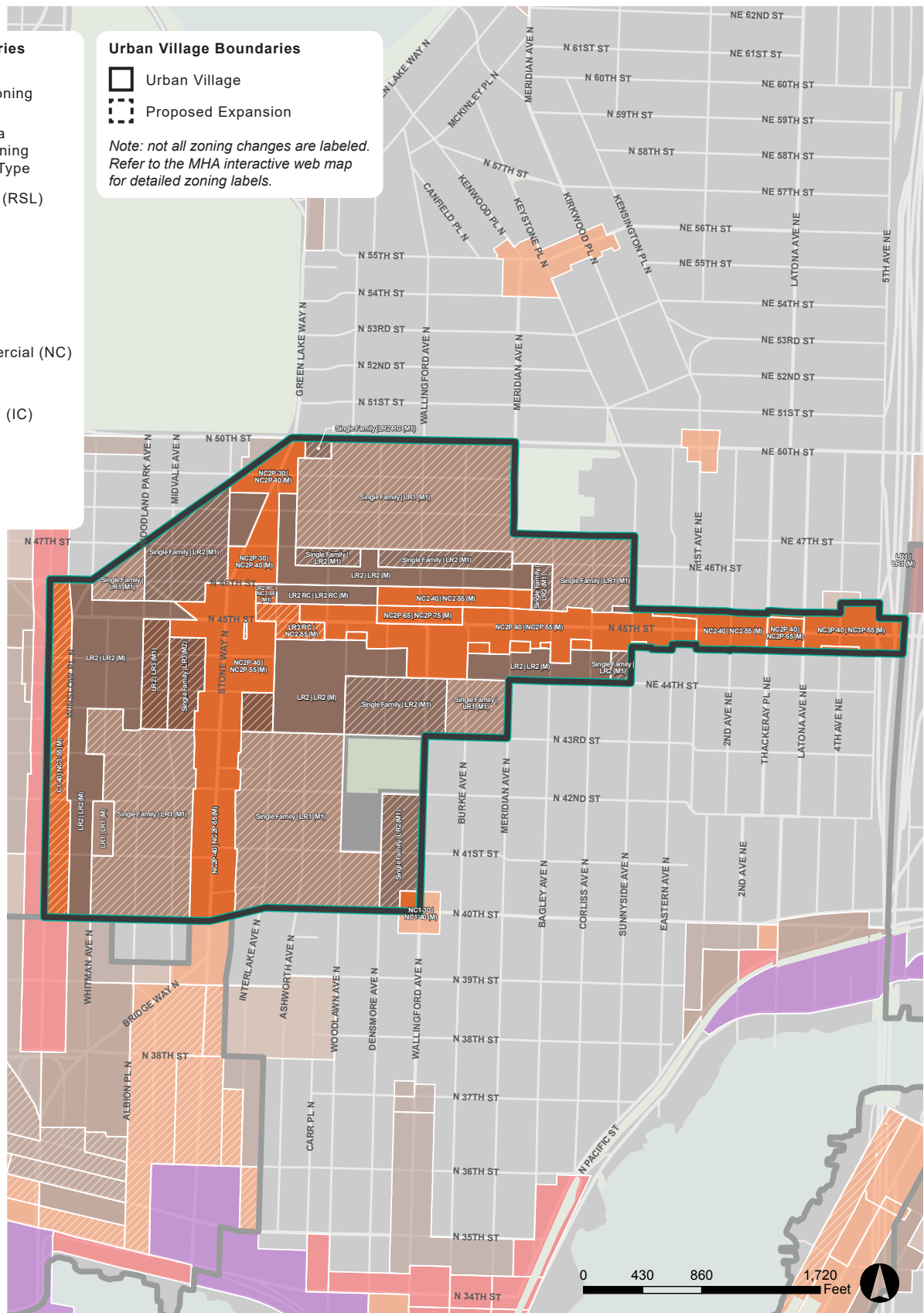
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Urban Village Boundaries

-  Urban Village
 Proposed Expansion

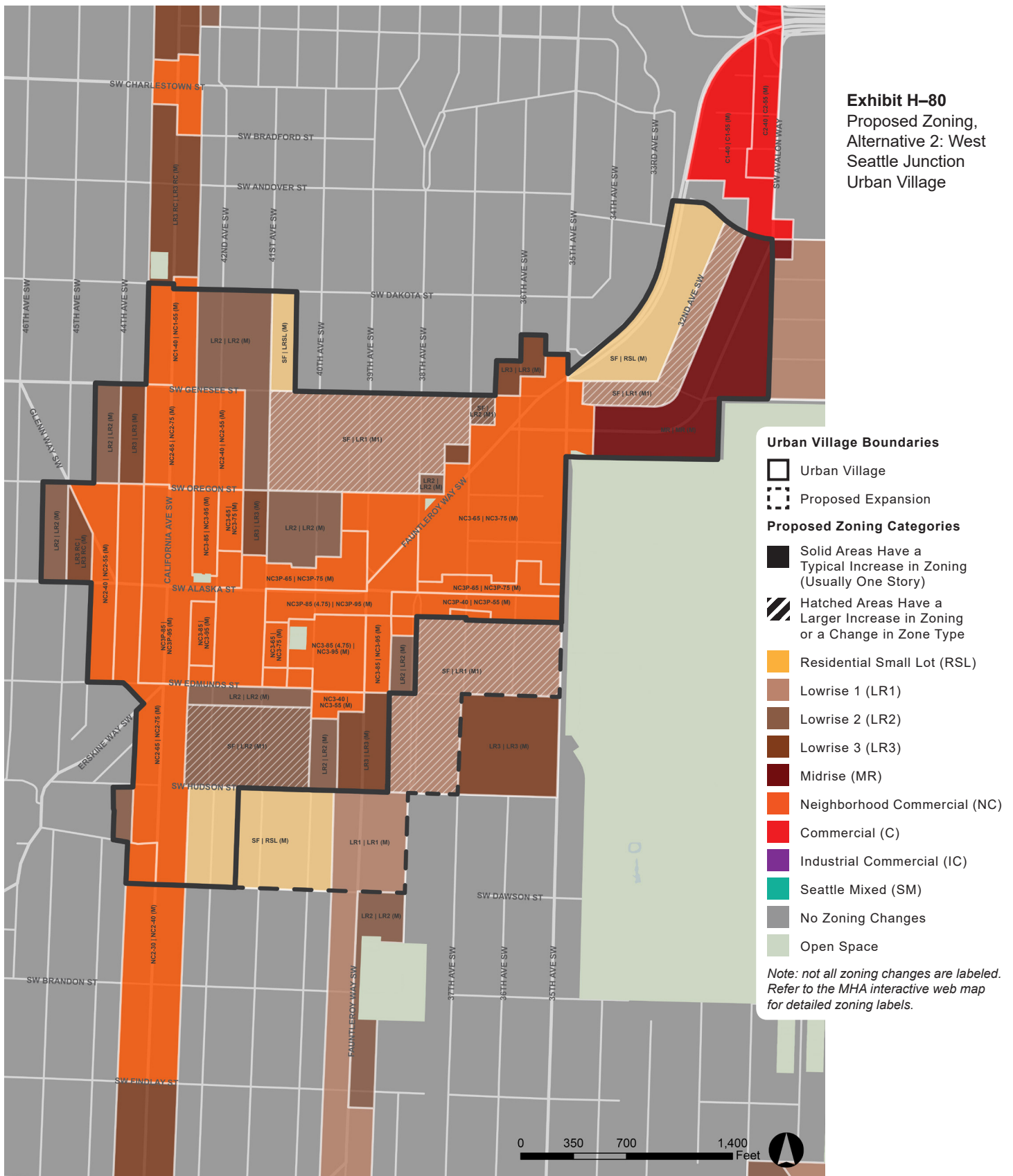
Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.

Exhibit H-79
Proposed Zoning,
Preferred Alternative:
Wallingford
Urban Village
















Source: City of Seattle, 2017.

Exhibit H-80
Proposed Zoning,
Alternative 2: West
Seattle Junction
Urban Village





Source: City of Seattle, 2017.

Proposed Zoning Categories

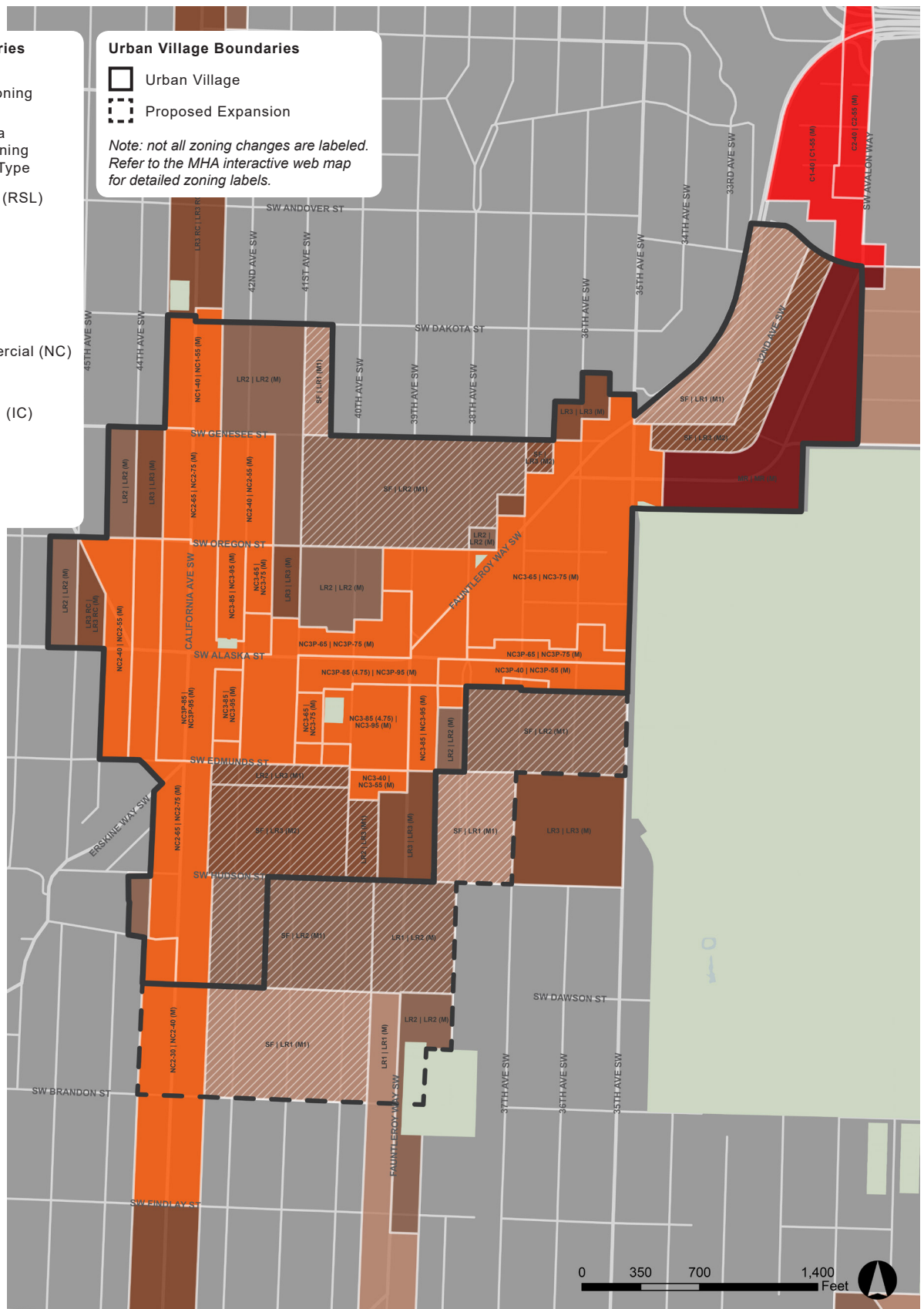
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

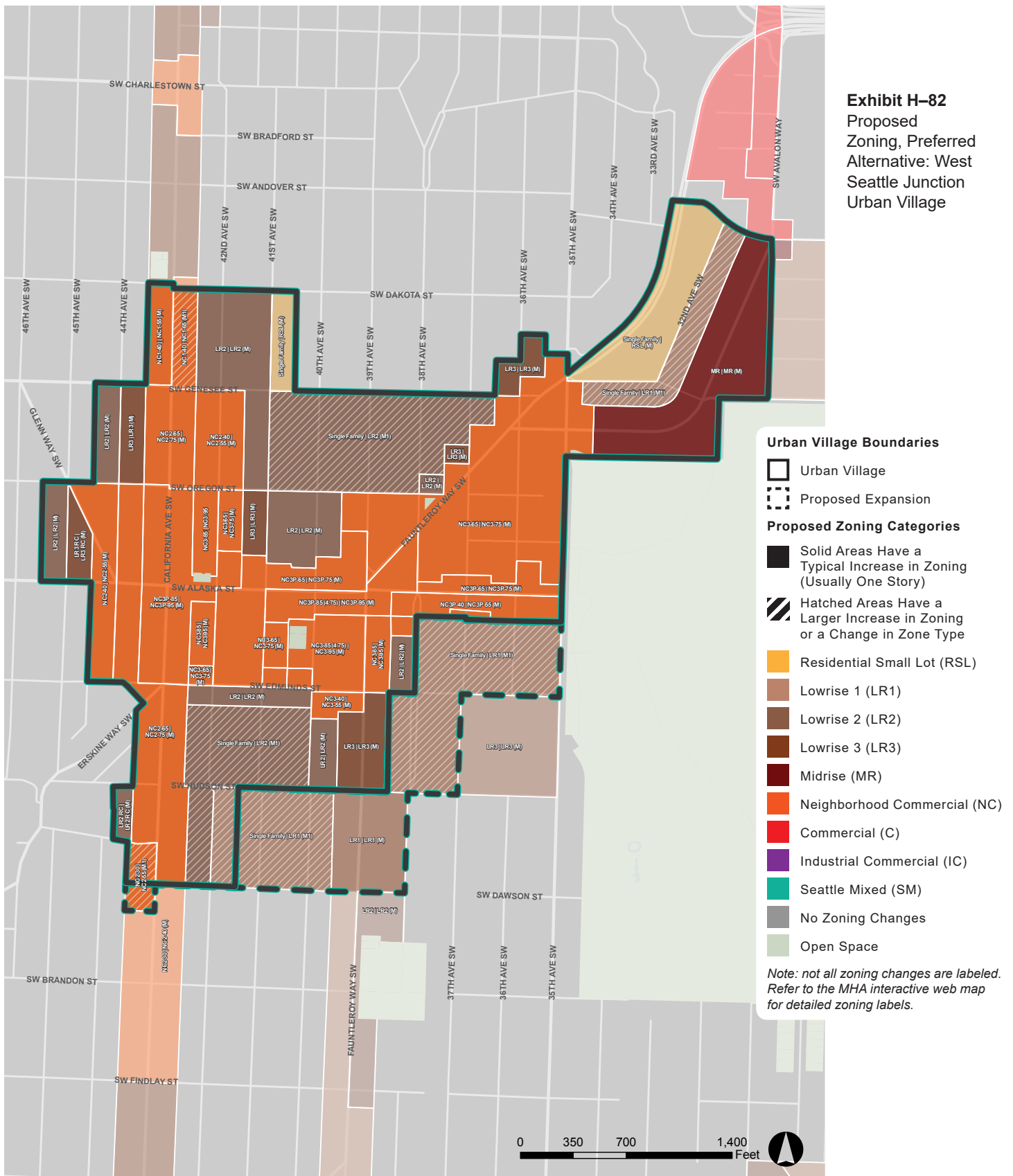
Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.

Exhibit H-81 Proposed Zoning, Alternative 3: West Seattle Junction Urban Village
















Source: City of Seattle, 2017.

Exhibit H-82
Proposed
Zoning, Preferred
Alternative: West
Seattle Junction
Urban Village





Source: City of Seattle, 2017.

Proposed Zoning Categories

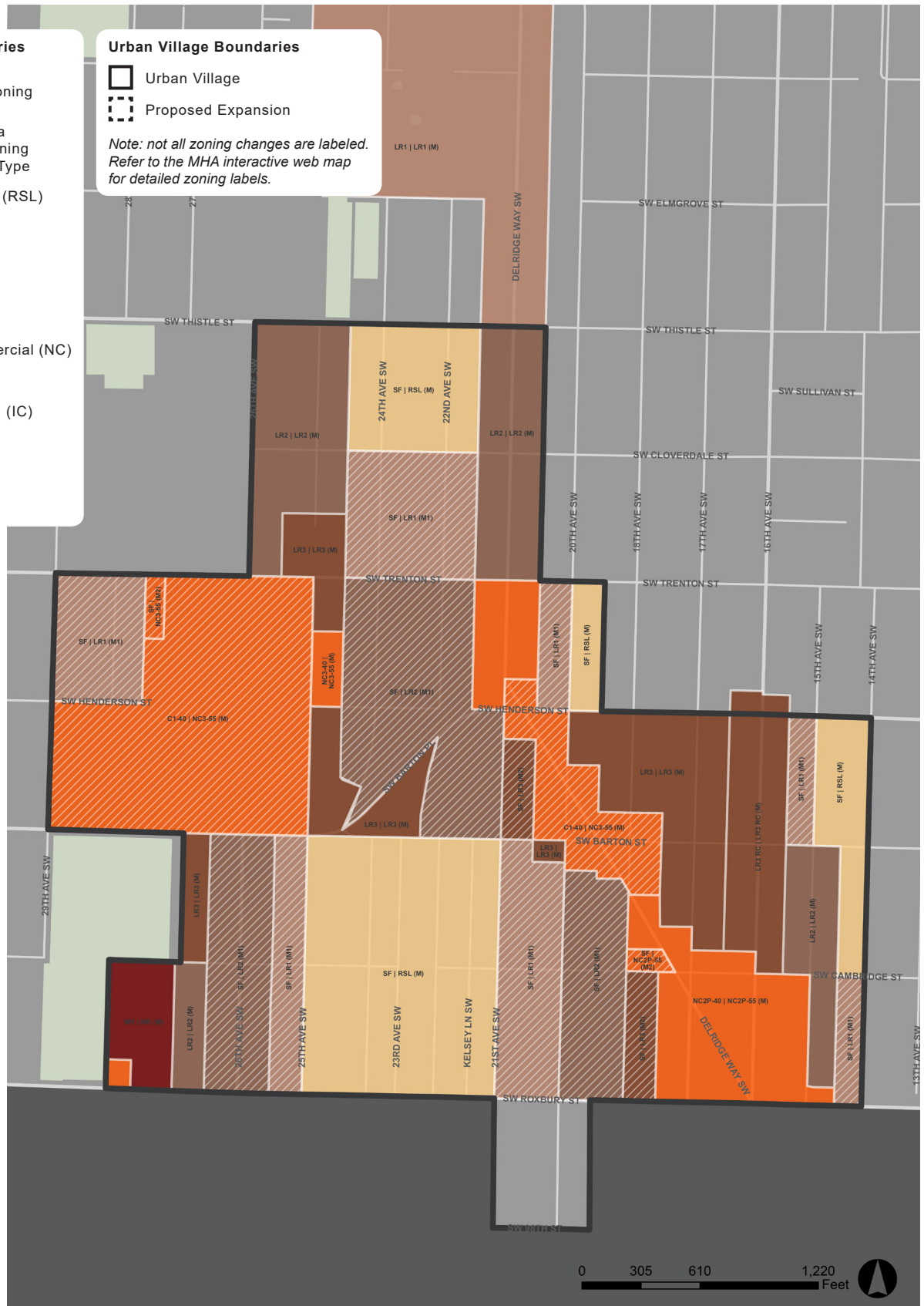
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Urban Village Boundaries

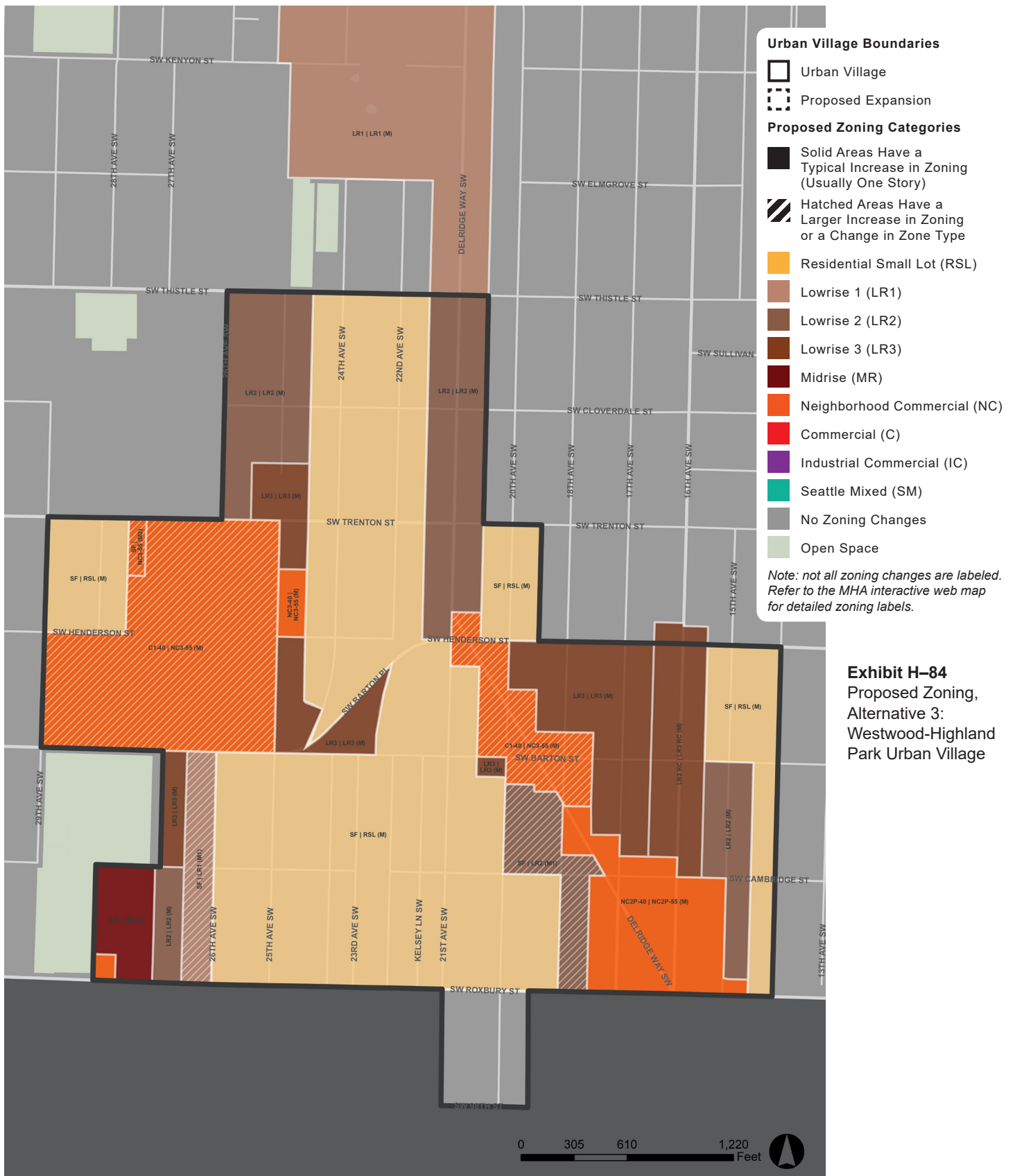
-  Urban Village
-  Proposed Expansion

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.

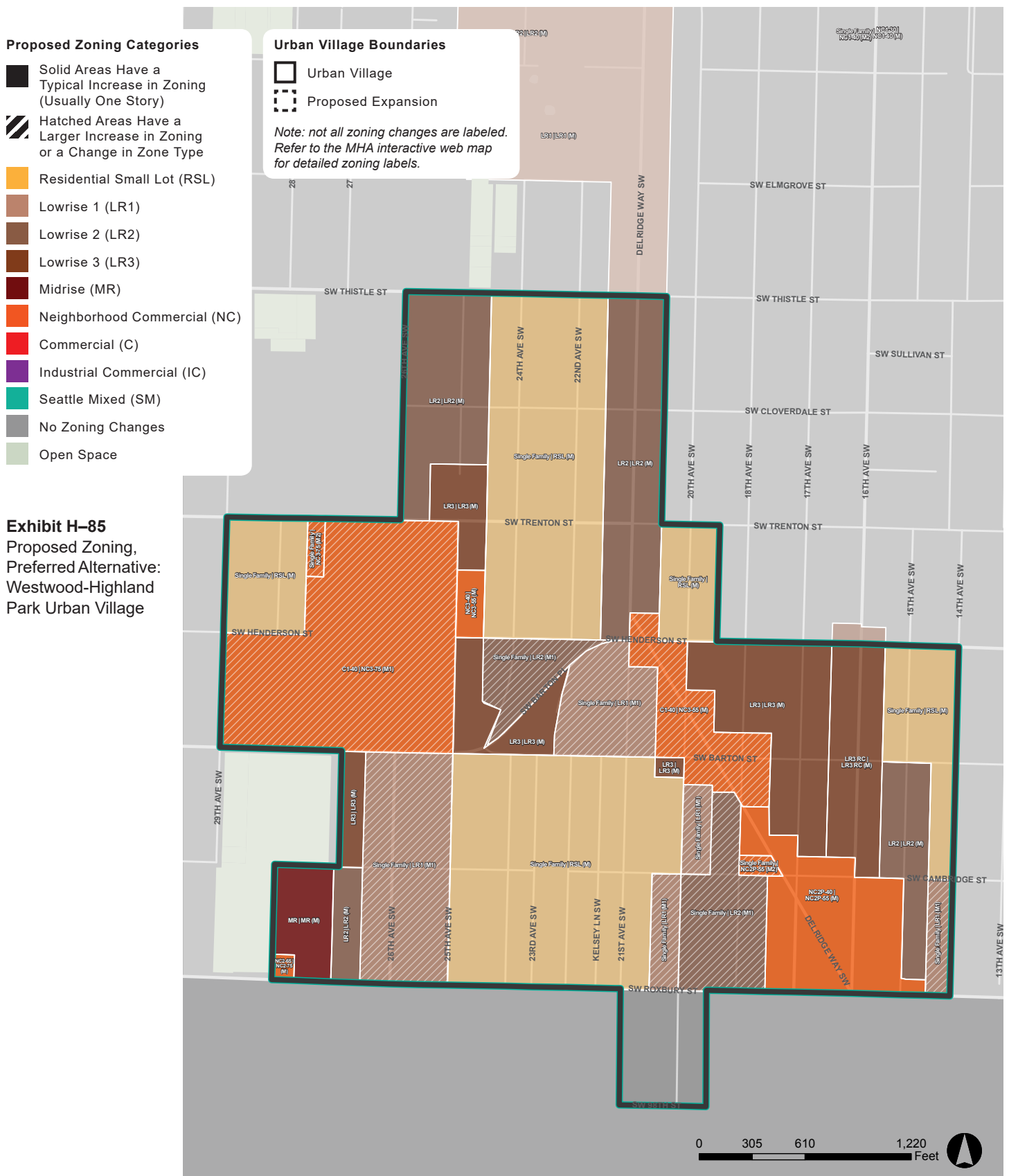
Exhibit H-83 Proposed Zoning, Alternative 2: Westwood-Highland Park Urban Village



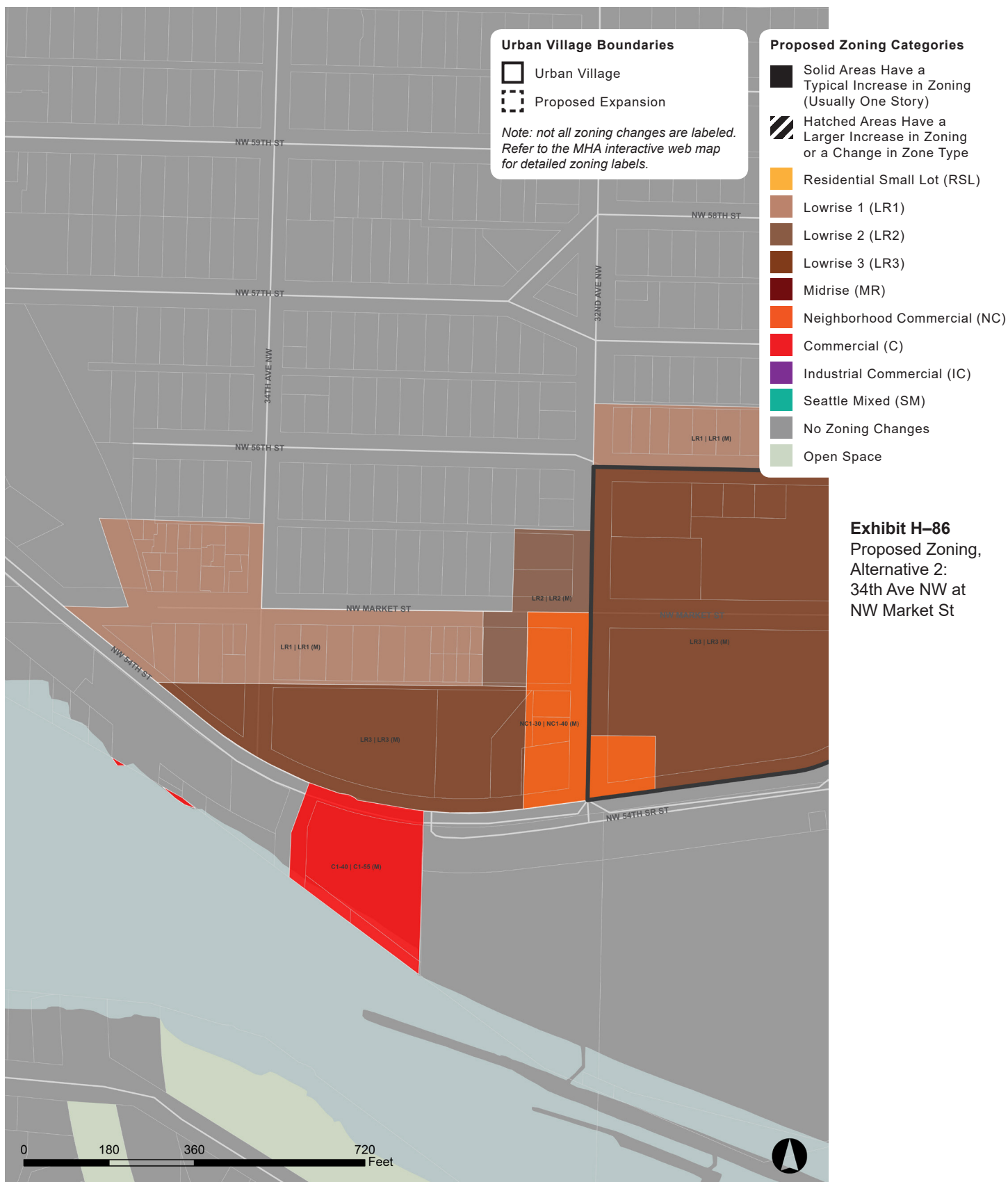
Source: City of Seattle, 2017.



Source: City of Seattle, 2017.
















Source: City of Seattle, 2017.





Source: City of Seattle, 2017.

Proposed Zoning Categories

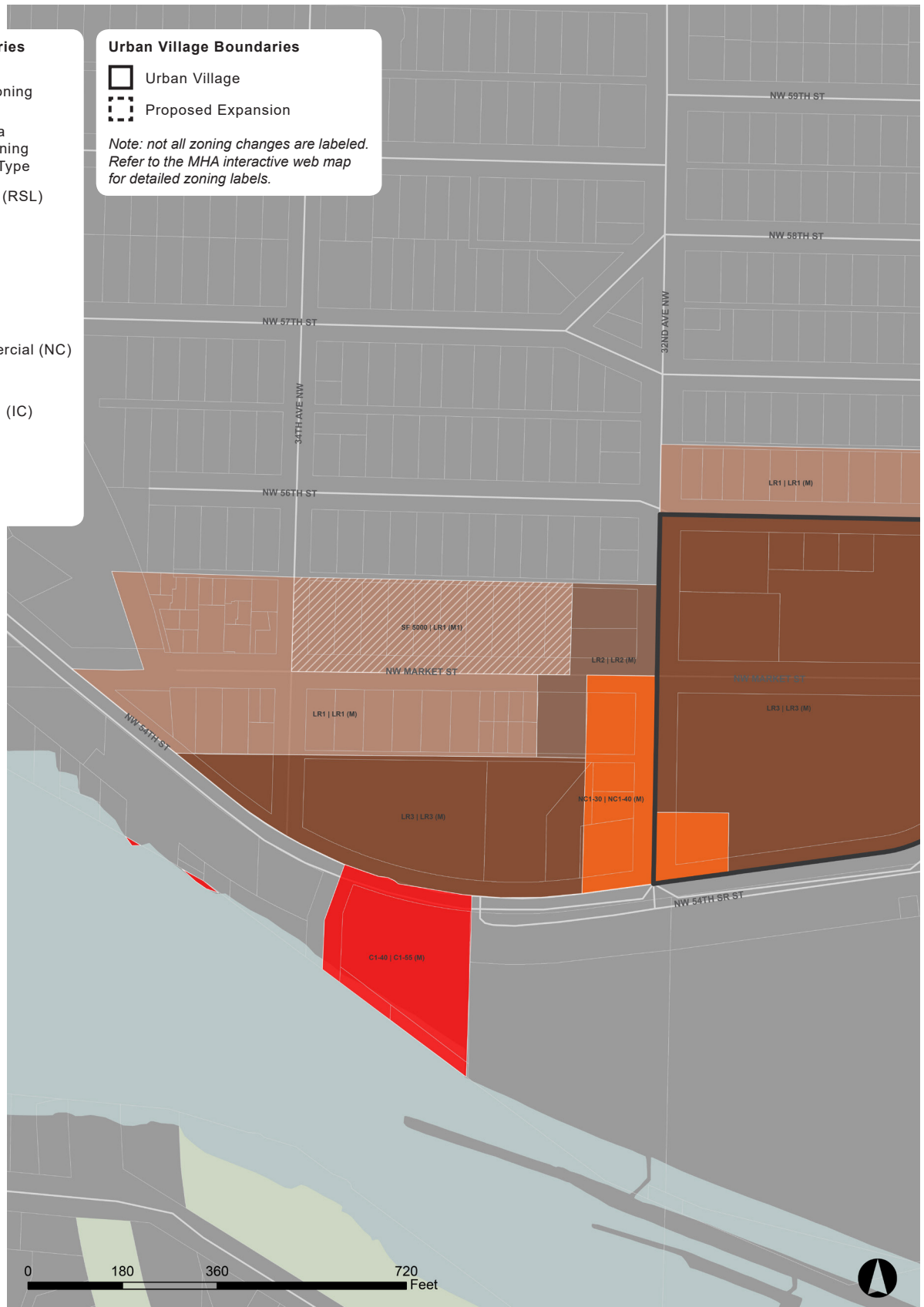
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Urban Village Boundaries

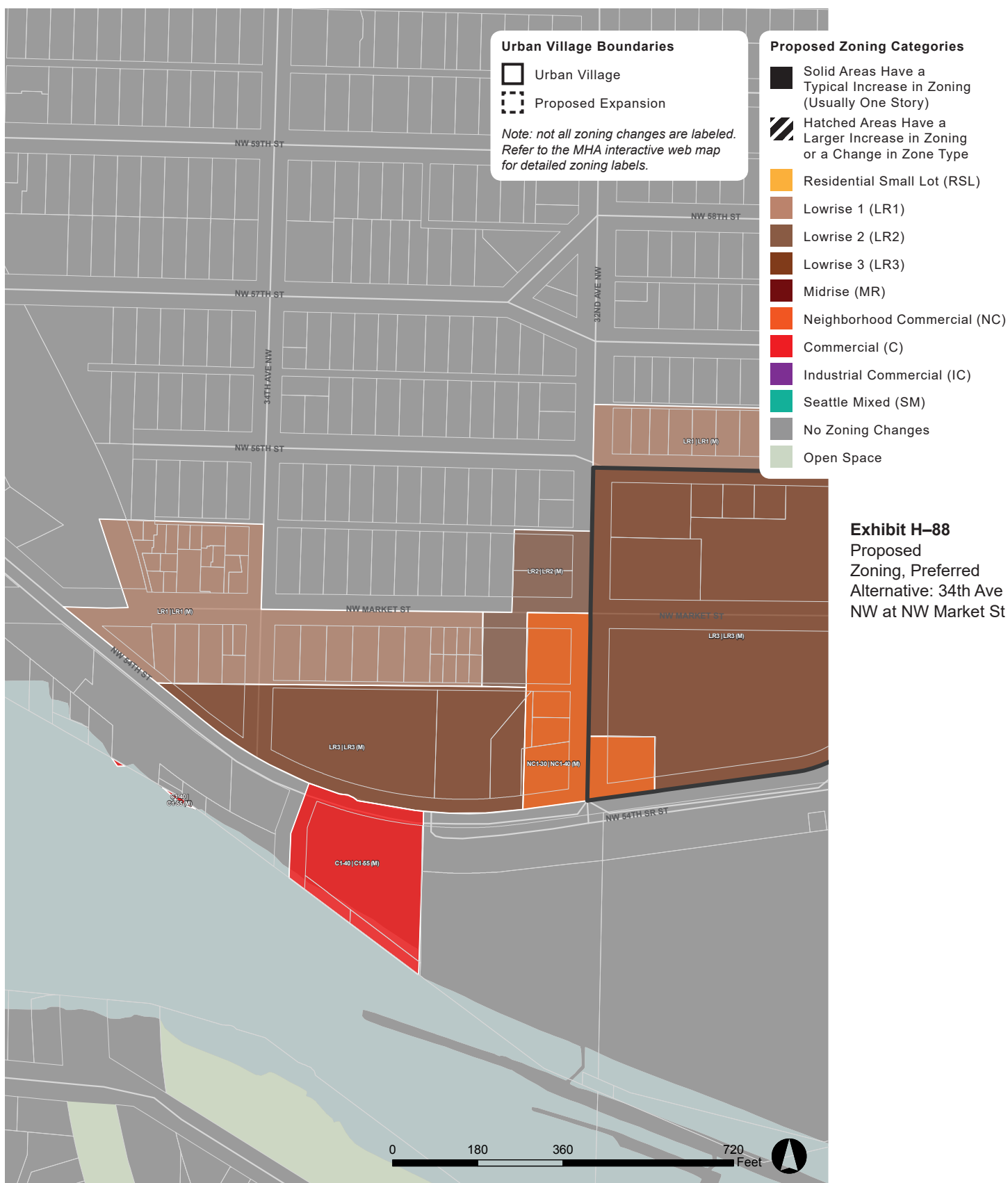
-  Urban Village
-  Proposed Expansion

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.

Exhibit H-87 Proposed Zoning, Alternative 3: 34th Ave NW at NW Market St



Source: City of Seattle, 2017.



Source: City of Seattle, 2017.

Exhibit H-89
Proposed Zoning,
Alternative 2:
16th Ave SW at
SW Holden St

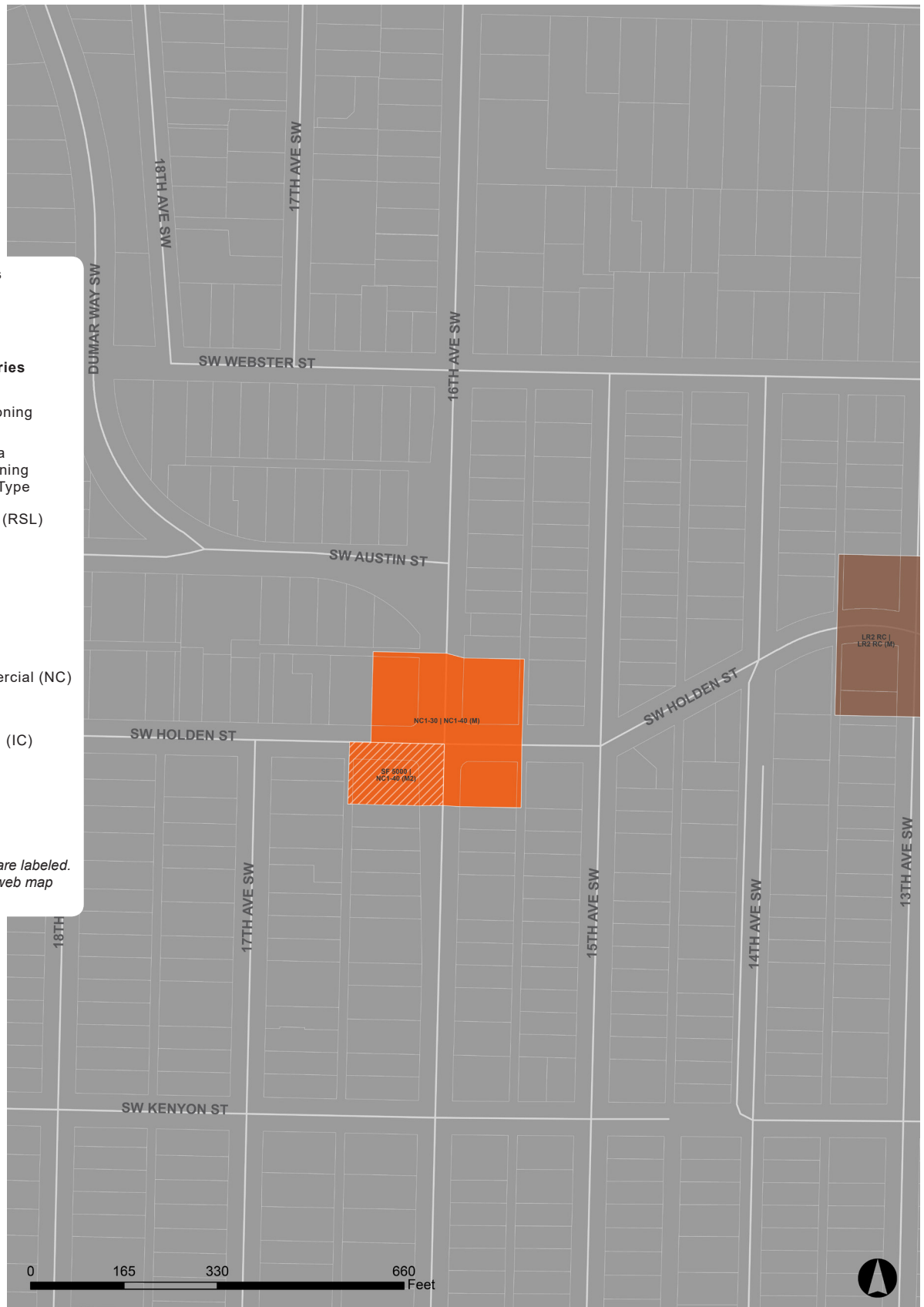
Urban Village Boundaries

- Urban Village
- Proposed Expansion

Proposed Zoning Categories

- Solid Areas Have a Typical Increase in Zoning (Usually One Story)
- Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
- Residential Small Lot (RSL)
- Lowrise 1 (LR1)
- Lowrise 2 (LR2)
- Lowrise 3 (LR3)
- Midrise (MR)
- Neighborhood Commercial (NC)
- Commercial (C)
- Industrial Commercial (IC)
- Seattle Mixed (SM)
- No Zoning Changes
- Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.



Source: City of Seattle, 2017.



Exhibit H-90
Proposed Zoning,
Alternative 3:
16th Ave SW at
SW Holden St
















Source: City of Seattle, 2017.

Exhibit H-91
Proposed
Zoning, Preferred
Alternative: 16th Ave
SW at SW Holden St

Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

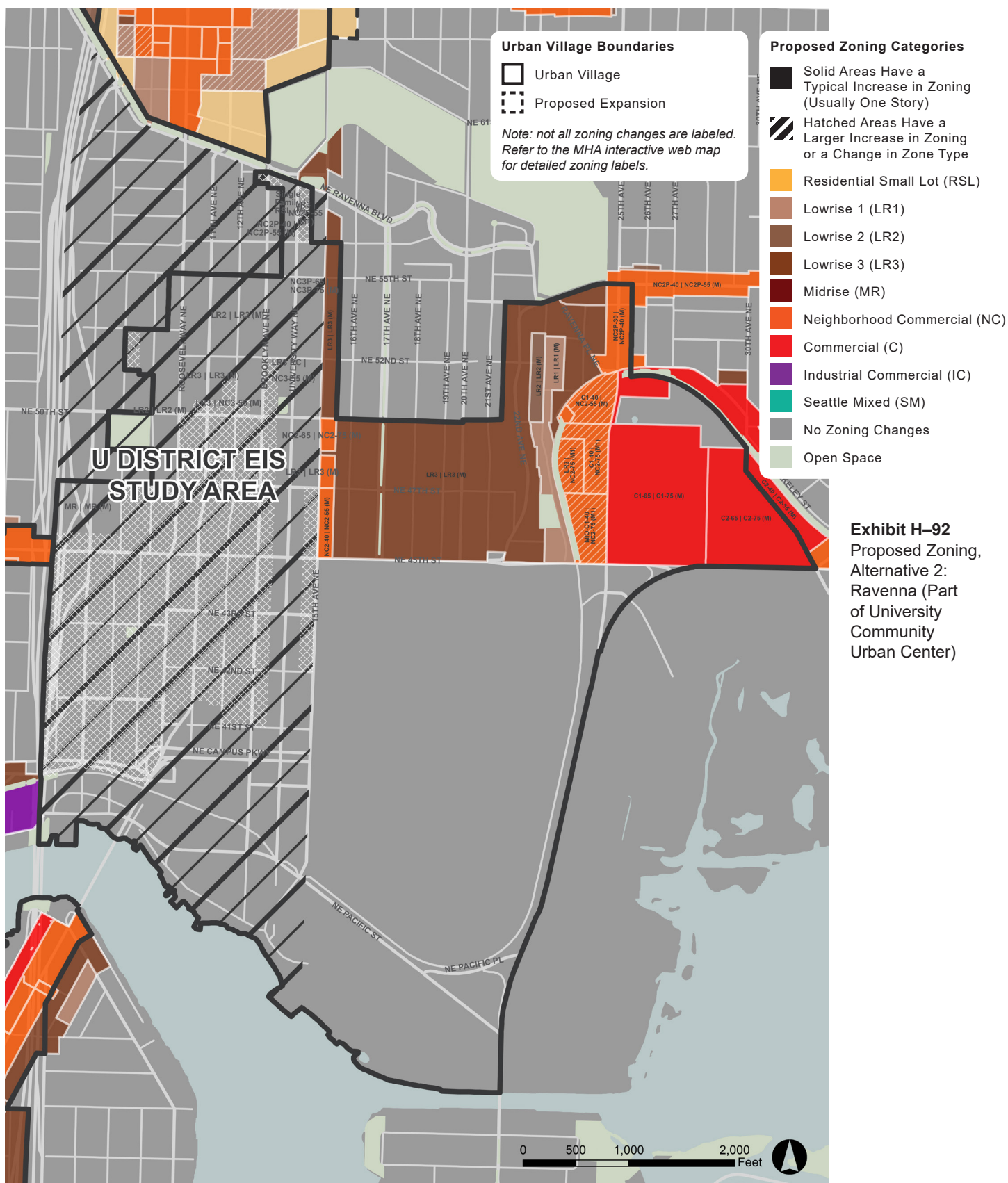
Proposed Zoning Categories

-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

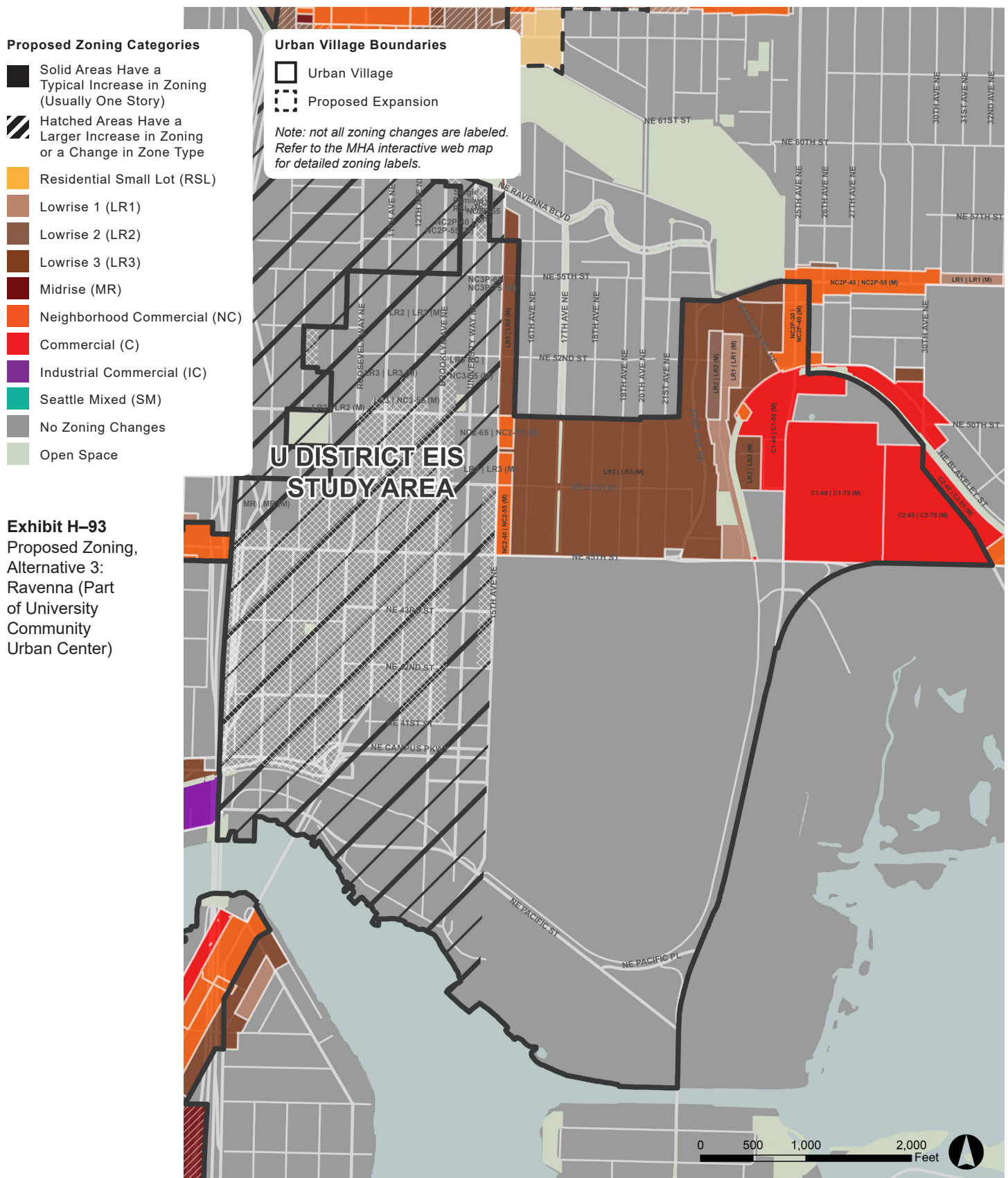
*Note: not all zoning changes are labeled.
Refer to the MHA interactive web map
for detailed zoning labels.*



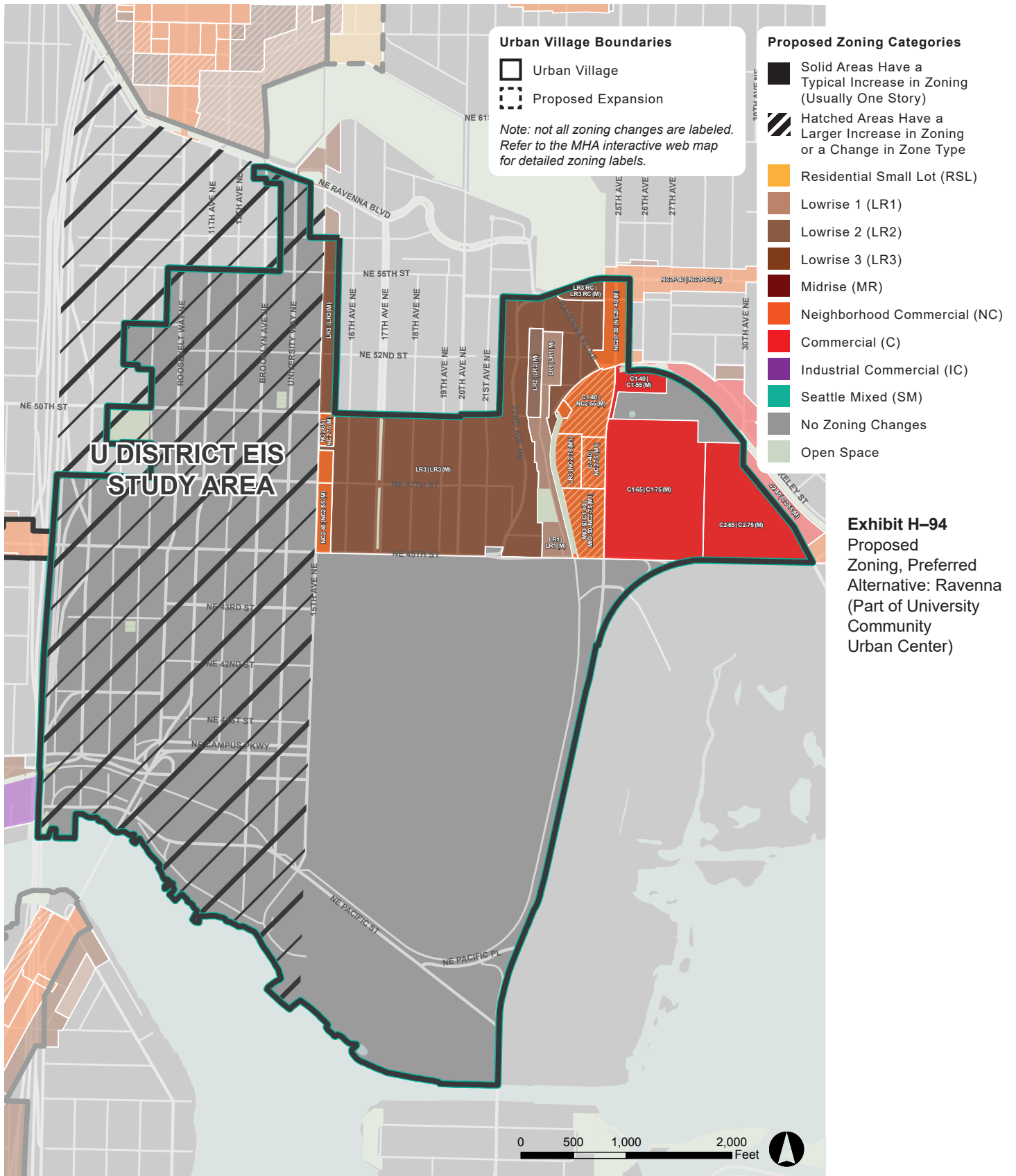
Source: City of Seattle, 2017.



Source: City of Seattle, 2017.





Source: City of Seattle, 2017.
















Source: City of Seattle, 2017.

Exhibit H-95 Proposed Zoning, Alternative 2: Wedgewood

Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

Proposed Zoning Categories

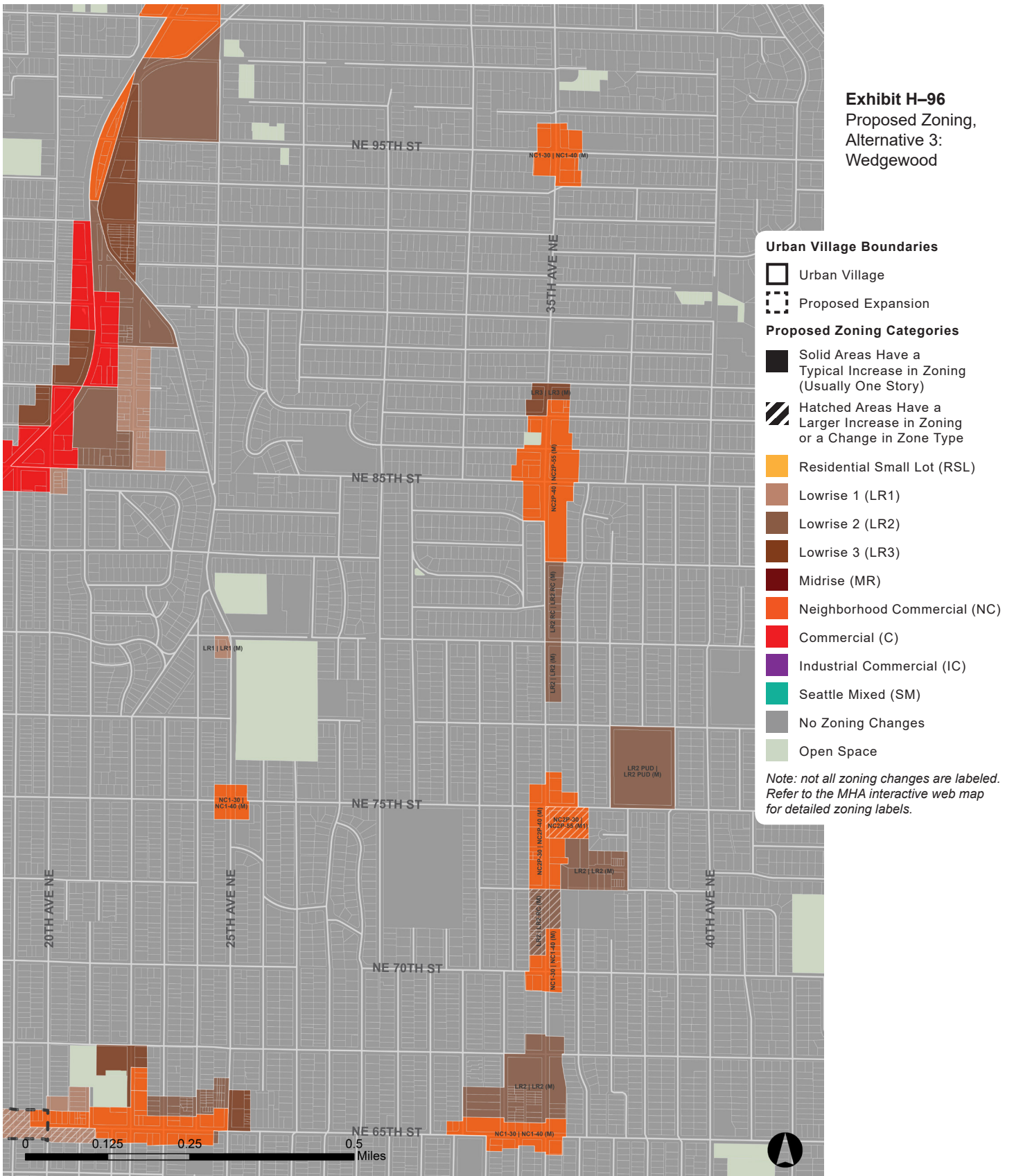
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

*Note: not all zoning changes are labeled.
Refer to the MHA interactive web map
for detailed zoning labels.*



Source: City of Seattle, 2017.

Exhibit H-96 Proposed Zoning, Alternative 3: Wedgewood





Source: City of Seattle, 2017.














Exhibit H-97

Proposed Zoning,
Preferred Alternative:
Wedgewood

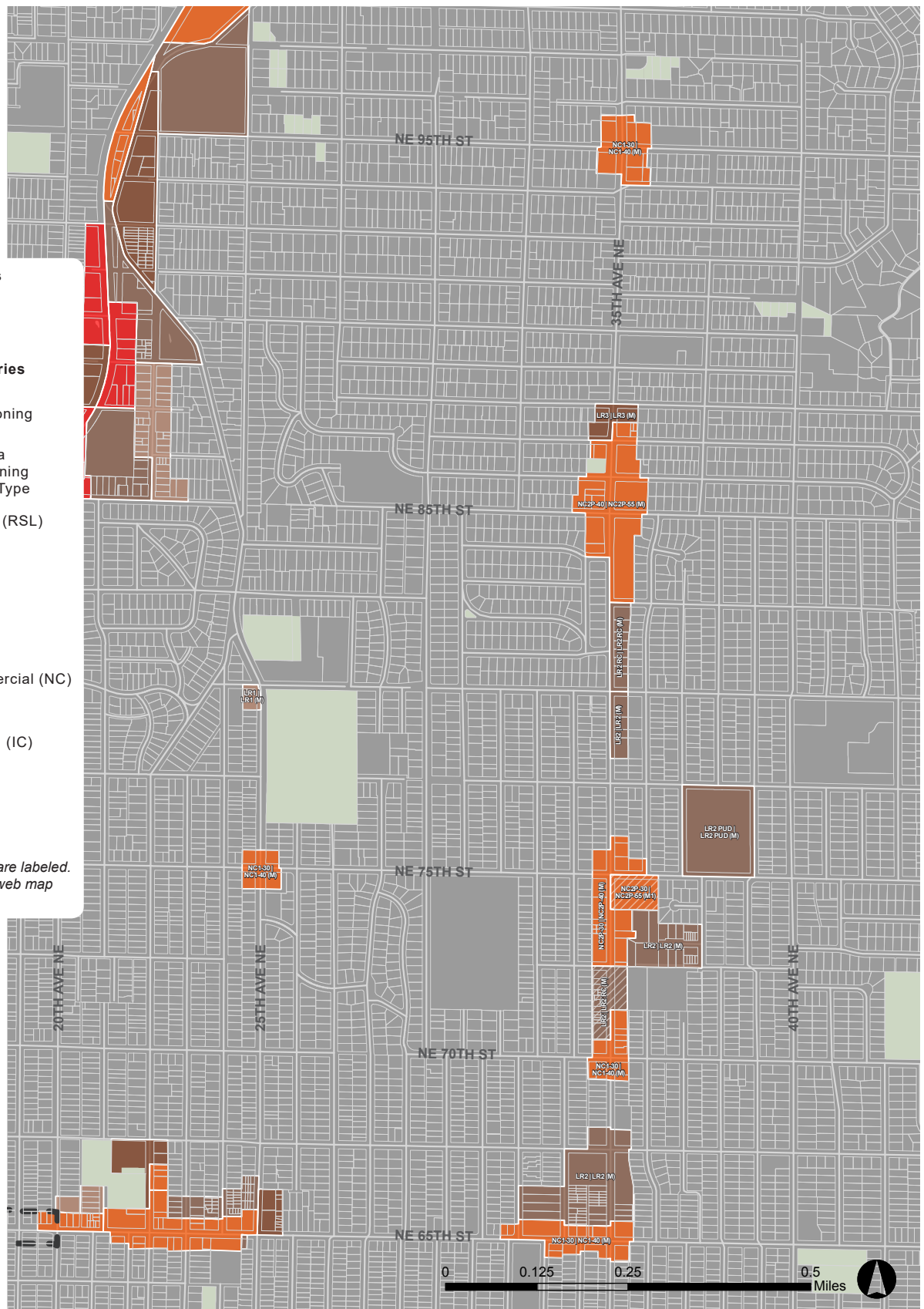
Urban Village Boundaries

-  Urban Village
 Proposed Expansion

Proposed Zoning Categories

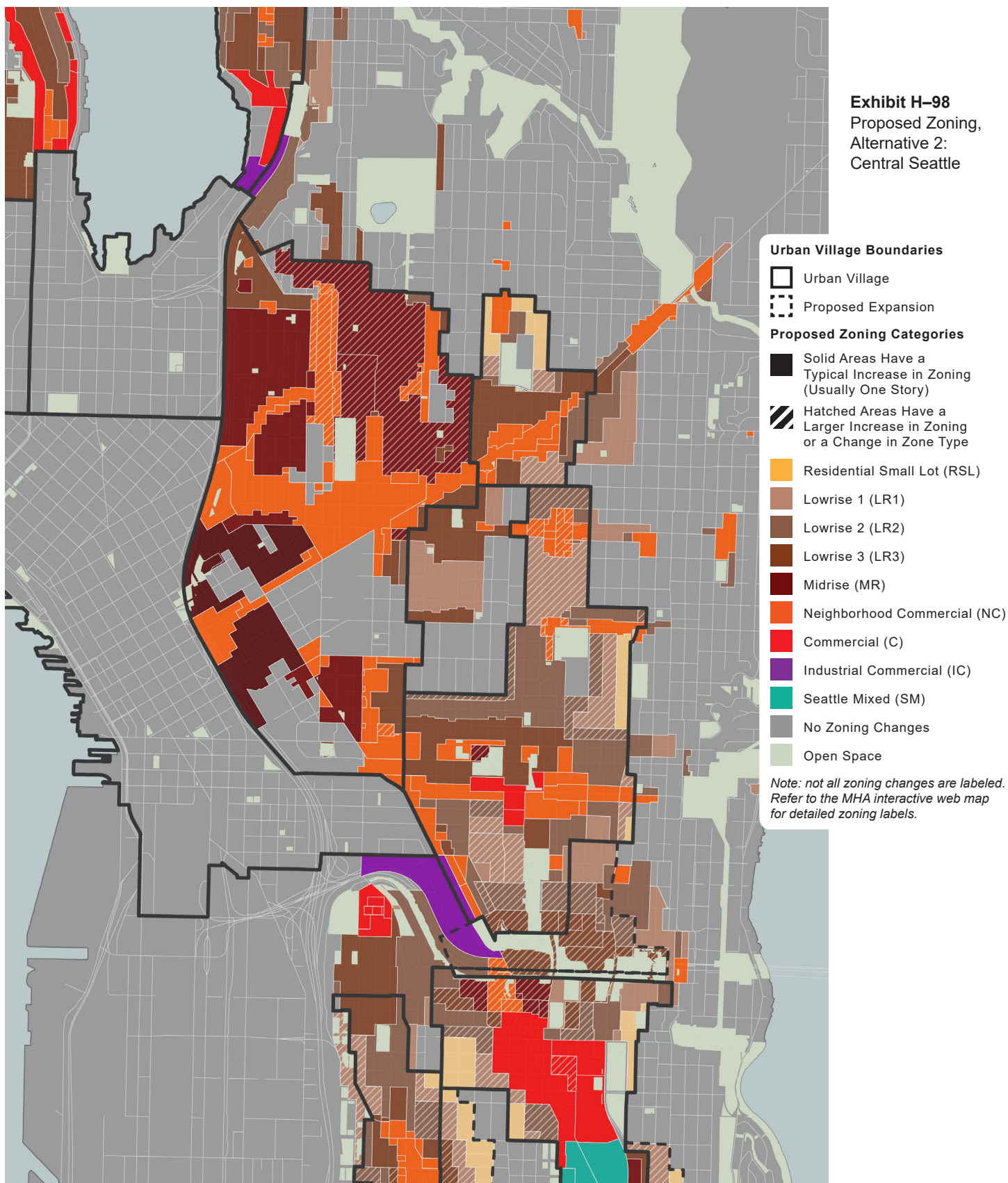
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.



Source: City of Seattle, 2017.



Exhibit H-98
Proposed Zoning,
Alternative 2:
Central Seattle
















Source: City of Seattle, 2017.

Exhibit H-99
Proposed Zoning,
Alternative 3:
Central Seattle

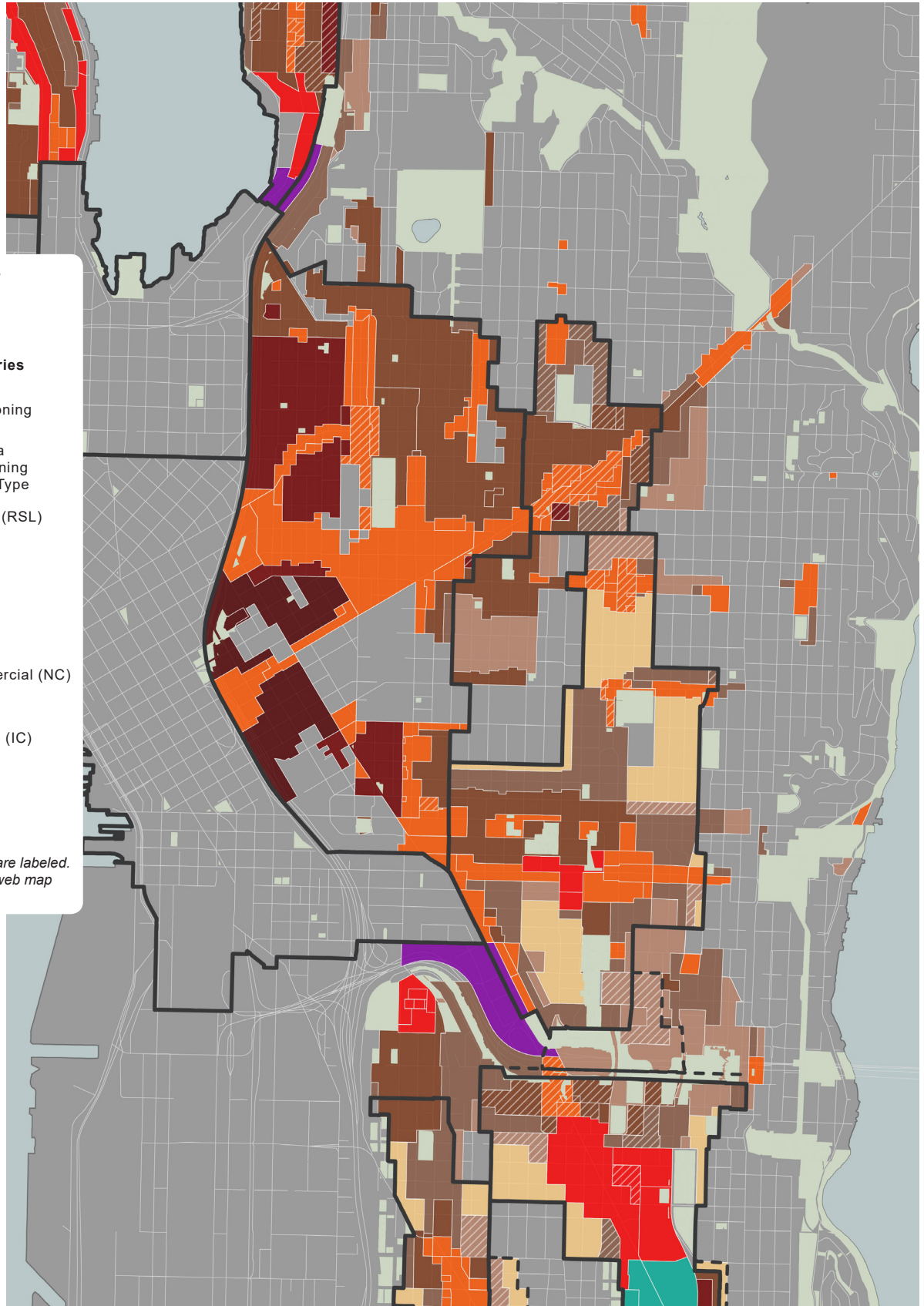
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

Proposed Zoning Categories

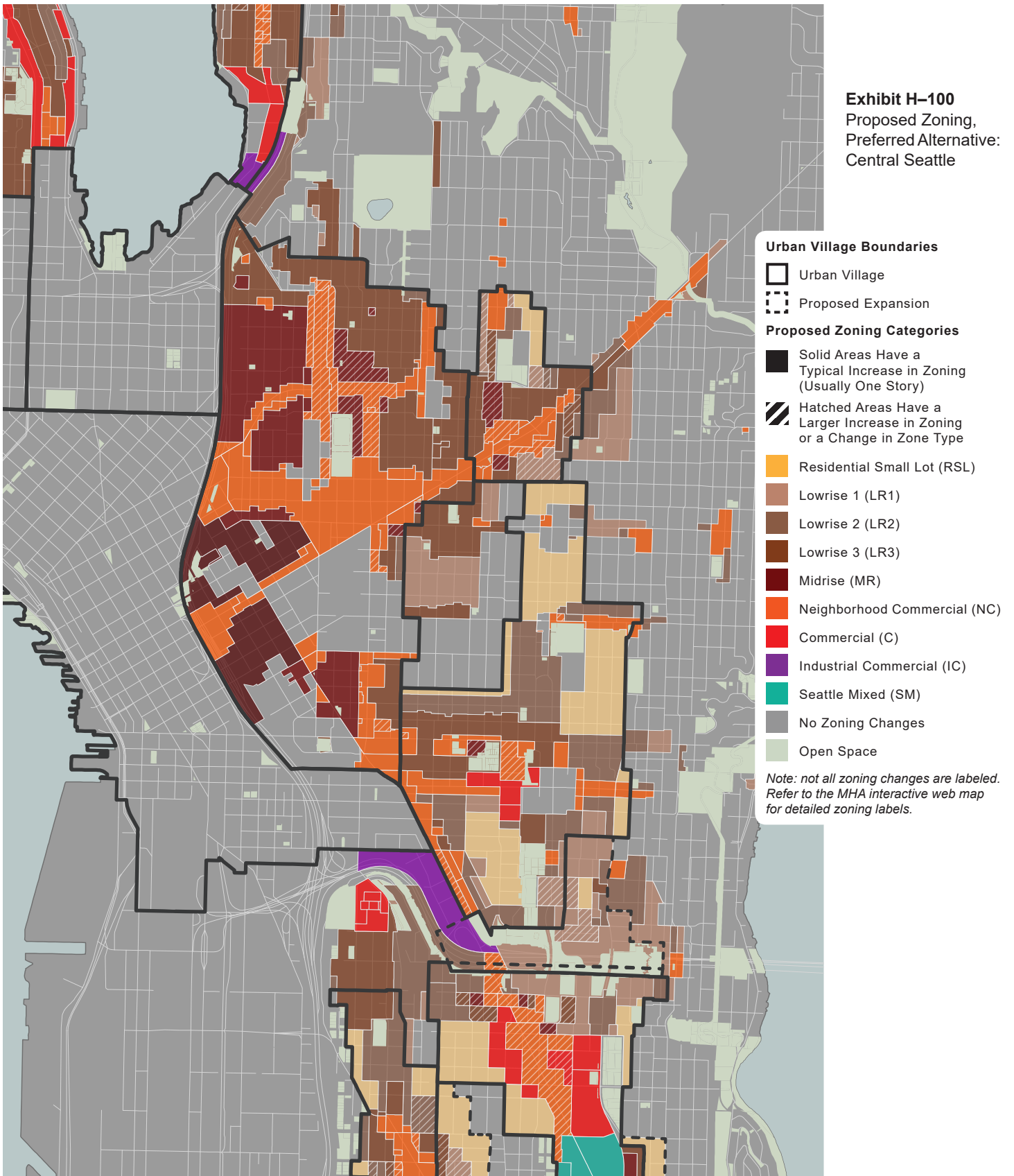
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.



Source: City of Seattle, 2017.



Exhibit H-100
Proposed Zoning,
Preferred Alternative:
Central Seattle
















Source: City of Seattle, 2017.

Exhibit H-101
Proposed Zoning,
Alternative 2:
Northeast Seattle

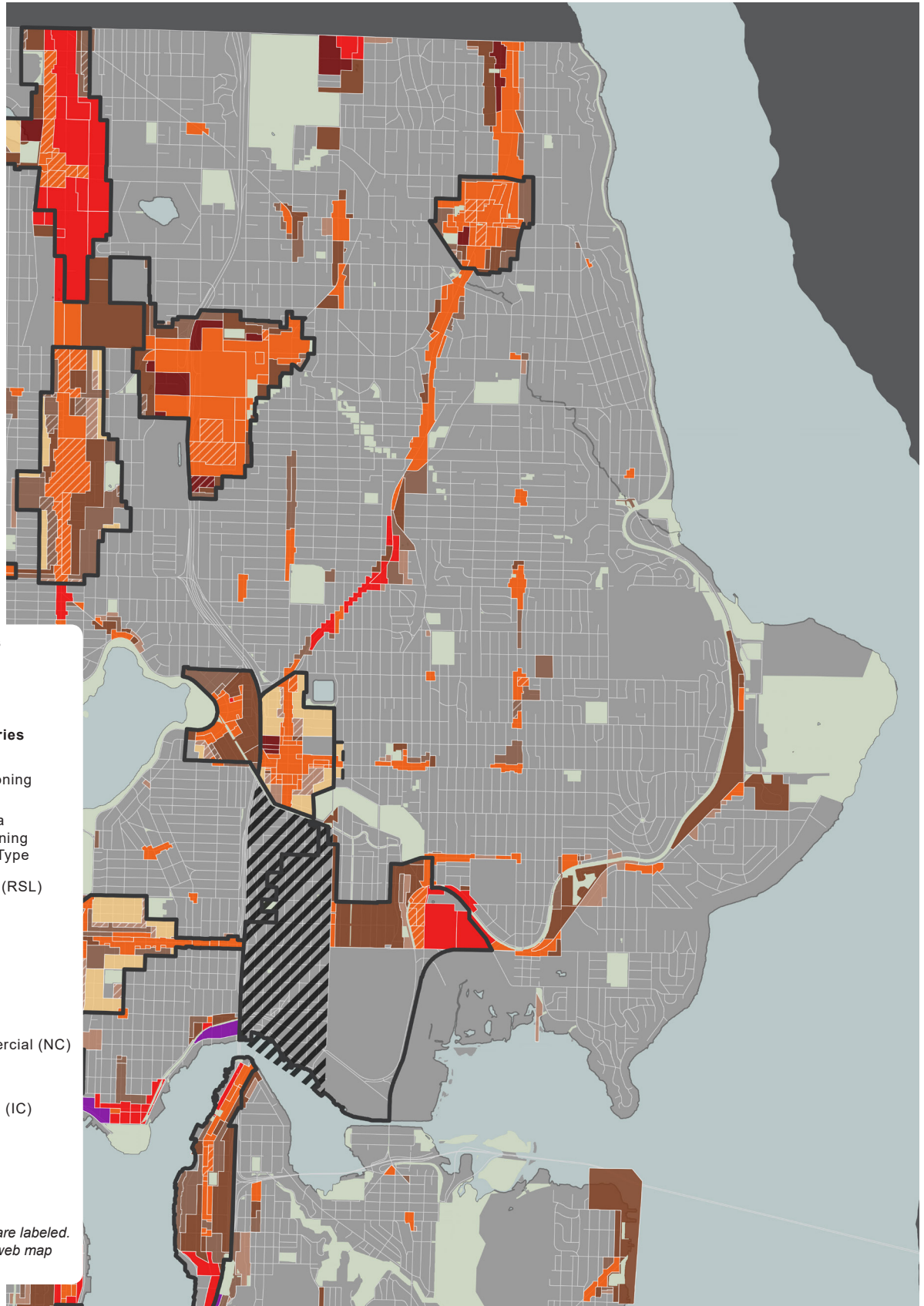
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

Proposed Zoning Categories

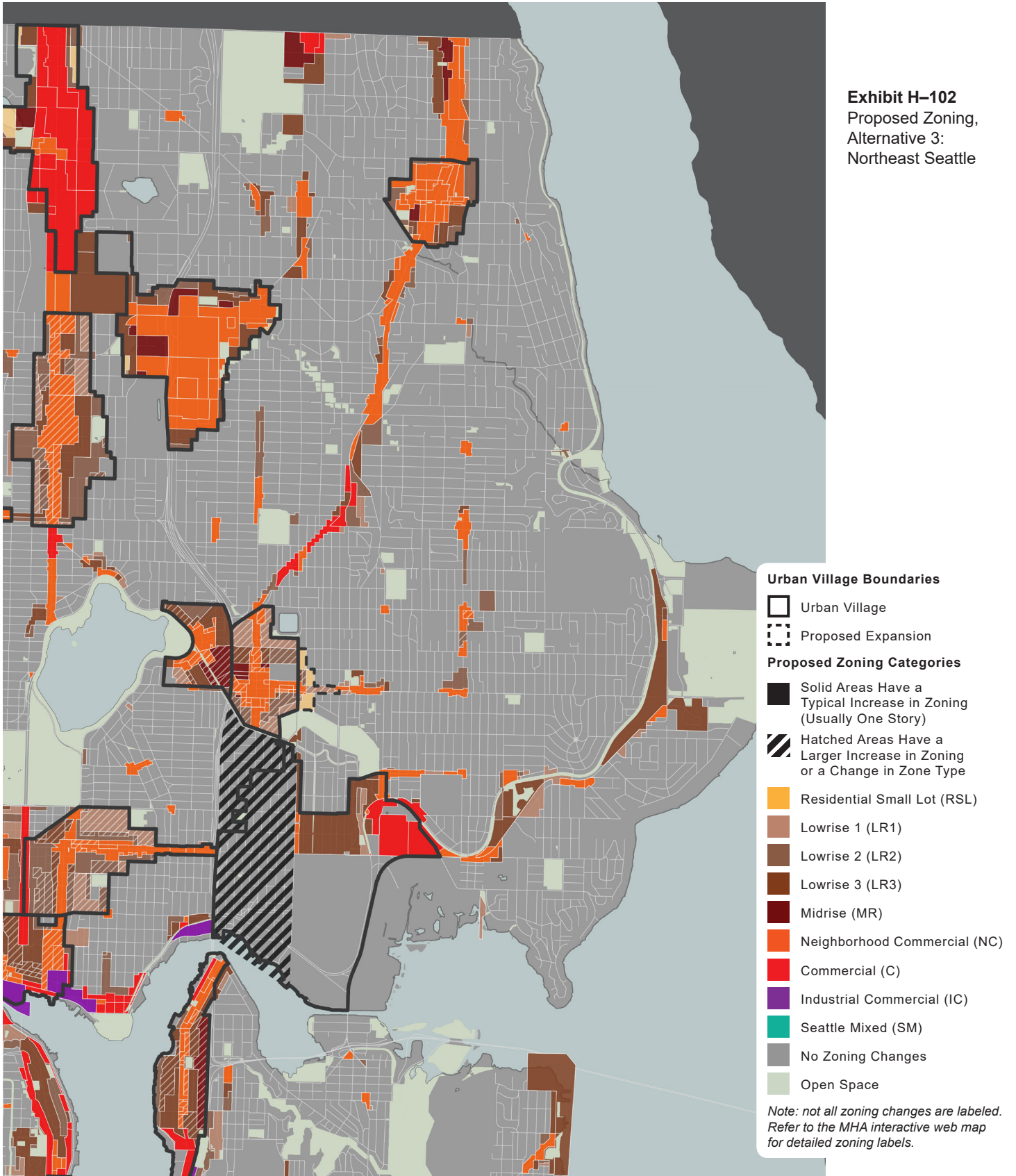
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

*Note: not all zoning changes are labeled.
Refer to the MHA interactive web map
for detailed zoning labels.*



Source: City of Seattle, 2017.

Exhibit H-102
Proposed Zoning,
Alternative 3:
Northeast Seattle





Source: City of Seattle, 2017.














Exhibit H-103

Proposed Zoning,
Preferred Alternative:
Northeast Seattle

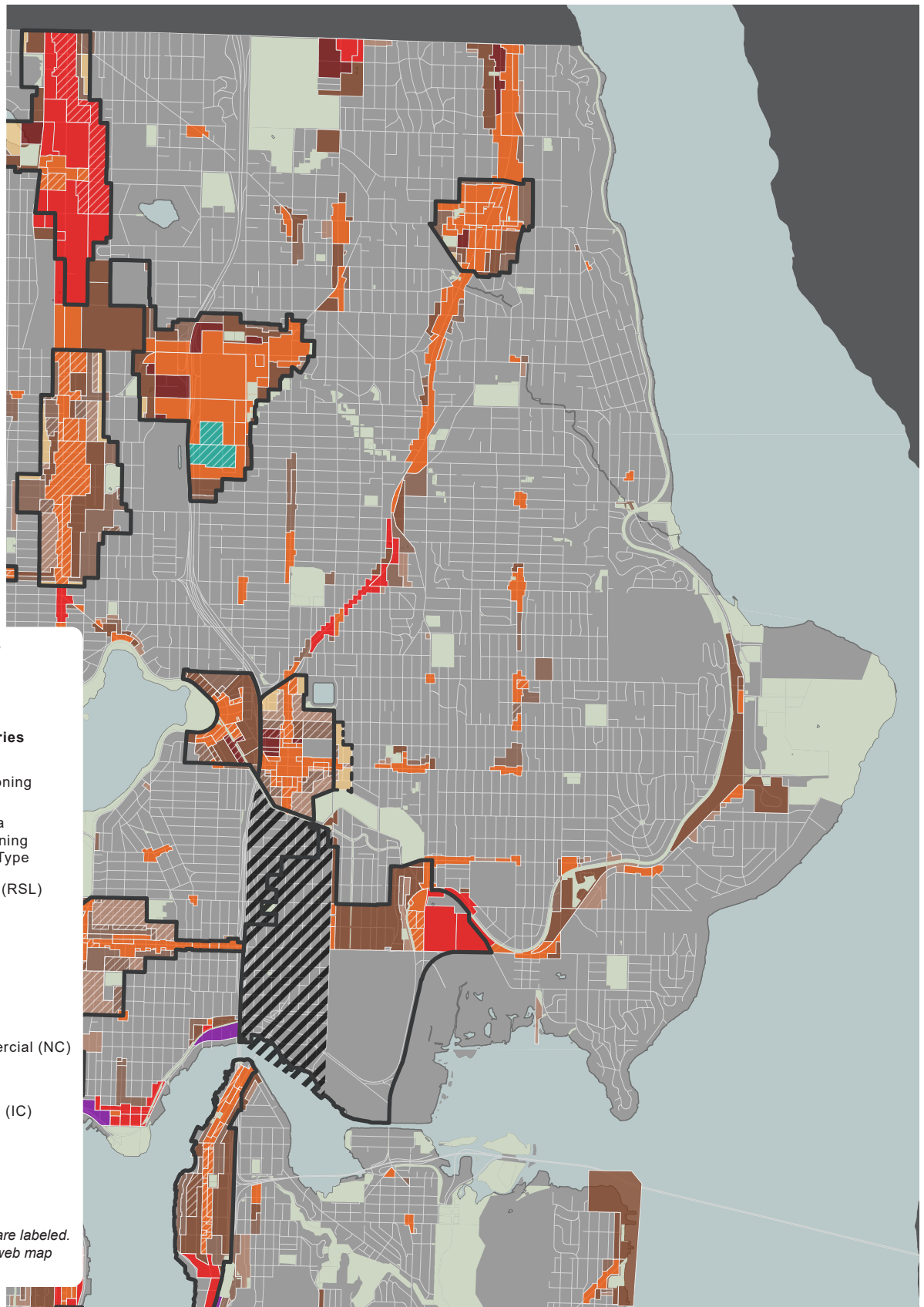
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

Proposed Zoning Categories

-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

*Note: not all zoning changes are labeled.
Refer to the MHA interactive web map
for detailed zoning labels.*



Source: City of Seattle, 2017.

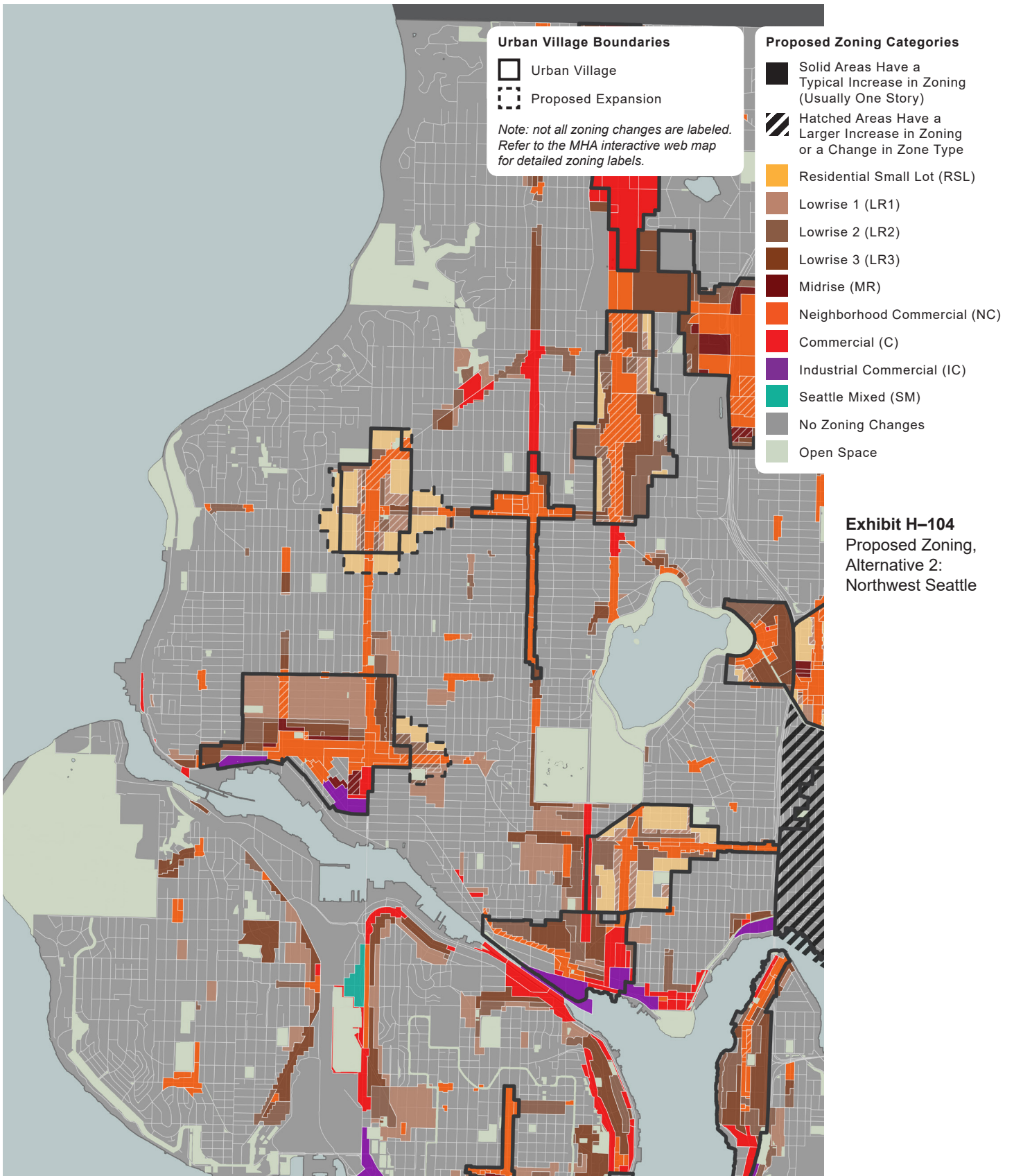


Exhibit H-104
Proposed Zoning,
Alternative 2:
Northwest Seattle

Proposed Zoning Categories

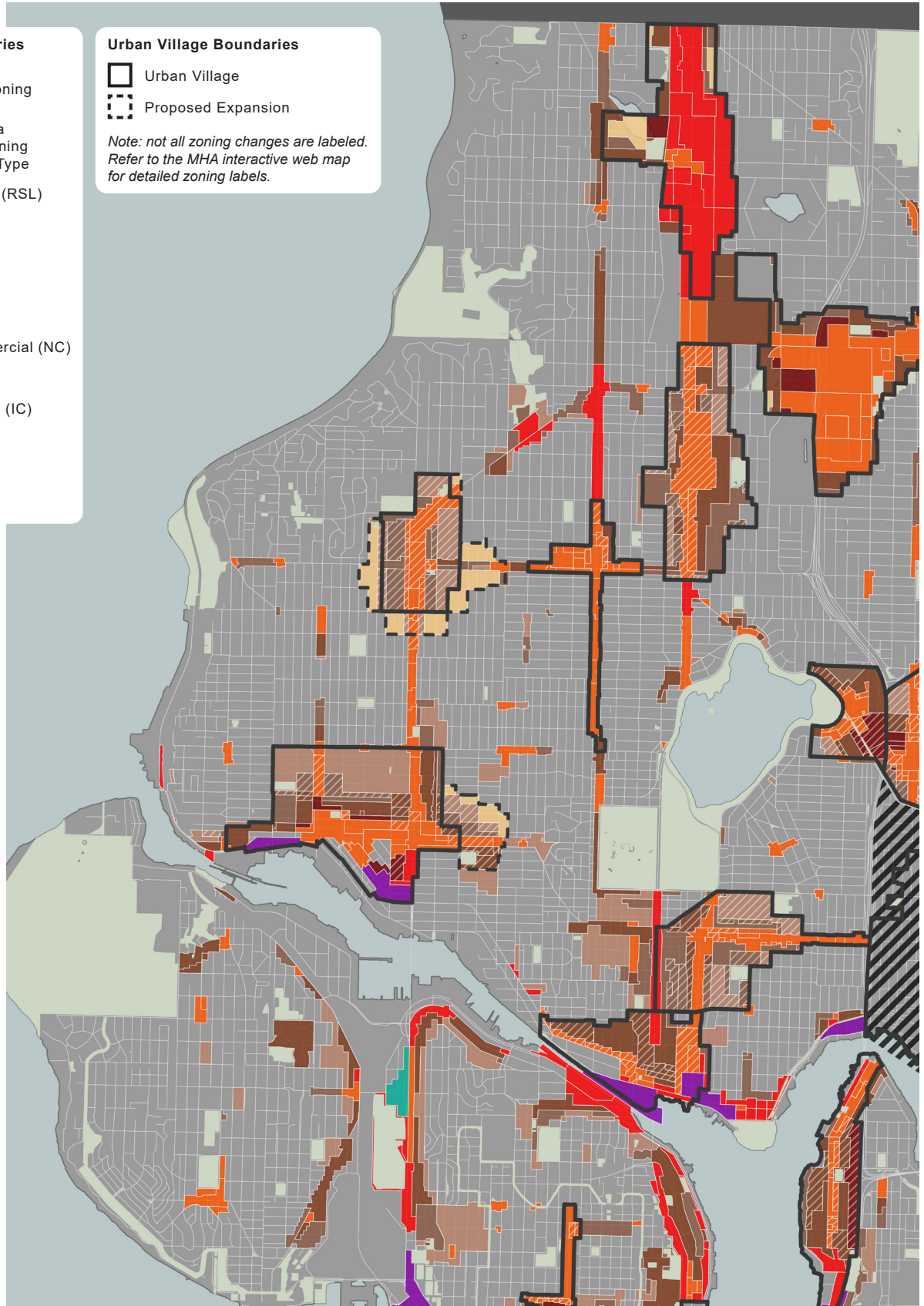
- Solid Areas Have a Typical Increase in Zoning (Usually One Story)
- Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
- Residential Small Lot (RSL)
- Lowrise 1 (LR1)
- Lowrise 2 (LR2)
- Lowrise 3 (LR3)
- Midrise (MR)
- Neighborhood Commercial (NC)
- Commercial (C)
- Industrial Commercial (IC)
- Seattle Mixed (SM)
- No Zoning Changes
- Open Space

Urban Village Boundaries

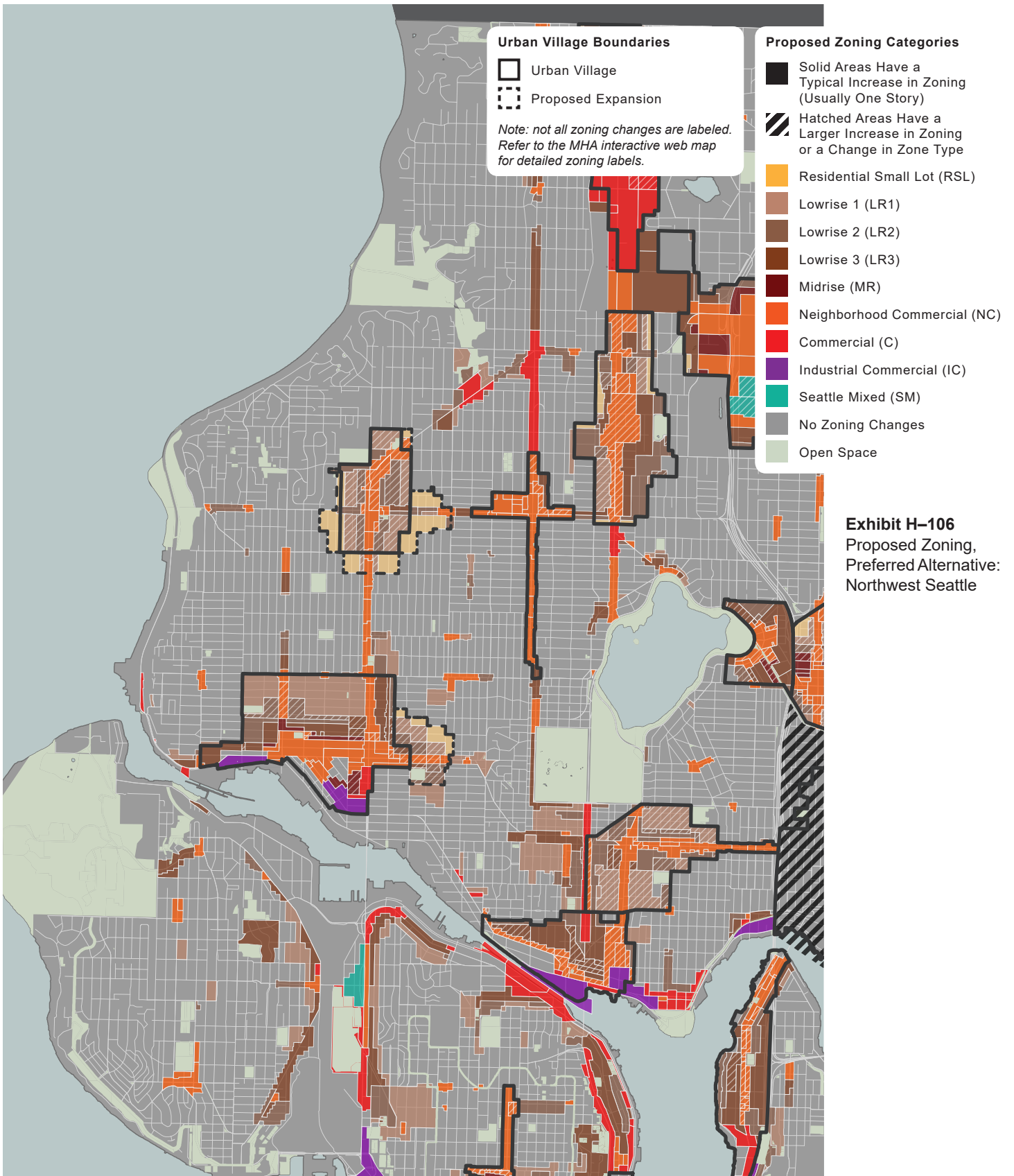
- Urban Village
- Proposed Expansion

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.

Exhibit H-105
Proposed Zoning,
Alternative 3:
Northwest Seattle





Source: City of Seattle, 2017.
















Source: City of Seattle, 2017.

Exhibit H-107
Proposed Zoning,
Alternative 2:
Southeast Seattle

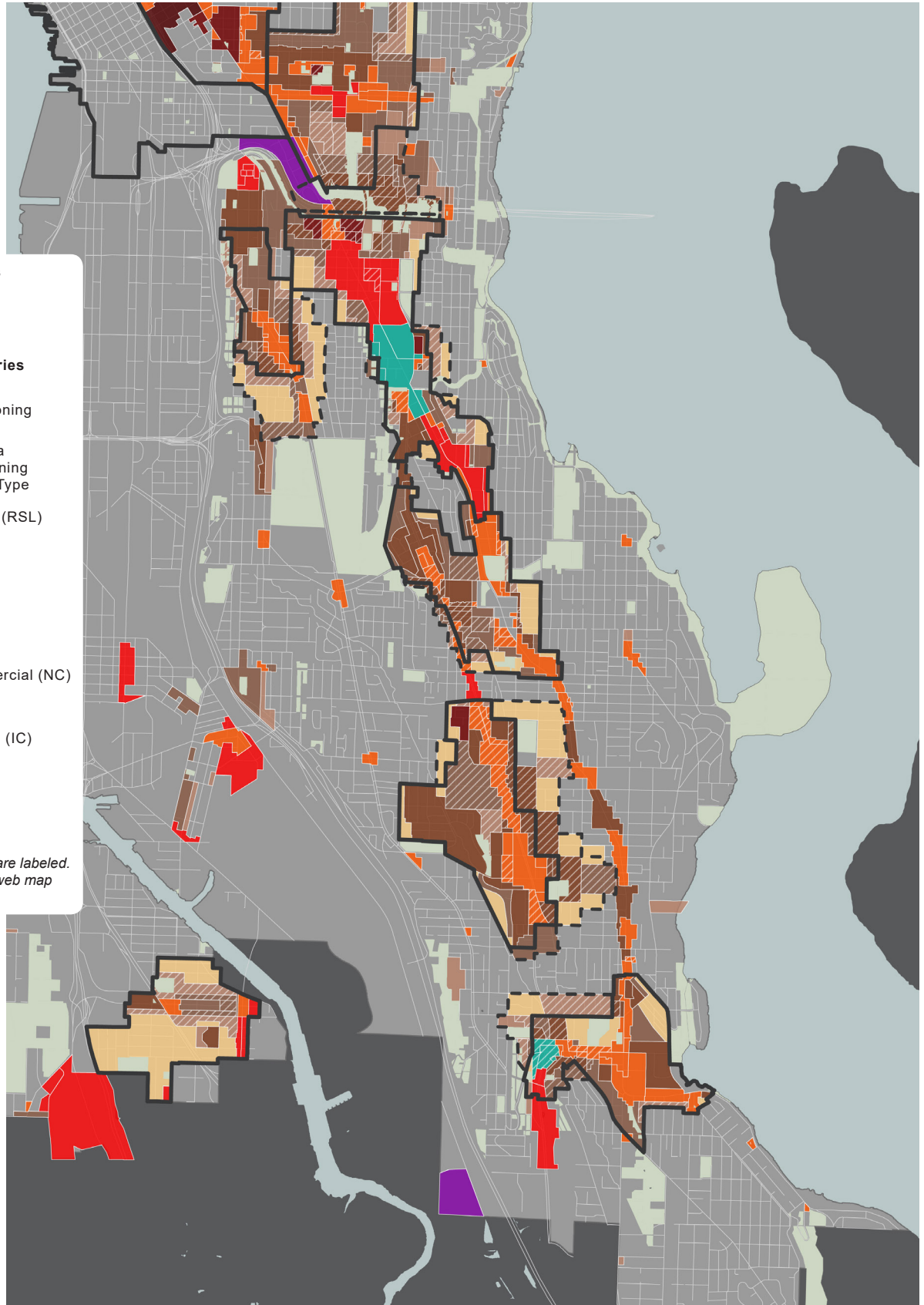
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

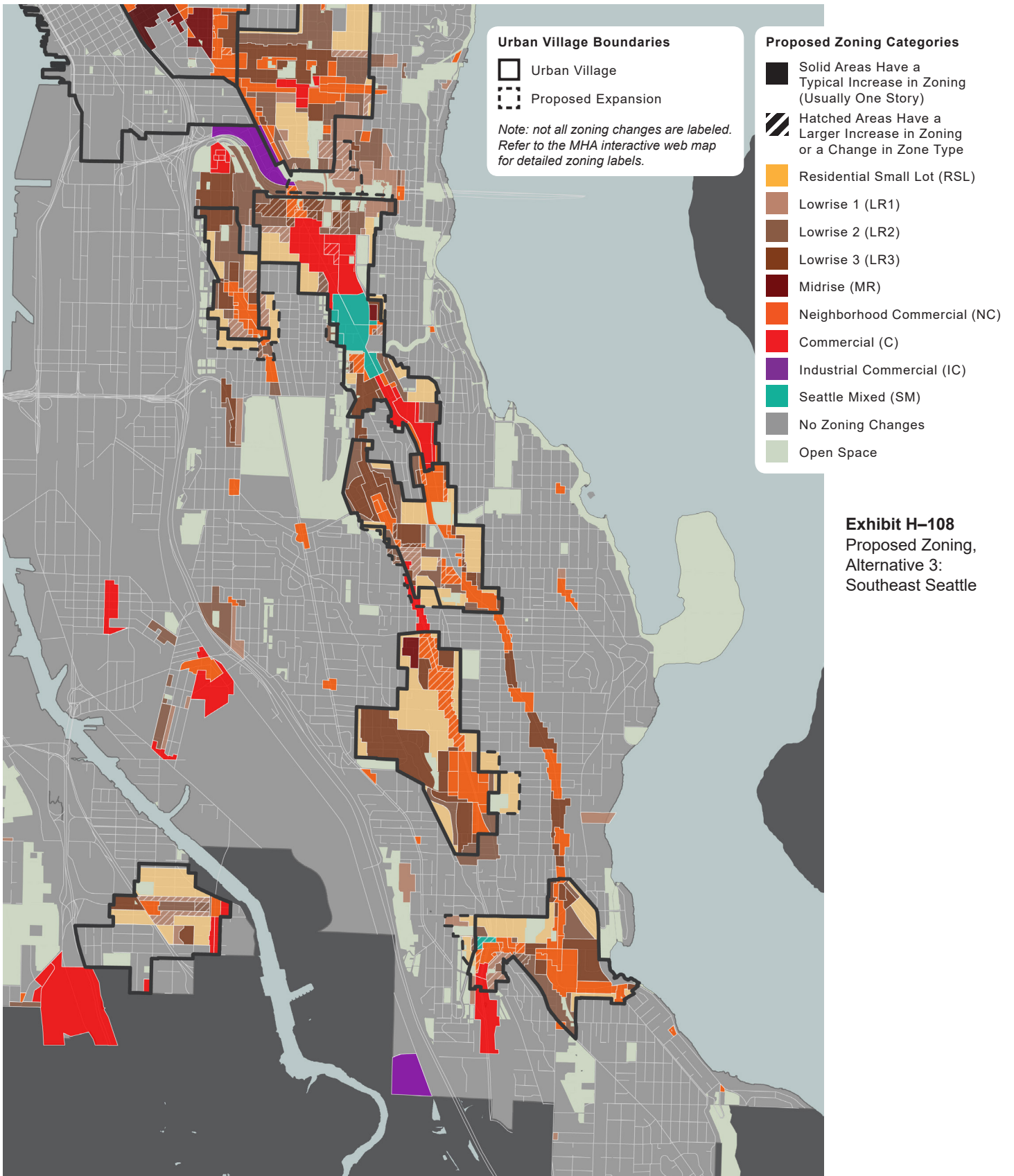
Proposed Zoning Categories

-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

*Note: not all zoning changes are labeled.
Refer to the MHA interactive web map
for detailed zoning labels.*



Source: City of Seattle, 2017.





Source: City of Seattle, 2017.














Exhibit H-109

Proposed Zoning,
Preferred Alternative:
Southeast Seattle

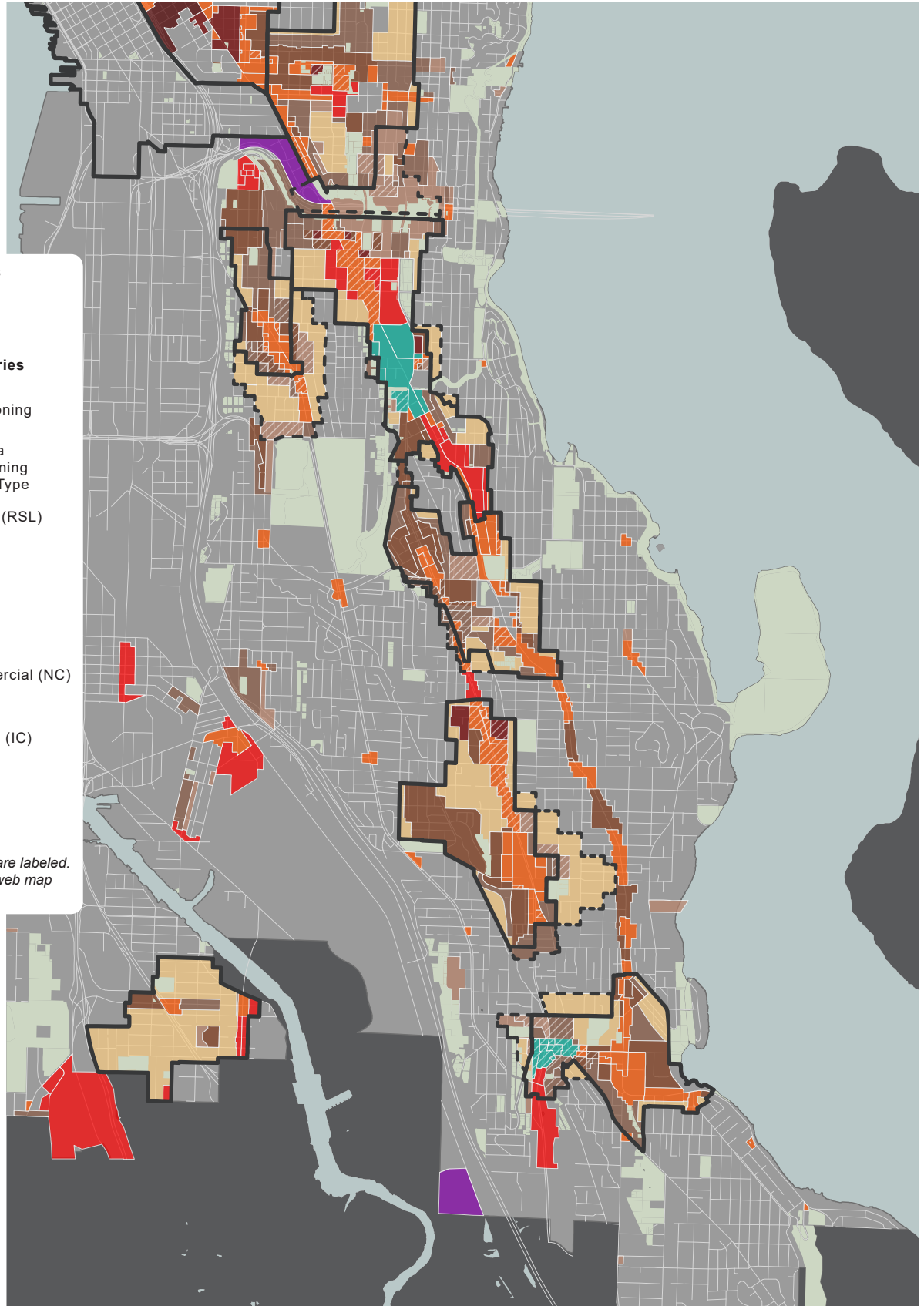
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

Proposed Zoning Categories

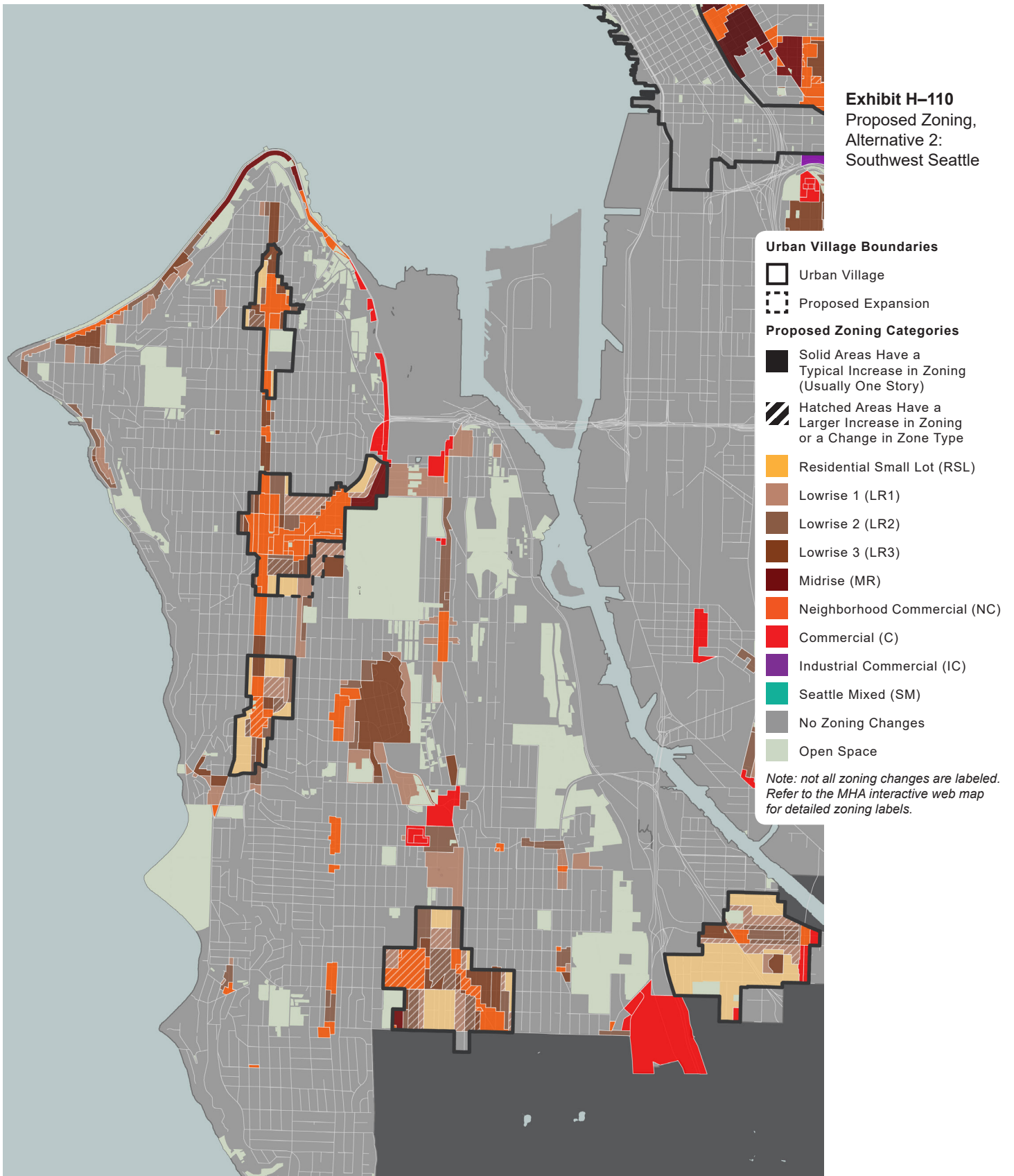
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

*Note: not all zoning changes are labeled.
Refer to the MHA interactive web map
for detailed zoning labels.*



Source: City of Seattle, 2017.

Exhibit H-110
Proposed Zoning,
Alternative 2:
Southwest Seattle
















Source: City of Seattle, 2017.

Exhibit H-111
Proposed Zoning,
Alternative 3:
Southwest Seattle

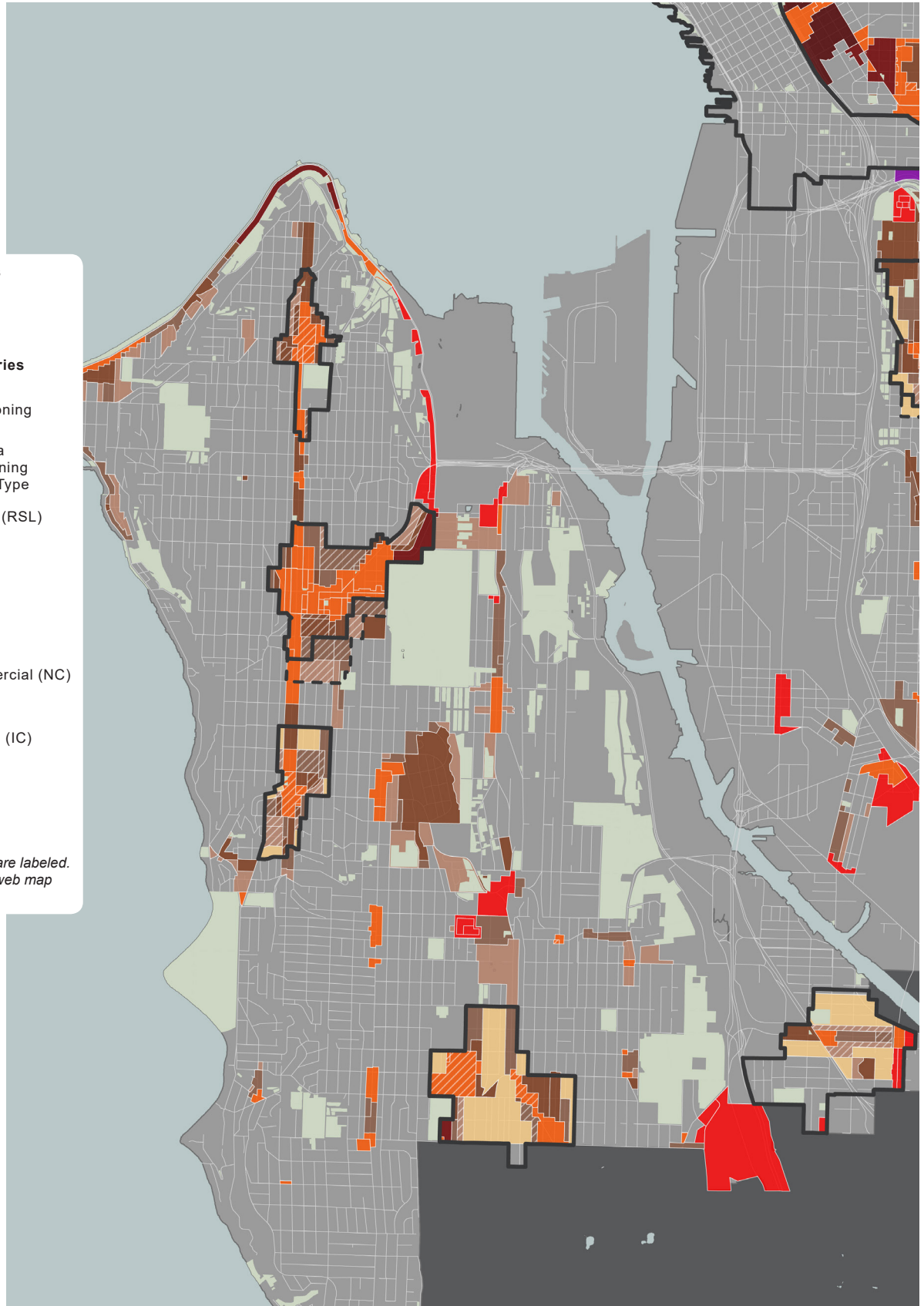
Urban Village Boundaries

-  Urban Village
-  Proposed Expansion

Proposed Zoning Categories

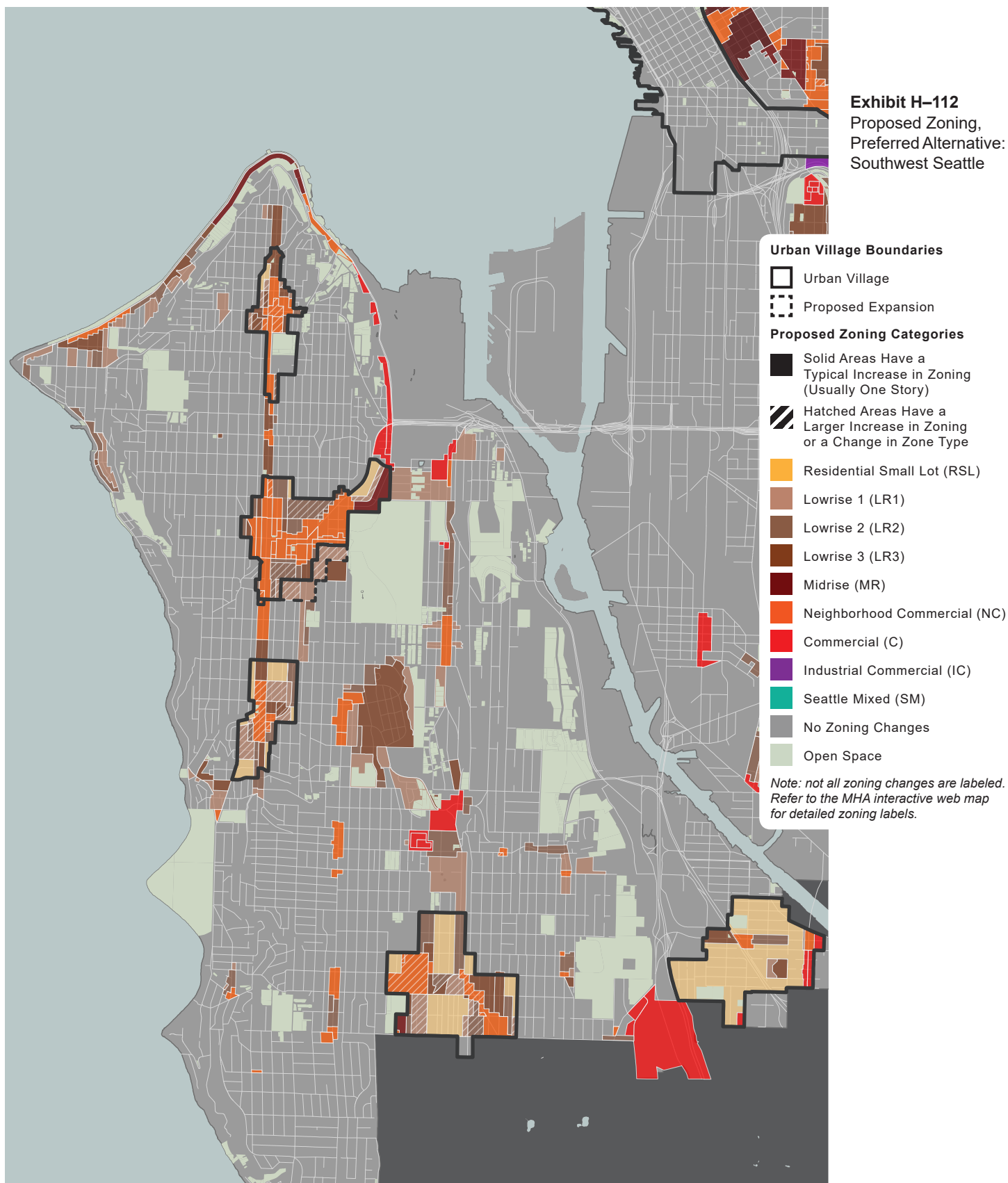
-  Solid Areas Have a Typical Increase in Zoning (Usually One Story)
-  Hatched Areas Have a Larger Increase in Zoning or a Change in Zone Type
-  Residential Small Lot (RSL)
-  Lowrise 1 (LR1)
-  Lowrise 2 (LR2)
-  Lowrise 3 (LR3)
-  Midrise (MR)
-  Neighborhood Commercial (NC)
-  Commercial (C)
-  Industrial Commercial (IC)
-  Seattle Mixed (SM)
-  No Zoning Changes
-  Open Space

Note: not all zoning changes are labeled. Refer to the MHA interactive web map for detailed zoning labels.



Source: City of Seattle, 2017.

Exhibit H-112
Proposed Zoning,
Preferred Alternative:
Southwest Seattle



Source: City of Seattle, 2017.

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APPENDIX I



HOUSING PRODUCTION AND COST: A REVIEW OF THE RESEARCH LITERATURES.

INTRODUCTION

The housing affordability challenges in Seattle have many similarities to those faced in other rapidly growing cities with high housing demand such as San Francisco, Los Angeles, New York, and Boston. Local policy debates over how to respond to these challenges often focus on the relative importance of two different strategies. The first strategy emphasizes preserving existing affordable housing and the development of new subsidized affordable housing. The second strategy focuses on reducing barriers to the production of new market-rate housing in order to increase both the diversity of the housing stock and total housing supply.

The Action Alternatives considered in this DEIS include each of these two broad strategies. Section 3.1.2 presents an analysis of the potential impacts that new affordable housing production will have on the supply of affordable units. This section also includes estimates of low income households that may be physically displacement due to redevelopment. What that analysis did not address was the potential impacts that an increased supply of housing (as projected in the Action Alternatives) could have on market-rate housing costs. The housing market in Seattle is much too complex to predict such impacts with confidence. However, there has been a great deal of scholarly research that explores the relationships between housing production and housing costs in cities and regions similar to Seattle. This appendix summarizes key findings in this research literature and their relevance to Seattle's affordability challenges.

RELATIONSHIPS BETWEEN HOUSING SUPPLY CONSTRAINTS AND HOUSING COSTS

Nearly all research into housing market economics begin with the assumption that housing costs are determined, in large part, by the interaction of housing supply and housing demand. For instance, if strong job growth in a city is creating high demand for housing, and the supply of housing does not keep

pace with that demand, then housing prices will rise as an increasing number of households compete for a limited number of available homes. Many research studies explore this assumption by examining housing costs in different cities or regions that place different kinds of constraints on the supply of new housing. One kind of constraint is land use controls, or limitations on the allowable uses, heights, and/or density of new development on privately owned land. Economic theory suggests that if constraints reduce the quantity of housing that developers can provide below that of demand, housing prices will increase (Brueckner, 1990; Glaeser and Ward, 2009). Glaeser and Gyourko (2003) and Glaeser, Gyourko, and Saks (2005) argue that the dramatic rise in housing costs in cities such as Seattle is largely due to planning, zoning, and permitting regulations such as designated historic districts and imposing impact fees. By raising hurdles to new development, they argue, local and state governments have made building supply less elastic, or less responsive to increases in housing demand and costs (Cunningham, 2007).

One large body empirical research on this topic focuses at the scale of metropolitan regions and the impacts of regional growth management practices, such as urban growth boundaries. Growth management constrains the amount of land within a metropolitan region that is available for new housing development. In a review of the planning research literature, Addison et al. (2012) found, with few exceptions, growth management is associated with either increased housing prices or decreased housing affordability.¹ However, research by Aurand (2010) indicates these price impacts can be countered by policies to encourage greater density and variety of housing types within the urban growth area—characteristics he found to be associated with greater housing affordability in both Seattle and Portland at the neighborhood scale. Cunningham (2007) also examined the effects of urban growth boundaries in the Seattle area, and while the paper generally supports the economic theory (p. 357), Cunningham also found that urban growth boundaries increased construction inside the boundary and reduced price volatility.²

Growth management is only one kind of constraint that can create barriers to housing construction and housing supply. Gyourko and Molloy

¹ Relevant papers reviewed by Addison et al include (Nelson, 2000; Carruthers, 2002; Downs, 2002; Anthony, 2003; Anthony, 2006; Woo and Guldman, 2011). An earlier review of empirical research on the effects of land use regulation on housing by Quigley and Rosenthal (2005, p. 70) finds variation in quality and findings. However, their own research also supports the same conclusion.

² It is important to note that Cunningham did not examine the net effect on construction in the region, only the distribution of construction inside and outside the boundary.

(2015) conducted a comprehensive review of the research literature on the causes and effects of local regulation on housing supply. They define regulation as “any form of government that restricts the number, location, quality, or shape of residential development” (p. 4). According to Gyourko and Molloy, “the vast majority of studies have found that locations with more regulation have higher house prices and less construction” (p. 42). Key studies that examine this theme at the city-scale include Katz and Rosen (1987), Malpezzi (1996), Mayer and Somerville (2000), Quigley and Rosenthal (2005), Glaeser and Ward (2009), and Jackson (2014). These studies vary primarily by type of data available, jurisdictional scale, and location. Gyourko and Molloy identify one of the overall weaknesses in the literature on housing supply regulation to be a lack of “good time series with which to measure changes in regulation” (p. 5); because much of the economic literature on housing and regulation, especially those empirical studies of the effects of regulations on housing supply, uses data from multiple different housing markets taken at a single point in time.

MEASURING THE IMPACTS OF REGULATION ON HOUSING PRICES

Glaeser, Gyourko, and Saks (2005) took a very different approach than the previously reviewed studies in their examination of high housing costs in Manhattan. Between 1960 and 2000, Manhattan experienced a decline in the number of permitted residential units while the borough and region both experienced a sharp increase in real housing prices. They note many other rapidly growing regions experienced flat or declining housing costs during the same time period and argue that Manhattan’s rising housing costs cannot be explained by increased demand alone (p. 332). To understand what else may be contributing to the rising housing costs, the authors use an unusual methodology based on the classic economic assumption that competition reduces prices and profits. They compare the marginal cost of construction to the selling price of multi-family housing in Manhattan. Under economic theory, these numbers should be relatively close in a competitive market. However, the authors found that while estimated construction costs for high-rise housing in Manhattan were relatively high at approximately \$275 per square foot (p. 346), housing sold for an estimated \$500 per square foot (p. 339: Table 1). This is an 80 percent increase in price over marginal production cost.

To identify the source of the difference between the construction cost and selling price, the authors worked to rule out potential explanations.

Any major differences between cost and price, they contend, suggest one or more of the following: measurement errors, non-competitive markets, or external factors are affecting demand and/or supply.³ To rule out measurement error, the authors compared several sources of data on construction costs, including materials, labor, equipment, and soft costs such as architect fees and engineering. To evaluate whether the Manhattan residential construction market is competitive, the authors quantified the number of developers competing in the marketplace for new home development. They identified 100 multi-family housing developers headquartered in Manhattan and 329 located elsewhere in New York City. As the authors note, construction companies do not have to be located in a city to build there, so this underestimates the likely number of multifamily housing construction companies operating in Manhattan. They also consider another possibility, that the technology necessary to build high-rises is concentrated in a small number of developers that could collude to distort the market and drive up profits. The authors also argue against technological limitations based on the almost hundred-year history of building high-rises in Manhattan. In the end, they conclude “all the available evidence suggests that the housing production industry is highly competitive” (p. 337).

After ruling out measurement error and market competitiveness as explanations, the authors conclude that external factors must be restricting the supply of housing compared to market demand. Unlike much of the other research reviewed for this Appendix, the authors do not attempt separate out individual constraint types or measure the level of constraints present in Manhattan. Instead, they suggest that these external factors “could include a wide variety of quantity controls, zoning rules, taxes, or fees” (p. 336). The authors also consider where the excess amount paid above construction costs is distributed:

“ [A] high ratio of sales prices to construction costs does not imply that developers are making excess profits. On the margin, the benefits of the very high prices should be competed away via legal bills, lobbying fees, the carry costs of invested capital during long delays, or any of the myriad other expenses associated with navigating the city’s regulatory maze. Regulatory barriers essentially function as a tax that

³ Because the analysis considered only the marginal cost of high-rise units, considerations like financing, land value, land preparation, and changes to community character were not included as factors. While land value is a large component of housing costs, it does not contribute to the marginal cost of adding additional floors and additional units to a multi-family building.

adds to the fixed costs of building. While this should not affect the margin concerning how high to build (conditional on building in the first place), it could change the decision of whether to build if the fixed costs are not covered by the return on the building. This is why our evidence is most convincing in accounting for why there are not additional taller buildings in Manhattan. Because we cannot be sure that other, nonregulatory fixed costs also did not rise, we do not claim that all of the sharp drop in construction levels is explained by regulation. (p. 334 fn. 4) 🏠

Glaeser and Gyourko (2017) use a similar approach of comparing construction costs and sales prices to identify locations with possible market distortions. Their insight is that if housing is competitively supplied, sales prices should largely reflect the production cost of housing plus the consumption value of the land itself. Their estimate of the regulatory “tax” on homes is quite large for West Coast cities, including Seattle, as well as New York and Boston. Of the 98 metropolitan areas included in their study, Seattle the ninth highest ratio of housing price to minimum profitable production cost, putting Seattle in an “expensive market” and very similar to New York (p. 7 and 37 Figure 8).

THE IMPACTS OF HOUSING PRODUCTION AT THE NEIGHBORHOOD SCALE

While reducing constraints on housing production may help reduce housing costs at a regional or city scale, it does not necessarily follow that the same relationship is present at the neighborhood scale. This is because market mechanisms work differently at these different scales. At the regional scale, demand for new housing is determined, primarily, by regional employment growth. Increasing housing supply reduces competition for available housing, pushing down housing costs. However, demand for housing can vary significantly by city and neighborhood based on the kinds of services and amenities available, proximity to employment centers, perceptions of safety. New development in a neighborhood, therefore, has potential to impact demand for housing in that neighborhood by adding amenities and changing the demographic composition. Therefore, by inducing more demand in a neighborhood, more market-rate development could, potentially, also increase housing costs and induce more economic displacement relative to other neighborhoods. This theory is consistent with the findings of an empirical study of urban revitalization in New York City, where the city built more than 180,000 housing units in distressed neighborhoods (Schill, Ellen, Schwartz, A., and Voicu, 2002).

The authors found an increased in housing values and increased housing cost burdens among renters in affected neighborhoods.

Zuk and Chapple (2016) explore the relationship between market rate housing production and affordability at the neighborhood scale in a study of the San Francisco Bay Area housing market. They find increased housing market production is associated with reduced displacement in an analysis of all census tracts regionwide. However, when they compared findings to an analysis of census block groups in the City of San Francisco only, they found market-rate housing production has no significant effect on the likelihood displacement. They conclude that in cities with very high levels of housing demand, such as San Francisco and Seattle, increased market rate housing production is an important but insufficient strategy for improving housing affordability and reducing displacement pressure. Their study also examined the role of subsidized housing production and found that increased subsidized housing reduces the displacement of low income households at the neighborhood scale.

Other studies have examined the role that increasing the density of housing in neighborhoods can have on housing affordability. In a study of the Seattle and Portland regions referenced above, Aurand (2010) found that neighborhoods with greater density were more likely to include rental units affordable to households earning 50 percent AMI. However, he found that diversity of housing stock had an even stronger relationship to housing affordability. Neighborhoods with a greater variety of different housing types (single family, townhouses, small multi-unit structures, and larger multi-unit structures) were even more likely to include affordable rental units. The study concludes that cities should allow for and encourage a greater variety of housing unit types in areas that are receiving new growth.

CONCLUSIONS

Previous research in the planning and housing economics literature suggests that if housing production in Seattle were to increase, as projected in the Action Alternatives, it would have a positive impact on housing affordability citywide when compared to the No Action alternative. However, these impacts may vary by neighborhood. It is possible increased development in some neighborhoods with relatively lower housing costs and lower housing demand could change the character of those neighborhoods, influencing the level of housing demand. This could, in some cases, result in a situation where housing costs increase more rapidly in that neighborhood than would be the case if the neighborhood experienced significantly less new growth, assuming no change in the amount of housing growth citywide.

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APPENDIX J



2035 SCREENLINE V/C RATIOS.

VEHICLE VOLUME-TO-CAPACITY SCREENLINES

The Seattle Department of Transportation provided existing traffic volumes collected between 2015 and 2017. Traffic volumes at each location were averaged over all available counts collected to reach representative average weekday conditions. Traffic counts from 2012 to 2014 were used if 2015 to 2017 data were not available for a location. The screenline capacities are the same used in the Seattle 2035 Comprehensive Plan EIS. Existing screenline results are summarized in Exhibit J–1.

Exhibit J–1 Existing PM Screenline Results

LOS Screen Line #	Location	Arterial Crossing Screenline	2015 Capacity		Existing PM Peak Volume	
			EB/NB	WB/SB	EB/NB	WB/SB
1.11	North City Limit - 3rd Ave NW to Aurora Ave N	3rd Ave NW, s/o NW 145th St	770	770	480	380
		Greenwood Ave N, s/o N 145th St	1940	1940	1310	950
		Aurora Ave N, s/o N 145th St	2100	2000	1770	1270
		Screenline V/C Ratio	4810	4710	0.74	0.55
1.12	North City Limit - Meridian Ave N to 15th Ave NE	Meridian Ave N, s/o NE 145th ST	770	770	480	110
		1st Ave NE, s/o 145th St	770	770	420	250
		5th Ave NE, s/o I-5 145th St off-ramp	770	770	470	260
		15th Ave NE, s/o 145th St	2040	2040	890	690
		Screenline V/C Ratio	4350	4350	0.76	0.45

LOS Screen Line #	Location	Arterial Crossing Screenline	2015 Capacity		Existing PM Peak Volume	
			EB/NB	WB/SB	EB/NB	WB/SB
1.13	North City Limit - 30th Ave NE to Lake City Way NE	30th Ave NE, s/o 145th St	770	770	480	260
		Lake City Way NE, s/o NE 145th St	2150	2040	2220	1420
		Screenline V/C Ratio	2920	2810	0.92	0.6
2	Magnolia	Magnolia Br, w/o Garfield St off-ramp	770	1540	620	1100
		W Dravus St, e/o 20th Ave W	1540	1540	440	920
		W Emerson Pl, se/o 21st Ave W	1540	1540	780	850
		Screenline V/C Ratio	3850	4620	0.48	0.62
3.11	Duwamish River - W Seattle Fwy and Spokane St	SW Spokane Br, w/o SW Spokane E St	770	770	410	560
		EB West Seattle Bridge, w/o Alaskan Way Viaduct NB on ramp	6380	NA	3860	NA
		W. Seattle Br., w/o Alaskan Way Viaduct NB on ramp	NA	5380	NA	4680
		Screenline V/C Ratio	7150	6150	0.6	0.85
3.12	Duwamish River - 1st Ave S and 16th Ave S	1st Ave S Br, S/O Point A	8220	8220	2990	2890
		16th Ave S, N/O 16th Ave S BR	1540	1540	480	730
		Screenline V/C Ratio	9760	9760	0.36	0.37
4.11	South City Limit - M L King Jr Wy to Rainier Ave S	Martin Luther King Jr Way S, s/o Norfolk	2040	2040	1190	1260
		51st Ave S, s/o Bangor St	770	770	200	490
		Renton Ave S, se/o Bangor St	770	770	430	690
		Rainier Ave S, se/o 75th Ave SE	1460	1460	790	1130
		Screenline V/C Ratio	5040	5040	0.52	0.71
4.12	South City Limit - Marine Dr SW to Meyers Wy S	Marine View Drive SW, N/O 46th Ave SW	770	770	226	205
		35th Ave SW, N/O SW Roxbury St	1940	1940	697	727
		26th Ave SW, N/O SW Roxbury St	770	770	342	397
		Delridge Wy, NW/o SW Cambridge St	770	770	559	628
		16th Ave SW, n/o SW Cambridge St	770	770	224	216
		8th Ave SW, N/O SW Roxbury St	770	770	297	252
		Olson Pl SW, SW/o 1st Ave S	2040	2040	1070	1442
		Myers Way S, S/O Olson Pl SW	1540	1540	190	312
		Screenline V/C Ratio	9370	9370	0.38	0.45
4.13	South City Limit - SR 99 to Airport Wy S	SR 99 (W Marginal Way S, SE/O Cloverdale St on ramp for NW flow; W Marginal Way S, SE/O Kenyon on ramp for SE flow)	2000	2000	850	1470
		8th Ave S, s/o Director St	770	770	60	170
		East Marginal Way S, SE/O Boeing Dr, S 81st	2040	2040	660	630
		14th Ave S, n/o Director St	1540	1540	560	860
		Airport Way S, N/O S Norfolk St	2000	2000	280	800
		Screenline V/C Ratio	8350	8350	0.29	0.47
5.11	Ship Canal Ballard Bridge	Ballard Bridge	2870	3410	2840	1880
		Screenline V/C Ratio	2870	3410	0.99	0.55
5.12	Ship Canal Fremont Bridge	Fremont Bridge	2210	2210	1950	1390
		Screenline V/C Ratio	2210	2210	0.88	0.63

LOS Screen Line #	Location	Arterial Crossing Screenline	2015 Capacity		Existing PM Peak Volume	
			EB/NB	WB/SB	EB/NB	WB/SB
	Ship Canal Aurora Ave N	Aurora Bridge	5380	5380	4360	3330
5.13	Screenline V/C Ratio		5380	5380	0.81	0.62
	Ship Canal University and Montlake Bridges	University Bridge, SW/O Point A	2210	2210	1400	1810
		Montlake Bridge, S/O Point A	2210	2210	2220	2130
5.16	Screenline V/C Ratio		4420	4420	0.82	0.89
	South of NW 80th St - Seaview Ave NW to 15th Ave NW	Seaview Ave NW, N/O NW 67th St	1010	1010	160	150
		32nd Ave NW, S/O NW 80th St	770	770	220	230
		24th Ave NW, S/O NW 80th St	1010	1010	540	450
		15th Ave NW, S/O NW 80th St	3070	2040	1490	1200
6.11	Screenline V/C Ratio		5860	4830	0.41	0.42
	South of NW 80th St - 8th Ave NW to Greenwood Ave N	8th Ave NW, S/O NW 80th St	1010	1010	1080	900
		3rd Ave NW, S/O NW 80th St	770	770	430	370
		Greenwood Ave N, S/O N 80th St	1010	1010	540	540
6.12	Screenline V/C Ratio		2790	2790	0.74	0.65
	South of NE 80th St - Linden Ave N to 1st Ave NE	Linden Ave N, S/O N 80th St	770	770	320	150
		Aurora Ave N, S/O N 80th St	2150	2150	1870	1580
		Green Lake Drive N, SE/O N 80th St	1010	1010	320	180
		Wallingford Ave N, S/O N 80th St	770	770	250	240
		Stroud Ave N, SW/O N 80th St	770	770	240	160
		1st Ave NE, S/O NE 80th St	770	770	90	270
6.13	Screenline V/C Ratio		6240	6240	0.49	0.41
	South of NE 80th St - 5th Ave NE to 15th Ave NE	5th Ave NE, S/O NE 78th St	770	770	380	290
		Roosevelt Way NE (one-way), N/O NE 73rd St	NA	1840	NA	990
		Lake City Way NE, SW/O NE 80th St	2040	2040	1460	950
		15th Ave NE, S/O NE 75th St	1540	770	530	460
6.14	Screenline V/C Ratio		4350	5420	0.55	0.5
	South of NE 80th St - 20th Ave NE to Sand Point Way NE	20th Ave NE, S/O NE 75th St	770	770	170	130
		25th Ave NE, S/O NE 75th St	1540	770	700	410
		35th Ave NE, S/O NE 75th St	1540	770	890	630
		40th Ave NE, S/O NE 75th St	770	770	420	240
		Sand Point Way NE, S/O NE 74th St	1540	1540	750	690
6.15	Screenline V/C Ratio		6160	4620	0.47	0.45

LOS Screen Line #	Location	Arterial Crossing Screenline	2015 Capacity		Existing PM Peak Volume	
			EB/NB	WB/SB	EB/NB	WB/SB
	West of Aurora Ave - Fremont Pl N to N 65th St	Fremont Pl N, NW/O Fremont Ave N	1940	1940	960	1000
		N 39th St, W/O Fremont Ave N	770	770	540	840
		N 46th St, W/O Phinney Ave N	1540	1540	850	890
		N 50th St, W/O Fremont Ave N	770	770	360	640
		N 65th St, W/O Linden Ave N	770	770	310	450
7.11	Screenline V/C Ratio		5790	5790	0.52	0.66
	West of Aurora Ave - N 80th St to N 145th St	N 80th St, W/O Linden Ave N	960	960	580	670
		N 85th St, W/O Linden Ave N	1540	1540	690	970
		N 105th St w/O Evanston	1540	1540	750	1050
		N 125th St, W/O Aurora Ave N	1010	1010	390	380
		N 130th St, W/O Linden Ave N	960	960	520	600
		N 145th St, W/O Linden Ave	1540	1540	520	690
7.12	Screenline V/C Ratio		7550	7550	0.46	0.58
	South of Lake Union	Valley St, W/O Fairview Ave N				
		Mercer St, W/O Fairview Ave N for E flow; E/O Boren Ave N for W flow	6150	6150	3040	2610
		Republican St, W/O Eastlake Ave				
		Denny Way, E/O Minor Ave				
8	Screenline V/C Ratio		6150	6150	0.49	0.42
	South of Spokane St - Beach Dr SW to W Marginal Way SW	Beach Dr SW, SE/O 61st Ave SW	770	770	200	230
		55th Ave SW, S/O SW Charlestown St	770	770	120	80
		California Ave SW, S/O SW Charlestown St	1010	1010	570	850
		Fauntleroy Wy SW (West Seattle Br, NE/O Fauntleroy Wy SW for NE flow; NE/O 35th Ave SW for SW flow)	3590	3590	1370	2510
		SW Avalon Wy, N/O 30th Ave SW	1010	1010	510	730
		Delridge Wy, S/O SW Andover St	1010	1010	640	350
		W Marginal Way SW	2000	2000	640	330
9.11	Screenline V/C Ratio		10160	10160	0.4	0.5
	South of Spokane St - E Marginal Way S to Airport Way S	E Marginal Way SW, N/O Alaskan Wy Vi SB	1150	1150	480	970
		Alaskan Wy, N/O East Marginal Way S	3590	3590	2530	2050
		1st Ave S, S/O S Spokane SR St	2040	2040	690	980
		4th Ave S, S/O S Spokane SR St	2040	2040	1440	1340
		6th Ave S, S/O S Forest St	1540	1940	480	630
		Airport Way S, N/O S Spokane St for SB flow; S/O S Spokane St for NB flow	2040	2040	600	740
9.12	Screenline V/C Ratio		12400	12800	0.5	0.52

LOS Screen Line #	Location	Arterial Crossing Screenline	2015 Capacity		Existing PM Peak Volume	
			EB/NB	WB/SB	EB/NB	WB/SB
	South of Spokane St - 15th Ave S to Rainier Ave S	15th Ave S, S/O S Bradford St	2920	1540	1160	790
		Beacon Ave S, S/O S Spokane St	1010	1010	520	650
		Martin Luther King Jr Way S, N/O S Andover St	2040	2040	790	1110
		Rainier Ave S, SE/O M LK	2040	2040	1000	1360
9.13	Screenline V/C Ratio		8010	6630	0.43	0.59
	South of S Jackson St - Alaskan Way S to 4th Ave S	Alaskan Wy S, N of S King St	1540	1540	380	620
		SR 99 Tunnel	6080	6080	5190	5440
		1st Ave S, N/O S King St	2040	2040	370	540
		2nd Ave S, N/O S King St	1540	1540	280	290
		4th Ave S, S/O 2nd Ave ET S	2920	1940	1390	1150
10.11	Screenline V/C Ratio		14120	13140	0.54	0.61
	South of S Jackson St - 12th Ave S to Lakeside Ave S	12th Ave S, S/O S Weller St	1540	1540	970	670
		Rainier Ave S, SE/O Boren Ave S	2040	2040	1500	1410
		23rd Ave S, S/O S Jackson St	1540	1540	420	820
		Martin Luther King Jr Way S, S/O S Jackson St	1010	1010	610	710
		31st Ave S, S/O S Jackson St	960	960	210	490
		Lakeside Ave S	770	770	350	570
10.12	Screenline V/C Ratio		7860	7860	0.52	0.59
	East of CBD	S Jackson St, E/O 5th Ave S	1010	1010	480	400
		Yesler Way, W/O 6th Ave	770	770	190	440
		James St, NE/O 6th Ave	2040	2040	590	1200
		Cherry St, NE/O 6th Ave	1150	NA	760	NA
		Madison St, SW/O 7th Ave	1540	1630	170	1540
		Spring St, SW/O 6th Ave	2760	NA	1120	NA
		Seneca St, NE/O 6th Ave	NA	2760	NA	560
		University, SW/O 6th Ave	2330	NA	710	NA
		Union St, NE/O 7th Ave	NA	3500	NA	710
		Pike St, SW/O Terry Ave	1540	1540	730	200
		Pine St, NE/O 9th Ave	770	960	130	470
		Olive Way, NE/O 9th Ave	3500	NA	1180	NA
		Howell St, NE/O 9th Ave	3940	NA	1190	NA
12.12	Screenline V/C Ratio		21350	14210	0.41	0.41
	East of I-5 NE Northgate Way to NE 145th St	NE Northgate Way, E/O 5th Ave NE	2040	2040	1350	1170
		NE 125th St (Roosevelt Way NE, SE/O NE 130th St N)	1010	1010	760	980
		NE 145th St, E/O 5th Ave NE	1540	1540	720	500
13.11	Screenline V/C Ratio		4590	4590	0.62	0.58

LOS Screen Line #	Location	Arterial Crossing Screenline	2015 Capacity		Existing PM Peak Volume	
			EB/NB	WB/SB	EB/NB	WB/SB
	East of I-5 NE 65th St to NE 80th St	NE 80th St, E/O 5th Ave NE	770	770	1100	490
		NE 75th St, W/O Roosevelt Way NE	2040	2040	720	1050
		NE 70th St, W/O Roosevelt Way NE	770	770	370	330
		NE 65th St, W/O Roosevelt Way NE	1540	1540	570	690
13.12	Screenline V/C Ratio		5120	5120	0.54	0.5
	East of I-5 NE Pacific St to NE Ravenna Blvd	NE Pacific St, NW/O NE Boat St	1010	1010	1020	750
		NE 40th St, E/O 7th Ave NE	770	770	510	290
		NE 42nd St, E/O 7th Ave NE	770	770	330	190
		NE 45th St W/O Roosevelt Way NE	2040	2040	1210	1210
		NE 50th St W/O Roosevelt Way NE	1540	1540	800	910
		NE Ravenna Blvd, W/O Roosevelt Way	1010	1010	390	400
13.13	Screenline V/C Ratio		7140	7140	0.6	0.53

Source: *Toward a Sustainable Seattle, 2005 Comprehensive Plan*; *SDOT 2015-2017 Traffic Counts*; *Fehr & Peers, 2017*.

2035 Screenline V/C Ratios

The arterial volumes for each of the future year alternatives were calculated using the difference method. Results are summarized in Table A.3.4-2. The capacities of some screenlines are different from the base year due to the completion of future roadway projects that add or remove capacity (e.g. new lanes, road diets, BRT lanes). Capacity changes were based on the roadway capacities set in the travel model. Based on the Bicycle Master Plan's planned cycle track and bicycle lane locations, road diets were assumed on the following roadways:

- 15th Ave NE (NE 117th St–NE 145th St, Pacific Place)
- Pinehurst Way (Roosevelt Way NE–15th Ave NE)
- Sand Point Way NE (NE 65th St–NE 75th St)
- N 130th St (Linden Ave N–5th Ave NE)
- Harvard Ave E (E Roanoke St–E Shelby St)
- Westlake Ave N (Valley St–south of Aurora Ave N)
- Fairview Ave N (Valley St–Eastlake Ave E)
- Eastlake Ave (Stewart St–Fairview Ave)
- 1st Ave (Roy St–Broad St)
- Broad St (Alaskan Way–2nd Ave)
- Dexter Ave (Mercer St–Denny Way)
- 5th Ave N (Roy St–Denny Way, Seneca St–S Jackson St)
- S Jackson St (20th Ave S–ML King Jr Way S)

- S Dearborn St (7th Ave S to Rainier Ave S)
- 12th Ave S (S Dearborn St–E Yesler Way)
- 15th Ave S (S Oregon St–S Spokane St)
- Rainier Ave S (12th Ave S–S Massachusetts St, S McClellan St–ML King Jr Way S)
- ML King Jr Way S (Rainier Ave S–S Norfolk St)
- Airport Way S (4th Ave–S Norfolk St)
- East Marginal Way (1st Ave–S 81st Pl)
- SW Admiral Way (Fairmount Ave SW–Harbor Ave SW)
- Fauntleroy Way SW (SW Alaska St–36th Ave SW)
- 16th Ave SW (SW Roxbury St–SW Avalon Way)
- Delridge Way SW (SW Andover St–Chelan Ave SW)
- Olson Pl SW (SW Roxbury St–S Cloverdale St)

Exhibit J–2 2035 PM Screenline V/C Ratio Results

LOS Screen Line #	Location	Arterial Crossing Screenline	2035 Capacity		2035 Alt 1 Model (No Action)		2035 Alt 2 Model		2035 Alt 3 Model	
			EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB
1.11	North City Limit - 3rd Ave NW to Aurora Ave N	3rd Ave NW, s/o NW 145th St	770	770	820	680	810	720	820	710
		Greenwood Ave N, s/o N 145th St	1940	1940	1830	1300	1850	1310	1830	1330
		Aurora Ave N, s/o N 145th St	2100	2000	2500	1850	2520	1870	2510	1880
		Screenline V/C Ratio	4810	4710	1.07	0.81	1.08	0.83	1.07	0.83
1.12	North City Limit - Meridian Ave N to 15th Ave NE	Meridian Ave N, s/o NE 145th St	770	770	780	350	790	350	790	350
		1st Ave NE, s/o 145th St	770	770	750	360	750	360	750	370
		5th Ave NE, s/o I-5 145th St off-ramp	770	770	690	390	690	380	660	390
		15th Ave NE, s/o 145th St	1010	1010	890	760	890	760	890	760
		Screenline V/C Ratio	3320	3320	0.93	0.56	0.93	0.56	0.93	0.56
1.13	North City Limit - 30th Ave NE to Lake City Way NE	30th Ave NE, s/o 145th St	770	770	660	400	660	400	660	410
		Lake City Way NE, s/o NE 145th St	2150	2040	2670	1800	2650	1770	2650	1780
		Screenline V/C Ratio	2920	2810	1.14	0.78	1.14	0.78	1.14	0.78
2	Magnolia	Magnolia Br, w/o Garfield St off-ramp	770	1540	620	1240	620	1250	620	1270
		W Dravus St, e/o 20th Ave W	1540	1540	640	920	640	920	640	920
		W Emerson Pl, se/o 21st Ave W	1540	1540	830	790	830	850	830	850
		Screenline V/C Ratio	3850	4620	0.54	0.64	0.54	0.65	0.54	0.66
3.11	Duwamish River - W Seattle Fwy and Spokane St	SW Spokane Br, w/o SW Spokane E st	770	770	660	890	670	890	670	920
		EB West Seattle Bridge, w/o Alaskan Way Viaduct NB on ramp	6380		4230	NA	4270	NA	4280	NA
		W. Seattle Br., w/o Alaskan Way Viaduct NB on ramp		5380	NA	6080	NA	6150	NA	6140
		Screenline V/C Ratio	7150	6150	0.68	1.13	0.69	1.14	0.69	1.15
3.12	Duwamish River - 1st Ave S and 16th Ave S	1st Ave S Br, S/O Point A	8220	8220	2990	2890	2990	2890	2990	2890
		16th Ave S, N/O 16th Ave S BR	1540	1540	880	1020	930	1030	920	1040
		Screenline V/C Ratio	9760	9760	0.4	0.4	0.4	0.4	0.4	0.4
4.11	South City Limit - M L King Jr Wy to Rainier Ave S	Martin Luther King Jr Way S, s/o Norfolk	2040	2040	1190	1710	1240	1860	1230	1830
		51st Ave S, s/o Bangor St	770	770	270	880	320	890	320	900
		Renton Ave S, se/o Bangor St	770	770	540	1110	560	1110	560	1110
		Rainier Ave S, se/o 75th Ave SE	1460	1460	1150	1600	1190	1600	1190	1600
		Screenline V/C Ratio	5040	5040	0.63	1.05	0.66	1.08	0.66	1.08

LOS Screen Line #	Location	Arterial Crossing Screenline	2035 Capacity		2035 Alt 1 Model (No Action)		2035 Alt 2 Model		2035 Alt 3 Model	
			EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB
	South City Limit - Marine Dr SW to Meyers Wy S	Marine View Drive SW, N/O 46th Ave SW	770	770	380	240	390	230	400	230
		35th Ave SW, N/O SW Roxbury St	1010	1010	890	950	900	950	900	950
		26th Ave SW, N/O SW Roxbury St	770	770	410	550	420	550	410	540
		Delridge Wy, NW/o SW Cambridge St	770	770	750	750	780	780	790	790
		16th Ave SW, N/O SW Cambridge St	770	770	240	550	250	550	250	550
		8th Ave SW, N/O SW Roxbury St	770	770	350	440	370	440	370	440
		Olson PI SW, SW/O 1st Ave S	1010	1010	1070	1440	1070	1440	1070	1440
		Myers Way S, S/O Olson PI SW	1540	1540	210	730	200	720	200	710
4.12	Screenline V/C Ratio		7410	7410	0.58	0.76	0.59	0.76	0.59	0.76
	South City Limit - SR 99 to Airport Wy S	SR 99 (W Marginal Way S, SE/O Cloverdale St on ramp for NW flow; W Marginal Way S, SE/O Kenyon on ramp for SE flow)	2000	2000	910	2210	950	2230	940	2210
		8th Ave S, s/o Director St	770	770	70	350	70	340	70	350
		East Marginal Way S, SE/O Boeing Dr, S 81st	2040	2040	770	980	720	970	730	970
		14th Ave S, n/o Director St	1540	1540	830	1210	880	1200	890	1210
		Airport Way S, N/O S Norfolk St	1000	1000	820	1200	860	1190	870	1210
4.13	Screenline V/C Ratio		7350	7350	0.46	0.81	0.47	0.81	0.48	0.81
	Ship Canal Ballard Bridge	Ballard Bridge	2870	3410	3650	2540	3680	2560	3710	2570
5.11	Screenline V/C Ratio		2870	3410	1.27	0.74	1.28	0.75	1.29	0.75
	Ship Canal Fremont Bridge	Fremont Bridge	2210	2210	2150	1760	2160	1790	2170	1790
5.12	Screenline V/C Ratio		2210	2210	0.97	0.8	0.98	0.81	0.98	0.81
	Ship Canal Aurora Ave N	Aurora Bridge	5380	5380	5090	4510	5150	4560	5200	4580
5.13	Screenline V/C Ratio		5380	5380	0.95	0.84	0.96	0.85	0.97	0.85
	Ship Canal University and Montlake Bridges	University Bridge, SW/O Point A	2210	2210	1720	2200	1750	2230	1770	2240
		Montlake Bridge, S/O Point A	2210	2210	2580	2360	2620	2390	2630	2400
5.16	Screenline V/C Ratio		4420	4420	0.97	1.03	0.99	1.05	1	1.05
	South of NW 80th St - Seaview Ave NW to 15th Ave NW	Seaview Ave NW, N/O NW 67th St	1010	1010	160	150	160	150	160	150
		32nd Ave NW, S/O NW 80th St	770	770	280	290	270	280	270	290
		24th Ave NW, S/O NW 80th St	1010	1010	540	490	540	490	540	500
		15th Ave NW, S/O NW 80th St	3070	2040	1830	1340	1830	1340	1830	1350
6.11	Screenline V/C Ratio		5860	4830	0.48	0.47	0.48	0.47	0.48	0.47
	South of NW 80th St - 8th Ave NW to Greenwood Ave N	8th Ave NW, S/O NW 80th St	1010	1010	1510	1320	1510	1370	1530	1400
		3rd Ave NW, S/O NW 80th St	770	770	570	570	580	560	580	570
		Greenwood Ave N, S/O N 80th St	1010	1010	660	690	650	700	650	710
6.12	Screenline V/C Ratio		2790	2790	0.98	0.93	0.98	0.95	0.99	0.96
	South of NE 80th St - Linden Ave N to 1st Ave NE	Linden Ave N, S/O N 80th St	770	770	500	280	490	270	500	270
		Aurora Ave N, S/O N 80th St	2150	2150	2120	2030	2130	2080	2140	2090
		Green Lake Drive N, SE/O N 80th St	1010	1010	350	180	370	180	360	180
		Wallingford Ave N, S/O N 80th St	770	770	340	360	340	360	350	370
		Stroud Ave N, SW/O N 80th St	770	770	350	210	350	220	330	230
		1st Ave NE, S/O NE 80th St	770	770	200	370	200	390	200	390
6.13	Screenline V/C Ratio		6240	6240	0.62	0.55	0.62	0.56	0.62	0.57
	South of NE 80th St - 5th Ave NE to 15th Ave NE	5th Ave NE, S/O NE 78th St	770	770	540	490	550	530	550	540
		Roosevelt Way NE (one-way), N/O NE 73rd St		1840	NA	1150	NA	1190	NA	1200
		Lake City Way NE, SW/O NE 80th St	2040	2040	1710	1190	1720	1230	1720	1260
		15th Ave NE, S/O NE 75th St	1540	770	610	580	600	590	600	600
6.14	Screenline V/C Ratio		4350	5420	0.66	0.63	0.66	0.65	0.66	0.66
	South of NE 80th ST - 20th Ave NE to Sand Point Way NE	20th Ave NE, S/O NE 75th St	770	770	420	170	440	170	440	170
		25th Ave NE, S/O NE 75th St	1540	770	920	610	940	620	940	630
		35th Ave NE, S/O NE 75th St	1540	770	1020	720	1020	760	1030	760
		40th Ave NE, S/O NE 75th St	770	770	490	270	490	260	490	270
		Sand Point Way NE, S/O NE 74th St	1540	1540	960	780	960	780	960	790
6.15	Screenline V/C Ratio		6160	4620	0.62	0.55	0.62	0.56	0.62	0.57

LOS Screen Line #	Location	Arterial Crossing Screenline	2035 Capacity		2035 Alt 1 Model (No Action)		2035 Alt 2 Model		2035 Alt 3 Model	
			EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB
	West of Aurora Ave - Fremont Pl N to N 65th St	Fremont Pl N, NW/O Fremont Ave N	1010	1010	1030	1000	1030	1000	1040	1000
		N 39th St, W/O Fremont Ave N	770	770	540	880	540	880	540	890
		N 46th St, W/O Phinney Ave N.	1540	820	860	890	860	890	860	890
		N 50th St, W/O Fremont Ave N	770	770	710	790	710	800	710	810
		N 65th St, W/O Linden Ave N	770	770	350	510	350	530	350	530
7.11	Screenline V/C Ratio		4860	4140	0.72	0.98	0.72	0.99	0.72	1
	West of Aurora Ave - N 80th St to N 145th St	N 80th St, W/O Linden Ave N	960	960	770	840	760	860	770	860
		N 85th St, W/O Linden Ave N	1540	1540	990	1210	960	1240	970	1260
		N 105th St W/O Evanston	820	820	750	1050	750	1050	750	1050
		N 125th St, W/O Aurora Ave N	1010	1010	490	420	510	420	500	430
		N 130th St, W/O Linden Ave N	960	960	600	680	600	680	600	670
		N 145th St, W/O Linden Ave	1540	1540	720	920	770	970	740	950
7.12	Screenline V/C Ratio		6830	6830	0.63	0.75	0.64	0.76	0.63	0.77
	South of Lake Union	Valley St, W/O Fairview Ave N								
		Mercer St, W/O Fairview Ave N for E flow; E/O Boren Ave N for W flow	6150	6150	4320	5130	4340	5220	4330	5230
		Republican St, W/O Eastlake Ave								
		Denny Way, E/O Minor Ave								
8	Screenline V/C Ratio		6150	6150	0.64	0.49	0.65	0.5	0.64	0.49
	South of Spokane St - Beach Dr SW to W Marginal Way SW	Beach Dr SW, SE/O 61st Ave SW	770	770	200	260	200	250	200	260
		55th Ave SW, S/O SW Charlestown St	770	770	180	90	180	90	180	90
		California Ave SW, S/O SW Charlestown St	1010	1010	640	990	650	1000	660	1010
		Fauntleroy Wy SW (West Seattle Br, NE/O Fauntleroy Wy SW for NE flow; NE/O 35th Ave SW for SW flow)	3590	3590	1670	3080	1700	3140	1710	3150
		SW Avalon Wy, N/O 30th Ave SW	1010	1010	700	1000	730	1000	730	1010
		Delridge Wy, S/O SW Andover St	1010	1010	640	350	640	350	640	350
		W Marginal Way SW	2000	2000	840	1010	900	990	910	950
9.11	Screenline V/C Ratio		10160	10160	0.48	0.67	0.49	0.67	0.5	0.67
	South of Spokane St - E Marginal Way S to Airport Way S	E Marginal Way SW, N/O Alaskan Wy Vi SB	1150	1150	530	1120	510	1120	520	1130
		Alaskan Wy, N/O East Marginal Way S	3590	3590	2870	2780	2930	2790	2940	2820
		1st Ave S, S/O S Spokane SR St	2040	2040	1120	1470	1150	1470	1150	1480
		4th Ave S, S/O S Spokane SR St	2040	2040	1890	2050	1920	2060	1920	2060
		6th Ave S, S/O S Forest St	1540	1940	590	1030	600	1040	590	1010
		Airport Way S, N/O S Spokane St for SB flow; S/O S Spokane St for NB flow	2040	2040	880	740	900	740	890	740
9.12	Screenline V/C Ratio		12400	12800	0.64	0.72	0.65	0.72	0.65	0.72
	South of Spokane St - 15th Ave S to Rainier Ave S	15th Ave S, S/O S Bradford St	2920	1540	1160	960	1160	960	1160	950
		Beacon Ave S, S/O S Spokane St	1010	1010	940	1060	970	1050	980	1050
		Martin Luther King Jr Way S, N/O S Andover St	1010	1010	790	1110	790	1110	790	1110
		Rainier Ave S, SE/O M LK	2040	2040	1370	1960	1430	1970	1430	1960
9.13	Screenline V/C Ratio		6980	5600	0.61	0.91	0.62	0.91	0.62	0.91
	South of S Jackson St - Alaskan Way S to 4th Ave S	Alaskan Wy S, N of S King St	2140	2040	710	1770	720	1760	710	1760
		SR 99 Tunnel	3940	3940	3960	3960	3960	3960	3960	3960
		1st Ave S, N/O S King St	2040	2040	1210	1640	1220	1660	1220	1640
		2nd Ave S, N/O S King St	1540	1540	620	570	620	570	610	560
		4th Ave S, S/O 2nd Ave ET S	2920	1940	1390	1510	1390	1500	1390	1500
10.11	Screenline V/C Ratio		12580	11500	0.63	0.82	0.63	0.82	0.63	0.82
	South of S Jackson St - 12th Ave S to Lakeside Ave S	12th Ave S, S/O S Weller St	1010	1010	1200	990	1240	1000	1230	1000
		Rainier Ave S, SE/O Boren Ave S	1010	1010	1500	1410	1500	1410	1500	1410
		23rd Ave S, S/O S Jackson St	1060	1060	420	820	420	820	420	820
		Martin Luther King Jr Way S, S/O S Jackson St	1010	1010	1030	1080	1060	1080	1060	1080
		31st Ave S, S/O S Jackson St	960	960	330	830	330	830	330	830
		Lakeside Ave S	770	770	360	760	360	770	360	760
10.12	Screenline V/C Ratio		5820	5820	0.83	1.01	0.84	1.02	0.84	1.02

LOS Screen Line #	Location	Arterial Crossing Screenline	2035 Capacity		2035 Alt 1 Model (No Action)		2035 Alt 2 Model		2035 Alt 3 Model	
			EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB
	East of CBD	S Jackson St, E/O 5th Ave S	1010	1010	580	430	600	430	600	440
		Yesler Way, W/O 6th Ave	770	770	190	450	190	450	190	450
		James St, NE/O 6th Ave	2040	2040	590	1440	610	1470	610	1450
		Cherry St, NE/O 6th Ave	1150		800	NA	840	NA	860	NA
		Madison St, SW/O 7th Ave	1540	1630	170	1750	170	1750	170	1760
		Spring St, SW/O 6th Ave	2760		1220	NA	1230	NA	1200	NA
		Seneca St, NE/O 6th Ave		2760	NA	670	NA	690	NA	690
		University, SW/O 6th Ave	2330		820	NA	830	NA	830	NA
		Union St, NE of 7th Ave		3500	NA	710	NA	710	NA	710
		Pike St, SW/O Terry Ave	1540	1540	910	360	940	400	930	390
		Pine St, NE/O 9th Ave	770	960	260	590	290	640	260	620
		Olive Way, NE/O 9th Ave	3500		1470	NA	1480	NA	1460	NA
		Howell St, NE/O 9th Ave	3940		1210	NA	1210	NA	1220	NA
12.12	Screenline V/C Ratio		21350	14210	0.39	0.45	0.39	0.46	0.39	0.46
	East of I-5 NE Northgate Way to NE 145th St	NE Northgate Way, E/O 5th Ave NE	2040	2040	1590	1370	1590	1390	1580	1430
		NE 125th St (Roosevelt Way NE, SE/O NE 130th St N)	1010	1010	890	1280	870	1280	870	1320
		NE 145th St, E/O 5th Ave NE	1540	1540	940	740	940	720	940	730
13.11	Screenline V/C Ratio		4590	4590	0.74	0.74	0.74	0.74	0.74	0.76
	East of I-5 NE 65th St to NE 80th St	NE 80th St, E/O 5th Ave NE	770	770	1210	640	1210	670	1190	690
		NE 75th St, W/O Roosevelt Way NE	2040	2040	730	1340	740	1380	750	1400
		NE 70th St, W/O Roosevelt Way NE	770	770	520	420	580	450	550	440
		NE 65th St, W/O Roosevelt Way NE	1540	1540	650	810	610	800	610	800
13.12	Screenline V/C Ratio		5120	5120	0.61	0.63	0.61	0.64	0.61	0.65
	East of I-5 NE Pacific St to NE Ravenna Blvd	NE Pacific St, NW/O NE Boat St	1010	1010	1150	1080	1160	1100	1160	1110
		NE 40th St, E/O 7th Ave NE	770	770	630	440	630	460	640	460
		NE 42nd St, E/O 7th Ave NE	770	770	380	260	370	260	370	260
		NE 45th St W/O Roosevelt Way NE	1010	1010	1210	1210	1210	1210	1210	1210
		NE 50th St W/O Roosevelt Way NE	1540	1540	1030	1120	1050	1150	1060	1150
		NE Ravenna Blvd, W/O Roosevelt Way	1010	1010	490	490	490	510	500	510
13.13	Screenline V/C Ratio		6110	6110	0.8	0.75	0.8	0.77	0.81	0.77

Source: Fehr & Peers, 2017.

TRANSIT DAILY BOARDINGS AND CROWDING

The growth in daily boardings was estimated based on the growth in the AM period in the base year and horizon year models. Model results are in Exhibit J-3.

Exhibit J-3 AM 3-hour Model Transit Boardings Analysis

	Total 3 Hour Boardings	2015 - 2035 Growth	% Growth
2015	76,200		
2035 Alt 1	132,500	56,300	74%
2035 Alt 2	136,700	60,500	79%
2035 Alt 3	136,700	60,500	79%

Source: Fehr & Peers, 2017.

Fall 2016 transit passenger load data and crowd thresholds were provided by King County Metro. Equivalent route data was provided for future RapidRide lines. A summary of existing transit crowding is in Exhibit J-4.

Exhibit J-4 Existing AM Period Transit Crowding Ratio

BRT Route	Equivalent Route	Crowd Threshold (number of people)	Max Average Load	Ratio of Existing Max Passenger Load to Crowd Threshold
C – West Seattle/Downtown		75	50	0.67
D – Ballard/Downtown		75	38	0.51
E – Aurora/Downtown		75	57	0.76
RR 1 – Madison	Route 12	53	25	0.47
RR 2 – West Seattle/Downtown	Route 120	80	40	0.5
RR 3 – Mt Baker/Downtown	Route 7	80	22	0.28
RR 4 – Rainier/23rd Ave	Route 7/48	80	22	0.28
RR 5 – Ballard/45th/UW	Route 44	80	44	0.55
RR 6 – Northgate/Ballard/Westlake	Route 40	80	48	0.6
RR 7 – Northgate/Roosevelt/ Eastlake/Downtown	Route 70	80	35	0.44

Source: Fehr & Peers, 2017.

The forecasted passenger load ratio to crowding threshold is in Exhibit J-5 for each 2035 alternative. It is assumed that the crowding threshold for all routes is the same as the current C, D, and E RapidRide lines.

Exhibit J-5 2035 AM Period Transit Crowding Ratio

BRT Route	2035 Model Headway	# of Buses in 1 Hr	No Action Alt 1		Alt 2		Alt 3	
			Additional riders per peak hour trip	Passenger Load to Crowd Threshold Ratio	Additional riders per peak hour trip	Passenger Load to Crowd Threshold Ratio	Additional riders per peak hour trip	Passenger Load to Crowd Threshold Ratio
C – West Seattle/Downtown	6	10	6	0.75	6	0.75	8	0.77
D – Ballard/Downtown	6	10	0	0.51	0	0.51	0	0.51
E – Aurora/Downtown	6	10	10	0.89	10	0.89	10	0.89
RR 1 – Madison	6	10	12	0.49	13	0.51	13	0.5
RR 2 – West Seattle/Downtown	6	10	40	1.06	43	1.11	43	1.11
RR 3 – Mt Baker/Downtown	6	10	0	0.3	1	0.31	1	0.31
RR 4 – Rainier/23rd Ave	6	10	0	0.3	0	0.3	0	0.3
RR 5 – Ballard/45th/UW	6	10	24	0.91	27	0.94	29	0.97
RR 6 – Northgate/Ballard/Westlake	6	10	60	1.45	67	1.53	72	1.59
RR 7 – Northgate/Roosevelt/ Eastlake/Downtown	6	10	43	1.03	43	1.03	48	1.1

Source: Fehr & Peers, 2017.

STATE FACILITIES

Exhibit J-6 State Facilities AADT and V/C ratios

State Facility	Location	Capacity	Existing		2035 Forecast			2035 Forecasted V/C Ratios		
			AADT	V/C Ratio	Alt 1	Alt 2	Alt 3	Alt 1	Alt 2	Alt 3
I-5	Between NE Northgate Way and NE 130th St	204,225	213,000	1.04	249,000	249,000	248,000	1.22	1.22	1.22
I-5	Ship Canal Bridge	162,015	206,000	1.27	226,000	228,000	229,000	1.39	1.41	1.41
I-5	Between I-90 and W Seattle bridge (north of S Forest St ramp)	194,500	242,000	1.24	263,000	262,000	262,000	1.35	1.35	1.35
I-5	North of Boeing Access Rd ramp	194,500	206,000	1.06	240,000	239,000	239,000	1.23	1.23	1.23
I-90	East of Rainer Ave S	116,600	132,000	1.13	156,000	157,000	157,000	1.34	1.35	1.35
SR 509	Between S 112th St and Cloverdale St	93,100	57,000	0.61	78,000	77,000	77,000	0.84	0.84	0.84
SR 519	West of 4th Ave	32,400	28,000	0.86	32,000	32,000	32,000	0.99	0.99	0.99
SR 520	Bridge	77,900	68,000	0.87	86,000	88,000	88,000	1.1	1.13	1.13

Source: WSDOT Community Planning Portal; Fehr & Peers, 2017.

EXISTING CORRIDOR TRAVEL TIMES

Corridor travel times were estimated using Google Map search results for each study corridor during a weekday PM peak hour. Each travel time corridor was mapped and the “depart at” time was set to 5:00 PM, 5:15 PM, 5:30 PM, and 5:45 PM for a Wednesday in March. The lower and upper travel times reported by Google were recorded, and the travel time was calculated as the average of the minimum times plus 75 percent of the difference between the minimum and maximum times. This methodology accounts for the higher travel times experienced during the PM peak hour.

SPEED AND TRAVEL TIME THRESHOLDS

The 2010 Highway Capacity Manual (HCM) defines level of service (LOS) thresholds for speed along urban streets. LOS is a concept used to describe traffic operations by assigning a letter grade of A through F, where A represents free-flow conditions and F represents highly congested conditions.

Since speed is the inverse of travel time, these thresholds can be communicated in terms of travel time as shown in Exhibit J-7. In simple terms, if you are traveling at half the free-flow speed, your travel time will be twice that of the free-flow travel time.

Exhibit J-7 LOS Thresholds for Travel Speeds and Travel Time

LOS	Speed Thresholds – Percent of Free-Flow Speed	Travel Time Thresholds – Ratio between PM Peak Hour Travel Time and Travel Time at Free-Flow Speed
A-C	>50%	<2.0
D	>40-50%	2.0 to <2.5
E	>30-40%	2.5 to <3.33
F	≤30%	≥3.33

Source: Highway Capacity Manual 2010, Transportation Research Board.

FREE-FLOW TRAVEL TIME ADJUSTMENTS

The HCM criteria were developed for segments between intersections, rather than including intersections. In general, the corridors used in this study span multiple blocks and thus incorporate the delay experienced at intersections. Therefore, adjustments to the free-flow travel time were made based on the number of signalized intersections to account for the number of mid-segment intersections and to more accurately represent observed conditions.

THE DIFFERENCE METHOD

To reduce model error, a technique known as the difference method was applied for traffic volumes and travel times. Rather than take the direct output from the 2035 model, the difference method calculates the growth between the base year and 2035 models, and adds that growth to an existing count or travel time. For example, assume a road has an existing travel time of 1.5 minutes. If the base year model showed a travel time of 1.6 minutes and the future year model showed a travel time of 2.0 minutes, 0.4 minutes would be added to the existing travel time for a future expected travel time of 1.9 minutes.

The existing corridor travel times, ratio to free-flow speed, and LOS results are in Exhibit J–8. Forecasted 2035 corridor travel times are in Exhibit J–9.

Exhibit J–8 Existing Auto Corridor Travel Times

ID	Road	Segment	2015					
			Auto TT		Ratio to Free-Flow Speed		LOS	
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
1	N 105th St	Greenwood Ave N to SR 522	17:30	20:00	2.43	2.72	D	E
2	NW 85th	32nd Ave NW to Greenwood Ave N	12:30	11:00	2.66	2.29	E	D
3	NW 85th	Greenwood Ave N to SR 522	11:30	15:30	2.47	3.24	D	E
4	NW Market St	24th Ave NW to Stone Way N	18:00	20:00	2.78	3.07	E	E
5	N 45th St	Stone Way N to 25th Ave NE	18:00	18:30	3.03	3.15	E	E
6	E Madison St	I5 to 23rd Ave	15:00	15:00	2.56	2.56	E	E
7	West Seattle Bridge	35th Ave SW to I5	8:30	9:30	2.02	2.26	D	D
8	Swift Ave S	S Graham St to Seward Park Ave S	10:00	9:30	1.9	1.76	A-C	A-C
9	SW Roxbury St	35th Ave SW to E Marginal Way S	16:00	16:30	1.66	1.69	A-C	A-C
10	SR 99	SR 523 to N 80th St	21:30	17:30	3.01	2.44	E	D
11	SR 522	SR 523 to I5	26:00:00	17:30	3.06	2.06	E	D
12	SR 99	N 80th St to Denny Way	16:30	16:30	2.21	2.21	D	D
13	Roosevelt Way NE/Eastlake	NE 75th St to Denny Way	NA	34:30:00	NA	2.93	NA	E
13	12th Ave NE/Eastlake	NE 75th St to Denny Way	32:00:00	NA	2.68	NA	E	NA
14	25th Ave NE	NE 75th St to S Grand St	41:30:00	48:30:00	2.41	2.81	D	E
15	15th Ave/Elliott Ave	Market St to Denny Way	20:00	14:30	2.23	1.6	D	A-C
16	California Ave SW	SW Hanford St to SW Thistle St	15:00	16:30	1.99	2.19	A-C	D
17	1st Ave S	S Royal Brougham Way to E Marginal Way S	16:30	17:00	2.15	2.22	D	D
18	Rainier Ave S	E Yesler Way to Renton Ave S	34:30:00	41:30:00	2.01	2.42	D	D
19	MLK Jr Way S	Rainier Ave S to S Boeing Access Rd	22:00	24:00:00	1.67	1.82	A-C	A-C

Source: Google Maps, 2017; Fehr & Peers, 2017.

Exhibit J-9 2035 Auto Corridor Travel Times

ID	Road	Segment	2035 Alt 1 (No Action)					
			Auto TT		Ratio to Free-Flow Speed		LOS	
			NB/EB	SB/ WB	NB/ EB	SB/WB	NB/EB	SB/WB
1	N 105th St	Greenwood Ave N to SR 522	18:00	20:30	2.49	2.83	D	E
2	NW 85th	32nd Ave NW to Greenwood Ave N	13:00	11:30	2.77	2.39	E	D
3	NW 85th	Greenwood Ave N to SR 522	12:00	16:00	2.58	3.36	E	F
4	NW Market St	24th Ave NW to Stone Way N	19:30	22:30	2.95	3.4	E	F
5	N 45th St	Stone Way N to 25th Ave NE	19:00	19:30	3.25	3.3	E	E
6	E Madison St	I5 to 23rd Ave	15:30	15:30	2.64	2.64	E	E
7	West Seattle Bridge	35th Ave SW to I5	9:00	15:00	2.14	3.56	D	F
8	Swift Ave S	S Graham St to Seward Park Ave S	10:30	10:00	2	1.85	A-C	A-C
9	SW Roxbury St	35th Ave SW to E Marginal Way S	17:00	20:30	1.74	2.1	A-C	D
10	SR 99	SR 523 to N 80th St	26:00:00	19:00	3.7	2.67	F	E
11	SR 522	SR 523 to I5	31:00:00	19:30	3.63	2.26	F	D
12	SR 99	N 80th St to Denny Way	20:00	20:00	2.67	2.64	E	E
13a	Roosevelt Way NE/Eastlake	NE 75th St to Denny Way	NA	38:30:00	NA	3.28	NA	E
13b	12th Ave NE/Eastlake	NE 75th St to Denny Way	37:00:00	NA	3.06	NA	E	NA
14	25th Ave NE	NE 75th St to S Grand St	47:00:00	56:30:00	2.71	3.29	E	E
15	15th Ave/Elliott Ave	Market St to Denny Way	24:30:00	17:00	2.7	1.89	E	A-C
16	California Ave SW	SW Hanford St to SW Thistle St	15:30	17:00	2.06	2.26	D	D
17	1st Ave S	S Royal Brougham Way to E Marginal Way S	17:00	21:00	2.22	2.77	D	E
18	Rainier Ave S	E Yesler Way to Renton Ave S	36:00:00	53:00:00	2.1	3.09	D	E
19	MLK Jr Way S	Rainier Ave S to S Boeing Access Rd	23:30	33:30:00	1.77	2.53	A-C	E

ID	2035 Alt 2						2035 Alt 3					
	Auto TT		Ratio to Free-Flow Speed		LOS		Auto TT		Ratio to Free-Flow Speed		LOS	
	NB/EB	SB/ WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/ WB	NB/EB	SB/WB	NB/EB	SB/WB
1	18:00	21:00	2.5	2.86	D	E	18:00	20:30	2.49	2.85	D	E
2	13:00	11:30	2.77	2.42	E	D	13:00	11:30	2.77	2.44	E	D
3	12:00	16:00	2.58	3.39	E	F	12:00	16:00	2.58	3.4	E	F
4	19:30	22:30	2.95	3.42	E	F	19:30	22:30	2.95	3.44	E	F
5	19:30	19:00	3.27	3.34	E	F	19:30	20:00	3.28	3.35	E	F
6	15:30	15:30	2.64	2.66	E	E	15:30	15:30	2.64	2.65	E	E
7	9:00	15:30	2.14	3.69	D	F	9:00	15:30	2.14	3.71	D	F
8	10:30	10:00	2	1.85	A-C	A-C	10:30	10:00	2	1.85	A-C	A-C
9	17:00	20:30	1.75	2.14	A-C	D	17:00	20:30	1.74	2.14	A-C	D
10	26:00:00	19:00	3.7	2.7	F	E	26:00:00	19:00	3.7	2.69	F	E
11	31:00:00	19:30	3.63	2.29	F	D	31:00:00	19:30	3.63	2.3	F	D
12	20:30	20:00	2.73	2.66	E	E	21:00	20:00	2.76	2.67	E	E
13a	NA	39:00:00	NA	3.32	NA	E	NA	39:00:00	NA	3.32	NA	E
13b	37:00:00	NA	3.1	NA	E	NA	37:30:00	NA	3.11	NA	E	NA
14	47:30:00	57:00:00	2.75	3.31	E	E	47:30:00	57:30:00	2.75	3.32	E	E
15	24:30:00	17:00	2.75	1.9	E	A-C	25:00:00	17:00	2.78	1.9	E	A-C
16	15:30	17:00	2.06	2.26	D	D	15:30	17:00	2.06	2.26	D	D
17	17:00	21:30	2.22	2.82	D	E	17:00	21:00	2.22	2.77	D	E
18	36:30:00	53:30:00	2.13	3.11	D	E	36:30:00	53:30:00	2.12	3.11	D	E
19	23:30	33:30:00	1.78	2.54	A-C	E	23:30	33:30:00	1.78	2.55	A-C	E

Source: Google Maps, 2017; Fehr & Peers, 2017.

TRAVEL DEMAND MODEL

The City of Seattle updated its travel demand model in 2007 to be reflective of the Puget Sound Regional Council's (PSRC) Regional Travel Demand Model, Version 1.00b. The PSRC model has a relatively coarse TAZ structure since the model is regional in nature and is focused on generating travel forecasts across all of Snohomish, King, Pierce and Kitsap Counties. To provide more refined travel forecasts in Seattle, the PSRC zones were split as part of the citywide model development (Seattle went from 218 zones to 517 zones). The finer TAZ structure allows for traffic forecasts to be generated on a denser roadway network, improves the estimates of non-auto trips and provides the ability to extract turning movement forecasts at key intersections.

The City's model was initially used for the Seattle Surface and Transit Project and the Alaskan Way Viaduct Replacement Project. During the course of those projects, a team of consultants updated key aspects of the model to improve its performance, including:

- Arterial speeds
- Development of a parking cost model
- Modifications to the trip distribution and mode choice models to better reflect active transportation modes

Since that time, Fehr & Peers has used the model on subsequent City of Seattle projects including Elliott Bay Seawall Project, South Lake Union Height and Density Rezone EIS, University District Urban Design EIS,

Seattle Comprehensive Plan EIS, and now the Citywide MHA EIS. With each of these projects, the model roadway, transit and non-motorized networks were revised to correct errors carried over from the PSRC model and to reflect updated conditions (e.g., road diet projects, revised transit routing, etc.) as appropriate. Future year assumptions have also been reviewed with City staff throughout the course of each project to incorporate the latest knowledge of upcoming transportation projects, such as the SR 99 Tunnel, the City's modal master plans and major regional projects.

Trip generation rates and mode split output in 12 sample locations throughout the City were examined by evaluating TAZ-level trip generation by mode and by land use category. The results of the trip generation/mode split analysis followed expected trends based on research and travel behavior theory. For example, urban centers have lower vehicle trip generation and higher bike/pedestrian/transit trip generation when compared to less dense areas of the City. Based on the analysis, one change was made to apply the Central Business District mode choice factors to the Lower Queen Anne area. This adjustment increased non-auto mode share to a level that is closer to observed conditions. Trip generation rates and mode choice in areas that have had recent subarea plans such as South Lake Union and the U District were also reviewed and found to be appropriate for this citywide analysis.

Citywide MHA Modeling Assumptions

Exhibit J–10 summarizes major projects included in each model year.

Exhibit J–10 Travel Demand Model Network Assumptions

Project	2015	2035
SR 99 tunnel		x
SR 99 tunnel (tolling)		x
Mercer Corridor Project (east/west)	x	x
SR 520 HOV lanes to Montlake	x	x
SR 520 HOV lanes between Montlake and I-5		
Second Montlake Bascule Bridge		
SR 520 Tolling	x	x
I-90 HOV lanes	x	x
I-405 Widening		x
(SR 167 to SR 527)		
Buses in DT Seattle 3rd Avenue Tunnel	x	
Passenger-only Ferries (Kingston, Southworth, Juanita)		
South Lander Street Overpass		x
SB Montlake Blvd NE HOV Lane and ITS Improvements		x

Sound Transit 3 Assumptions for 2035 Model

- LINK—Lynnwood TC to Downtown Redmond, Tacoma to Ballard, West Seattle to Lynnwood TC. Infill stations at 130th St, S Graham St and S Boeing Access Rd were included. Headway is every 6 min in AM peak and 10 min in midday.
- I-405 BRT (Lynnwood to Burien)—Separated lines into Burien–Bellevue, and Bellevue–Lynnwood with each line operating at 12 min headways.
- SR 522 BRT from Woodinville/UW Bothell to 145th Link Station, operating at 12 minutes headways.

Other 2035 Assumptions

- First Hill streetcar extended to Volunteer Park/Roy Street
- Center City streetcar implemented from Westlake to King St Station on 1st Ave
- All-day transit-only restrictions on the 3rd Ave Transit Mall extended north to Denny

Seattle BRT Routes

The 10 BRT routes identified in the amended Seattle Transit Master Plan were incorporated into the model. The routes and assumed operating headways are below.

Exhibit J-11 Travel Demand Model Network Assumptions

	Rapid Ride Route	2035 Headway	
		Peak	Off-peak
1	Madison BRT	6	10
2	Burien TC - SLU via Delridge	6	10
3	Mt Baker - SLU via Rainier	6	10
4	Rainier Valley - U District via 23rd	6	10
5	Ballard- U District - Laurelhurst via Market/45th	6	10
6	Northgate - Ballard - Fremont - SLU - Downtown via Westlake	6	10
7	Northgate - Roosevelt - U District - SLU - Downtown via Roosevelt/11th Ave & Eastlake	6	10
	RR C to West Seattle	6	10
	RR D to Ballard	6	10
	RR E to Aurora	6	10

Source: Fehr & Peers, 2017.

Network coding involved modifying lane capacity where BAT lanes or transit-only lanes are planned. Assumed network changes that affected street capacity are in Exhibit J-12.

Exhibit J-12 Assumed Model Network Capacity Changes

Road	Treatment	Extent	Existing	Model Network Edits
Delridge	BAT	West Seattle Br ramp - Genesee St	BAT lane in NB direction already	Change to 1 lane each direction
Jackson	Transit Only	3rd Ave - Rainier Ave	5 lanes	Reduce capacity 40%
Rainier Ave	Transit Only	Jackson - MLK Wy	5 lanes	Reduce capacity 40%
Pacific St	BAT EB only	15th - Pacific Pl	2 lanes EB	EB Only - reduce 40% (15th - Pacific Pl)
24th/23rd Ave	BAT	SR 520 - Madison	4 lanes	Reduce capacity 40% (Miller to Madison)
23rd Ave	BAT	Jackson - Rainier	4 lanes	Reduce capacity 40%
Market	BAT	30th Ave NW - 3rd Ave	4 lanes	Reduce capacity 40%
45th St	BAT - WB Only	3rd Ave - Phinney Ave	1 lane WB/2 lane EB	Reduce capacity 40%
45th ST	BAT	I-5 - 21st Ave	5 lanes	Reduce capacity 40%
45th ST	BAT - WB only	21st Ave - Montlake	existing 2 lanes WB	Reduce capacity 40%
45th St	BAT	Montlake - NE 50th St	5 lanes	Reduce capacity 40%
Holman Rd	BAT	Aurora - NW 85th ST	5 lanes	Reduce capacity 40%
Leary Ave	BAT	Market - 15th Ave	4 lanes + parking	Reduce capacity 40%
Leary Ave	Peak BAT	NW 46th St - Fremont Br	5/6 lanes	Reduce capacity 40%
Westlake	Peak BAT	Aurora - Valley	4 lanes	Reduce capacity 40%
Fairview	Peak BAT	Eastlake - Boren	5 lanes	Reduce capacity 40%

Source: Fehr & Peers, 2017.



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APPENDIX K



ENVIRONMENTALLY CRITICAL AREAS.

The following tables include ECA and Shoreline District land area by MHA zone and tier (acres) for the action alternatives.

Exhibit K-1 ECA and Shoreline District Land Area by MHA Zone and Tier (Acres), Alternative 2

	ALT. 2	MHA ZONE CATEGORY						MHA TIER		
	Total*	RSL	LR	MR/HR	C/NC/SM	IC	Other	M	(M1)	(M2)
Wetland Area	41.1	3.3	26.7	1.4	9.4	0.3	0.0	39.6	1.4	0.1
Wildlife Habitat Area	218.6	9.2	147.4	1.5	19.5	41.0	0.0	195.1	19.8	3.7
Riparian Corridor	199.3	16.3	114.7	6.0	62.4	0.0	0.0	199.3	0.0	0.0
Steep Slope Area	595.4	32.3	366.0	30.3	156.0	10.8	0.0	541.5	48.2	5.7
Known Slide Area	53.2	1.4	31.7	6.7	12.7	0.9	0.0	49.3	2.8	1.1
Potential Slide Area	637.5	11.2	500.2	13.2	105.4	7.5	0.0	582.8	50.2	4.4
Peat Settlement-Prone Area	346.0	0.6	81.6	15.9	242.1	5.8	0.0	278.5	65.5	2.0
Liquefaction-Prone Area	1,313.6	69.2	394.5	26.5	534.1	289.2	0.0	1,180.0	126.9	6.7
Flood-Prone Area	57.3	0.4	18.0	0.0	10.1	28.8	0.0	57.0	0.2	0.0
Shoreline District	290.2	0.0	111.8	12.4	55.6	110.4	0.0	290.2	0.0	0.0

*Total is the sum of acres by MHA zone category or by MHA tier.

Source: City of Seattle, 2017.

Exhibit K-2 ECA and Shoreline District Land Area by MHA Zone and Tier (Acres), Alternative 3

	ALT. 3	MHA ZONE CATEGORY						MHA TIER		
	Total*	RSL	LR	MR/HR	C/NC/SM	IC	Other	M	(M1)	(M2)
Wetland Area	39.4	2.4	25.9	1.4	9.4	0.3	0.0	38.8	0.7	0.0
Wildlife Habitat Area	207.6	13.7	131.9	1.5	19.5	41.0	0.0	199.6	8.0	0.0
Riparian Corridor	196.4	12.1	116.0	6.0	62.4	0.0	0.0	195.1	1.3	0.0
Steep Slope Area	580.3	41.7	340.4	31.0	156.5	10.8	0.0	549.2	27.5	3.6
Known Slide Area	51.7	0.7	31.4	6.0	12.7	0.9	0.0	48.5	2.7	0.5
Potential Slide Area	616.0	26.7	463.5	13.1	105.4	7.5	0.0	598.4	16.1	1.5
Peat Settlement-Prone Area	341.1	10.6	75.0	13.3	236.3	5.8	0.0	321.3	17.7	2.0
Liquefaction-Prone Area	1,275.9	83.1	356.7	21.8	525.1	289.2	0.0	1,220.5	55.1	0.4
Flood-Prone Area	57.3	0.4	18.0	0.0	10.1	28.8	0.0	57.0	0.2	0.0
Shoreline District	290.2	0.0	111.8	12.4	55.6	110.4	0.0	287.5	2.5	0.1

*Total is the sum of acres by MHA zone category or by MHA tier.

Source: City of Seattle, 2017.

APPENDIX L



AIR QUALITY AND GREENHOUSE GAS EMISSIONS CALCULATIONS.

**City of Seattle Mandatory Housing Affordability
Air Pollutant of Concern Emissions**

MOVES2014 Emission Factors

Year	Vehicle Type	Pollutant	Emission Factor, g/mi
2015	Auto and Light Trucks	Carbon Monoxide (CO)	3.4347417803953
2015	Auto and Light Trucks	Oxides of Nitrogen (NOx)	0.4400546875743
2015	Auto and Light Trucks	PM2.5	0.0130365944704
2015	Auto and Light Trucks	VOC	0.1012908073651
2035	Auto and Light Trucks	Carbon Monoxide (CO)	1.1813150598788
2035	Auto and Light Trucks	Oxides of Nitrogen (NOx)	0.0572159525128
2035	Auto and Light Trucks	PM2.5	0.0074742771692
2035	Auto and Light Trucks	VOC	0.0224383543354
2015	Medium and Heavy Trucks	Carbon Monoxide (CO)	6.6874681780743
2015	Medium and Heavy Trucks	Oxides of Nitrogen (NOx)	5.0258978903930
2015	Medium and Heavy Trucks	PM2.5	0.2300680434034
2015	Medium and Heavy Trucks	VOC	0.5300218405968
2035	Medium and Heavy Trucks	Carbon Monoxide (CO)	0.9614989730936
2035	Medium and Heavy Trucks	Oxides of Nitrogen (NOx)	0.8260670920110
2035	Medium and Heavy Trucks	PM2.5	0.0345687988499
2035	Medium and Heavy Trucks	VOC	0.0554789906588

Note: PM10 and PM2.5 emission factors include exhaust, brakewear, and tirewear.

Emission factors proportioned based on population of source type in King County.

Auto and light truck vehicle type is average of MOVES source types 11, 21, 31, and 32.

Medium and heavy truck vehicle type is average of MOVES source types 41, 42, 43, 51, 52, 53, 54, 61, and 62.

City of Seattle Mandatory Housing Affordability
Air Pollutant of Concern Emissions

Vehicle Miles Traveled Annually

Vehicle Type	2015	2035 Alt 1	2035 Alt 2	2035 Alt 3
Auto and Light Duty Truck VMT	19,130,652	22,096,823	22,188,229	22,221,217
Medium & Heavy Truck VMT	957,759	1,170,154	1,170,039	1,170,244
Total VMT	20,088,411	23,266,977	23,358,268	23,391,461
Auto and Light Duty Truck VMT, %	95.2%	95.0%	95.0%	95.0%
Medium & Heavy Truck VMT, %	4.8%	5.0%	5.0%	5.0%

Source: GHG Appendix.

2015

Pollutant	Auto and Light Duty Trucks		Medium and Heavy Duty Trucks		Total Emissions, tpy
	Emission Factor, g/mi	Emissions Rate, tpy	Emission Factor, g/mi	Emissions Rate, tpy	
Carbon Monoxide (CO)	3.43474178	72.43	6.68746818	7.06	79.49
Oxides of Nitrogen (NOx)	0.44005469	9.28	5.02589789	5.31	14.59
PM2.5	0.08043877	1.70	0.29747022	0.31	2.01
VOC	0.10129081	2.14	0.53002184	0.56	2.70

Note: PM2.5 emission factors are the sum of the MOVES emission factor (exhaust, brakewear, tirewear) and a Seattle-area specific AP-42 road dust emission factor for PM2.5.

2035 Alternative 1

Pollutant	Auto and Light Duty Trucks		Medium and Heavy Duty Trucks		Total Emissions, tpy
	Emission Factor, g/mi	Emissions Rate, tpy	Emission Factor, g/mi	Emissions Rate, tpy	
Carbon Monoxide (CO)	1.18131506	28.77	0.96149897	1.24	30.01
Oxides of Nitrogen (NOx)	0.05721595	1.39	0.82606709	1.07	2.46
PM2.5	0.07487645	1.82	0.10197097	0.13	1.96
VOC	0.02243835	0.55	0.05547899	0.07	0.62

Note: PM2.5 emission factors are the sum of the MOVES emission factor (exhaust, brakewear, tirewear) and a Seattle-area specific AP-42 road dust emission factor for PM2.5.

2035 Alternative 2

Pollutant	Auto and Light Duty Trucks		Medium and Heavy Duty Trucks		Total Emissions, tpy
	Emission Factor, g/mi	Emissions Rate, tpy	Emission Factor, g/mi	Emissions Rate, tpy	
Carbon Monoxide (CO)	1.18131506	28.89	0.96149897	1.24	30.13
Oxides of Nitrogen (NOx)	0.05721595	1.40	0.82606709	1.07	2.46
PM2.5	0.07487645	1.83	0.10197097	0.13	1.96
VOC	0.02243835	0.55	0.05547899	0.07	0.62

Note: PM2.5 emission factors are the sum of the MOVES emission factor (exhaust, brakewear, tirewear) and a Seattle-area specific AP-42 road dust emission factor for PM2.5.

2035 Alternative 3

Pollutant	Auto and Light Duty Trucks		Medium and Heavy Duty Trucks		Total Emissions, tpy
	Emission Factor, g/mi	Emissions Rate, tpy	Emission Factor, g/mi	Emissions Rate, tpy	
Carbon Monoxide (CO)	1.18131506	28.94	0.96149897	1.24	30.18
Oxides of Nitrogen (NOx)	0.05721595	1.40	0.82606709	1.07	2.47
PM2.5	0.07487645	1.83	0.10197097	0.13	1.97
VOC	0.02243835	0.55	0.05547899	0.07	0.62

Note: PM2.5 emission factors are the sum of the MOVES emission factor (exhaust, brakewear, tirewear) and a Seattle-area specific AP-42 road dust emission factor for PM2.5.

Summary

Pollutant	2015	2035 Alternative 1	2035 Alternative 2	2035 Alternative 3
Carbon Monoxide (CO)	79.49	30.01	30.13	30.18
Oxides of Nitrogen (NOx)	14.59	2.46	2.46	2.47
PM2.5	2.01	1.96	1.96	1.97
VOC	2.70	0.62	0.62	0.62

City of Seattle Manadatory Housing Affordability
Air Pollutant of Concern Emissions

Road Dust Calculations

Source: AP-42 Handbook, Chapter 13.2.1, page 5

Equation:
E equals [k (sL)^{0.91} x (W)^{1.02}]*(1-P/4N)

where:

- k = particle size multiplier for particle size range and units of interest. k = particle size multiplier. The AP-42 value for PM10 is 1.00 g/mile and that for PM2.5 is 0.25 g/mile. ☐
- sL = road surface silt loading (grams per square meter)
- W = average weight (tons) of *all the vehicles* traveling the road (2.4 tons)
- P = number of "wet" days with at least 0.254 mm (0.01 in) of precipitation during the averaging period, and
- N = number of days in the averaging period (e.g., 365 for annual, 91 for seasonal, 30 for monthly)

For the Seattle Area):

For PM₁₀

k	=	1
sL	=	0.1
W	=	2.4
P	=	150
N	=	365

Therefore:
E = 0.269609

For PM_{2.5}

k	=	0.25
sL	=	0.1
W	=	2.4
P	=	150
N	=	365

Therefore:
E = 0.067402 gm/mile

City of Seattle Mandatory Housing Affordability
Air Pollutant of Concern Emissions

Natural Gas Usage

Parameter	Existing	Alternative 1	Alternative 2	Alternative 3
Residential natural gas usage, MMBtu/yr	2,322,628	262,044	349,999	353,822
Commercial natural gas usage, MMBtu/yr	285,357	76,653	85,854	84,953
Total natural gas usage, MMBtu/yr	2,607,985	338,697	435,853	438,775

Note: Based on residential building calculated natural gas usage.

Natural Gas Usage Criteria Pollutant of Concern Emissions

Pollutant	Emission Factor, lb/MMBtu	Emissions Rate, tpy			
		Existing	Alternative 1	Alternative 2	Alternative 3
NOX	0.092	120.17	15.61	20.08	20.22
CO	0.039	51.14	6.64	8.55	8.60
VOC	0.005	7.03	0.91	1.18	1.18
PM2.5	0.006	7.29	0.95	1.22	1.23

Note: Based on AP-42, Chapter 1.4, Tables 1.4-1 and 1.4-2. PM2.5 assumed to be condensable fraction emission factor.

City of Seattle Manadatory Housing Affordability
Air Pollutant of Concern Emissions

Air Pollutant of Concern Summary in Tons Per Year

Pollutant	Existing			Alternative 1			Alternative 2			Alternative 3		
	Transportation	Natural gas	Total	Transportation	Natural gas	Total	Transportation	Natural gas	Total	Transportation	Natural gas	Total
NOX	14.59	120.17	134.76	2.46	15.61	18.07	2.46	20.08	22.55	2.47	20.22	22.69
CO	79.49	51.14	130.63	30.01	6.64	36.66	30.13	8.55	38.68	30.18	8.60	38.78
PM2.5	2.01	7.29	9.30	1.96	0.95	2.90	1.96	1.22	3.18	1.97	1.23	3.19
VOC	2.70	7.03	9.73	0.62	0.91	1.53	0.62	1.18	1.80	0.62	1.18	1.80

**City of Seattle Mandatory Housing Affordability
Greenhouse Gas Emissions Calculations**

GHG Emissions Summary

Source	Alternative 1	Alternative 2	Alternative 3
Transportation (Citywide)	-118,000	-90,000	-90,000
Building Energy - Residential	9,565	12,775	12,915
Building Energy - Commercial	2,252	2,522	2,495
Solid Waste	20,263	25,165	25,076
Total	-85,921	-49,538	-49,515

Note: Transportation values from GHG appendix.

City of Seattle Mandatory Housing Affordability
Greenhouse Gas Emissions Calculations

Building - Residential: Natural Gas Usage and Emission Factors

Parameter	Value	Source/Notes
Single-family households, kBTU/DU/day	27,463	CalEEMod land use subtype: Single Family Housing; Average of all Climate Zones with extremes removed)
Multi family large, kBTU/DU/day	8,797	CalEEMod land use subtype: Apartments Mid Rise; Average of all Climate Zones with extremes removed)
Multi family small, kBTU/DU/day	13,233	CalEEMod land use subtype: Apartments Low Rise; Average of all Climate Zones with extremes removed)
CO2 emission factor (natural gas), lb/MMBTU	117.647059	CalEEMod Appendix D, Default Data Tables
CH4 emission factor (natural gas), lb/MMBTU	0.0022549	CalEEMod Appendix D, Default Data Tables
N2O emission factor (natural gas), lb/MMBTU	0.00215686	CalEEMod Appendix D, Default Data Tables
Residential target reduction	32%	Climate Action Plan, page 34

Building - Residential: Natural Gas Use GHG Emissions

Parameter	2015	Alternative 1	Alternative 2	Alternative 3	Source/Notes
Total households	290,576	45,361	62,363	62,107	
Single-family households	188,122	11,500	14,259	14,236	Assumed to be all outside villages units
Multi family large	35,775	10,361	15,607	12,408	Assumed to be total housing units in Urban Centers (First Hill-Capitol Hill, Northgate, Ravenna (U District 2) [Source: Land Use Chapter 20170508]
Multi family small	66,679	23,500	32,497	35,463	Assumed to be all other house units
Total natural gas use, MMBTU/yr	2,322,628	262,044	349,999	353,822	
Single-family households	1,885,708	115,274	142,930	142,700	
Multi family large	114,869	33,268	50,112	39,841	
Multi family small	322,051	113,502	156,956	171,282	
Total CO2e emissions, MT CO2e/yr	124,671	14,066	18,787	18,992	
Single-family households	101,219	6,188	7,672	7,660	
Multi family large	6,166	1,786	2,690	2,139	
Multi family small	17,287	6,092	8,425	9,194	
Total CO2e emissions (with reduction), MT CO2e/yr	84,777	9,565	12,775	12,915	
Single-family households (with reduction)	68,829	4,208	5,217	5,209	
Multi family large (with reduction)	4,193	1,214	1,829	1,454	
Multi family small (with reduction)	11,755	4,143	5,729	6,252	

City of Seattle Mandatory Housing Affordability
Greenhouse Gas Emissions Calculations

Building - Commercial: Jobs Information and Assumptions

Parameter	2015	Alternative 1	Alternative 2	Alternative 3	Notes
Total jobs	211,148	51,734	57,262	57,099	
By Location					
Outside Villages	85,478	20,790	22,848	22,879	
Inside Villages/Centers	69,226	18,710	20,635	21,005	
Urban Center	56,444	12,234	13,779	13,215	Urban Center in EIS scope includes First Hill-Capitol Hill, Northgate, and Ravenna [U District (2)]
By Type					
Warehouse jobs	83,934	9,000	9,000	9,000	
Commercial jobs	127,214	42,734	48,262	48,099	

Building - Commercial: Assumptions Used

Parameter	Value	Notes
Warehouse natural gas usage, kBTU/sf	3.5	CalEEMod Appendix D, Default Data Tables (Unrefrigerated Warehouse-No Rail, Average of all Climate Zones)
Commercial natural gas usage, kBTU/scf	12.1	CalEEMod Appendix D, Default Data Tables (General Office Space, Average of all Climate Zones)
Warehouse, sf/job	450	From Seattle Comprehensive Plan GHG Calculations
Commercial (general), sf/job	300	From Seattle Comprehensive Plan GHG Calculations
Commercial (downtown), sf/job	275	From Seattle Comprehensive Plan GHG Calculations
CO2 emission factor (natural gas), lb/MMBTU	117.647059	CalEEMod Appendix D, Default Data Tables
CH4 emission factor (natural gas), lb/MMBTU	0.0022549	CalEEMod Appendix D, Default Data Tables
N2O emission factor (natural gas), lb/MMBTU	0.00215686	CalEEMod Appendix D, Default Data Tables
Commercial target reduction	45%	Climate Action Plan, page 34

Building - Commercial: GHG Emissions

Parameter	2015	Alternative 1	Alternative 2	Alternative 3	Notes
Warehouse building area, ksf	37,770	4,050	4,050	4,050	
Total commercial, ksf	53,686	16,185	18,268	18,064	
General commercial building area, ksf	38,164	12,820	14,479	14,430	
Downtown commercial building area, ksf	15,522	3,364	3,789	3,634	
Total natural gas usage, MMBTU/yr	285,357	76,653	85,854	84,953	
Warehouse natural gas usage, MMBTU/yr	48,252	5,174	5,174	5,174	
Commercial natural gas usage, MMBTU/yr	237,106	71,479	80,680	79,779	
Total CO2e emissions, MT CO2e/yr	15,258	4,094	4,585	4,537	
CO2e emissions (warehouse natural gas usage), MT CO2e/yr	2,590	278	278	278	
CO2e emissions (commercial natural gas usage), MT CO2e/yr	12,668	3,816	4,307	4,259	
Total CO2e emissions (with reduction), MT CO2e/yr	15,258	2,252	2,522	2,495	
CO2e emissions (warehouse natural gas usage with reduction), MT CO2e/yr	2,590	153	153	153	
CO2e emissions (commercial natural gas usage with reduction), MT CO2e/yr	12,668	2,099	2,369	2,342	

**City of Seattle Mandatory Housing Affordability
Greenhouse Gas Emissions Calculations**

Solid Waste Related GHG Emissions

From Appendix D of the Climate Action Plan:

Parameter	Alternative 1	Alternative 2	Alternative 3	Source/Notes
Residential waste per capita, tons/resident	0.18	0.18	0.18	
Commercial waste per capita, tons/employee	0.32	0.32	0.32	
Emissions per ton disposed, MT CO ₂ e/ton	0.85	0.85	0.85	
Household size assumption, persons/household	2.06	2.06	2.06	From Transportation GHG analysis
Households	45,361	62,363	62,107	
Population	93,444	128,468	127,940	
Employee increases, persons	51,734	57,262	57,099	
Residential waste generation, tons	16,820	23,124	23,029	
Commercial waste generation, tons	16,555	18,324	18,272	
Total waste generation, tons	33,375	41,448	41,301	
Seattle Current Diversion Rate	58%	58%	58%	Source: Seattle Public Utilities 2015 Recycling Rate Report (Year 2015; Overall)
2030 Diversion Rate Goal	70%	70%	70%	
Total Waste adjusted for diversion, tons	23,839	29,606	29,501	
Waste Emissions, MT CO ₂ e/yr	20,263	25,165	25,076	



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What's changed since the DEIS?

Appendix M is new to the FEIS, and contains some discussion of findings previously in the DEIS (as noted in Section 3.1 Housing and Socioeconomics)—this includes DEIS Exhibits 3.1–29 and 3.1-30.

APPENDIX M



CORRELATION BETWEEN NEW HOUSING DEVELOPMENT AND VARIOUS HOUSEHOLD GROUPS.

Section 3.1 Housing and Socioeconomics presents an analysis comparing housing development with demographic and socioeconomic changes at a neighborhood (Census tract) scale between roughly 2000 and 2015. This appendix presents the technical data and maps underlying this analysis. This includes a series of statistical correlations to measure the strength and direction of relationships between housing development and other variables of interest. More details about the analysis methodology is presented in Section 3.1 Housing and Socioeconomics.

For each comparison, the results appear first as a map of new housing units overlaying household or population change by census tract. Every dot on these maps represents 20 housing units; their density reflects housing production in each census tract, but their location within the tract is random. On the following page, the results appear as a scatterplot comparing housing development on the horizontal axis and changes in households or population on the vertical axis. Each dot on the scatterplot is a census tract, positioned according to housing development and changes in households or population in that census for the given period. The large scatterplot presents all Seattle census tracts, followed by four smaller scatterplots that categorize census tracts according to their relative level of displacement risk and access to opportunity, as measured in the Seattle 2035 Growth and Equity Analysis (Appendix A). A map illustrating this categorization is included in Exhibit M–1.

Exhibit M-1
Categorization of Census
Tracts by Displacement Risk
and Access to Opportunity

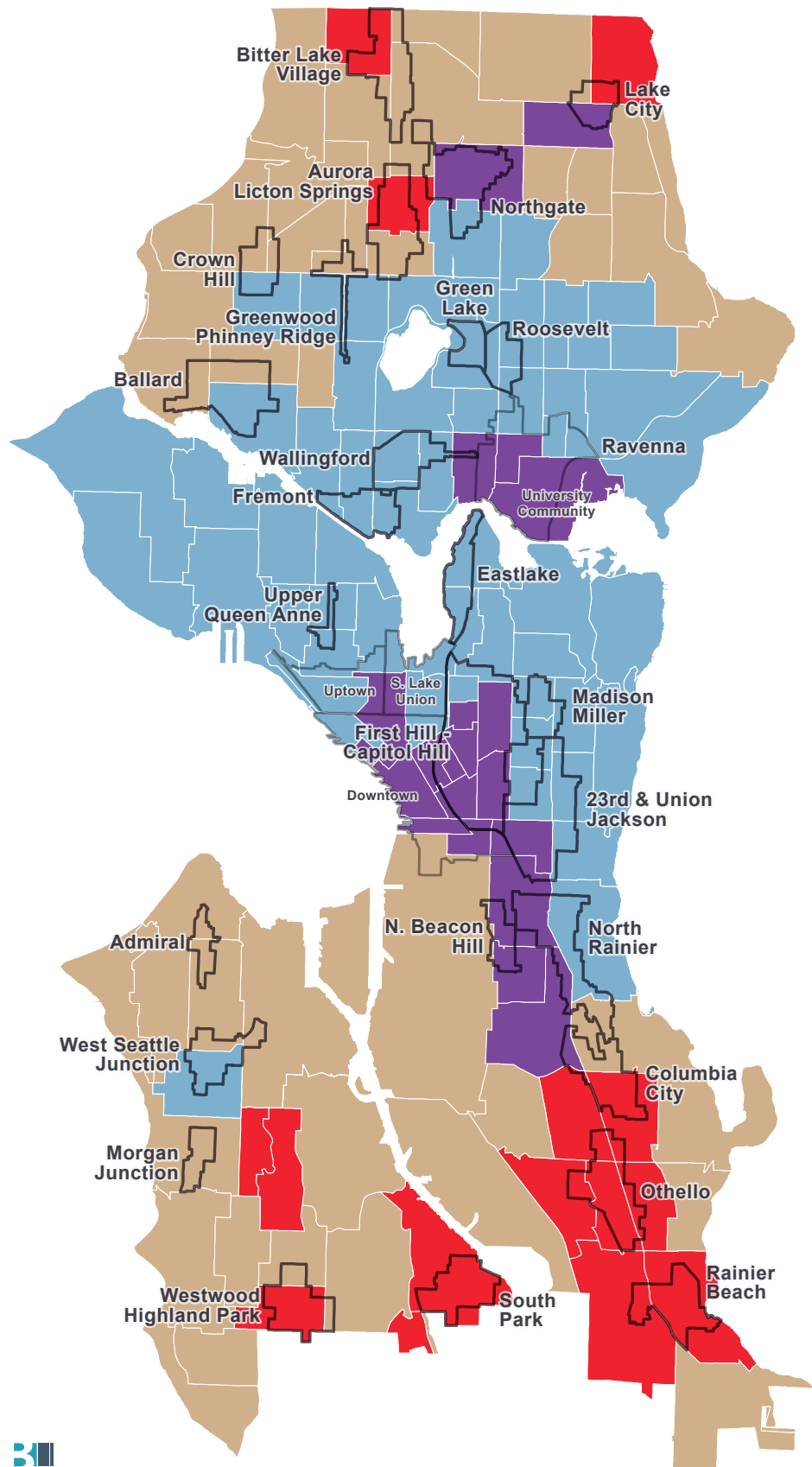
Urban Centers/Villages

- In MHA Study Area
- Outside MHA Study Area

**Categorization of Census Tracts
by Displacement Risk and
Access to Opportunity**

- High Displacement Risk
Low Access to Opportunity
- High Displacement Risk
High Access to Opportunity
- Low Displacement Risk
High Access to Opportunity
- Low Displacement Risk
Low Access to Opportunity

Source: City of Seattle; U.S. Census
2000 and ACS Five-Year Estimates,
2011–2015; OFM, 2016; BERK,
2017.



The appendix is organized in two sections: (1) Housing Development and Change in Low-Income Households; and (2) Housing Development and Change in Racial and Ethnic Minority Populations.

HOUSING DEVELOPMENT AND CHANGE IN LOW-INCOME HOUSEHOLDS

This section presents data measuring the relationship between new housing production and the change in number of households, by income level (Exhibit M–2 through Exhibit M–28 on the following pages).

Several income groups relative to Area Median Income (AMI) are tested, including 0 to 50 percent, 50 to 80 percent, 0 to 80 percent, and 80 to 120 percent. For each level of income, two separate correlations are presented. “All housing” compares total new housing units built to total change in households, by income level. “Market-rate only” compares the number of new market-rate units built to an estimate of the change in the number of households living in market-rate units. This estimate is calculated by subtracting the net change in subsidized units from the net change in households, by income level. Information about level of income served for each subsidized housing unit is not available. Therefore the 50 to 80 percent market-rate only correlation very likely over accounts for the number of households in subsidized housing, since many of the units are likely to be reserved for households at lower income levels. As a result, the market-rate only correlations for this income level may be less reliable and more difficult to interpret. The “market-rate only” comparison is not provided for middle- or upper-income households (80 to 120 percent of AMI, >80 percent of AMI, or >120% of AMI), as these households typically do not qualify for housing subsidies.

HOUSING DEVELOPMENT AND CHANGE IN RACIAL AND ETHNIC MINORITY POPULATIONS

This section presents data measuring the relationship between new housing production and change in population among major racial and ethnic categories (Exhibit M–29 through Exhibit M–49 on page M.22–page M.35).

Exhibit M-2

Change in the Number of Households with Income $\leq 50\%$ AMI by Census Tract, 2000 to 2010–2014, and Net Housing Production, 2000 to 2012

Urban Centers/Villages

- In MHA Study Area
- Outside MHA Study Area

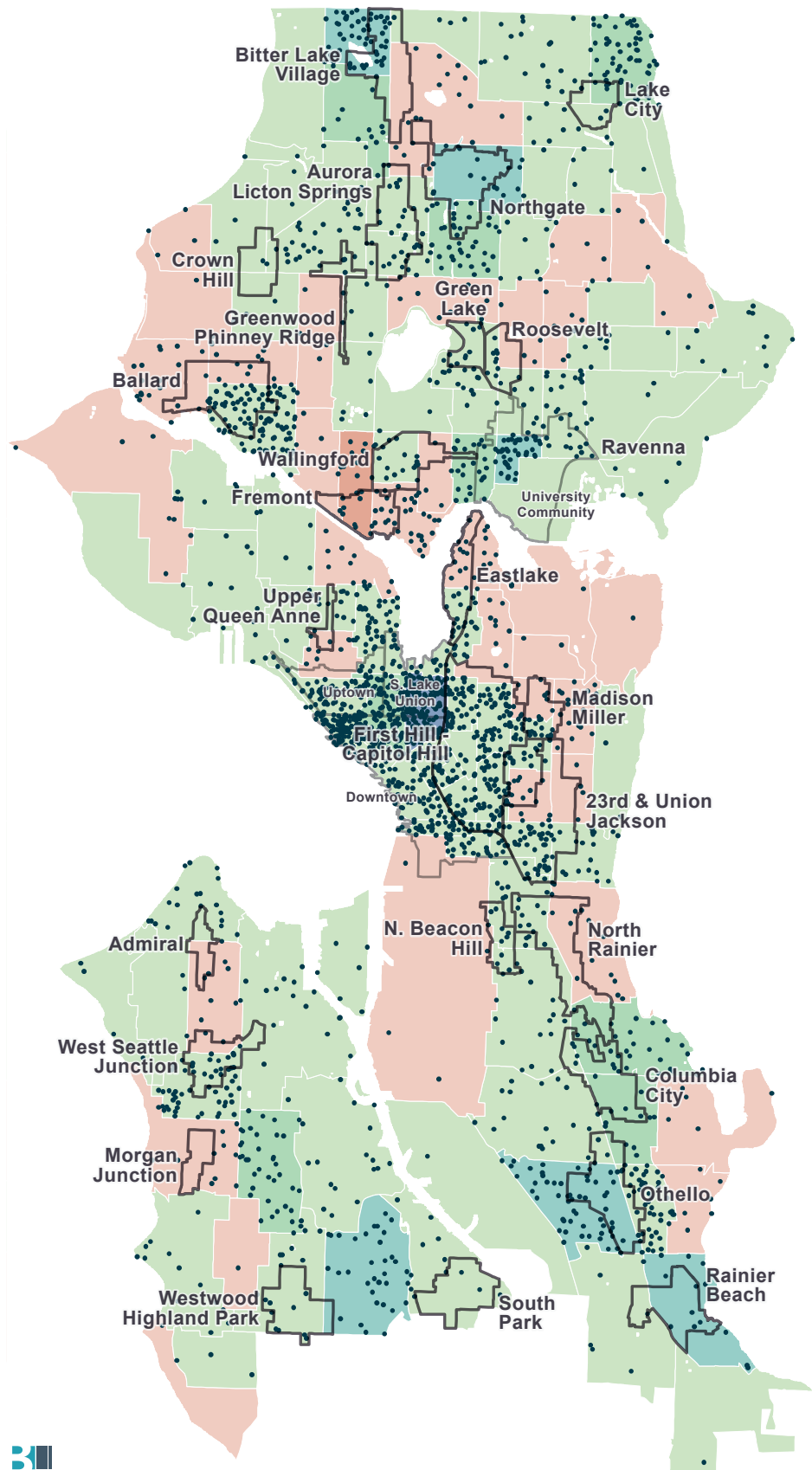
Housing Production (Net Change in Housing Units 2000–2012)

1 Dot = 20 Units

Change in Households with Income $\leq 50\%$ AMI, 2000 to 2010–2014

- 384 to -300
- 299 to 0
- 1 to 300
- 301 to 600
- 601 to 900
- 901 to 1200

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.



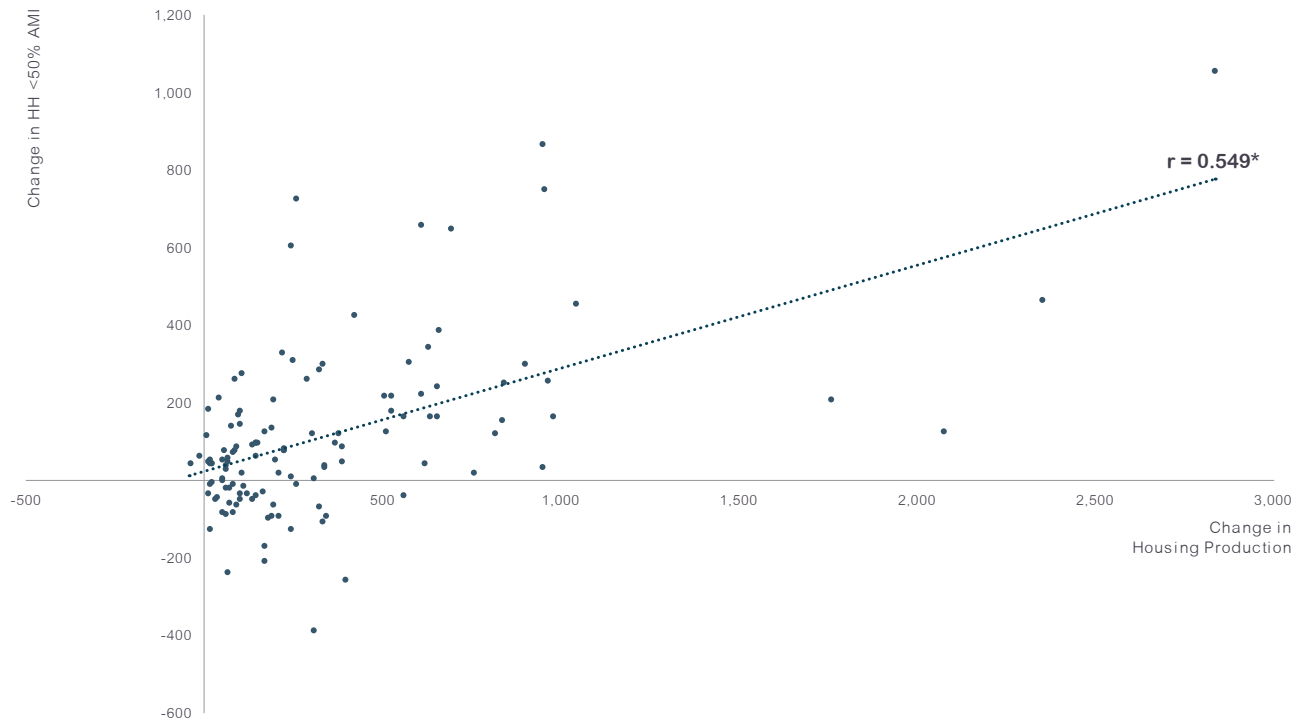


Exhibit M-3 Gain or Loss of Households with Income $\leq 50\%$ AMI and Net Housing Production by Census Tract, 2000 Compared to 2010–2014

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.

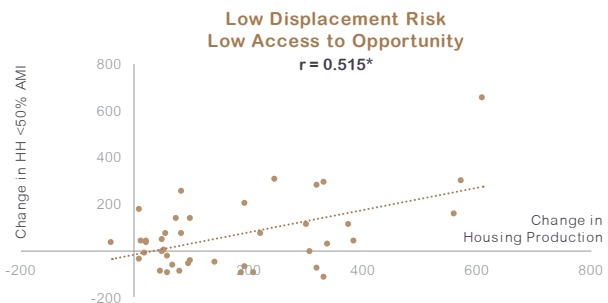
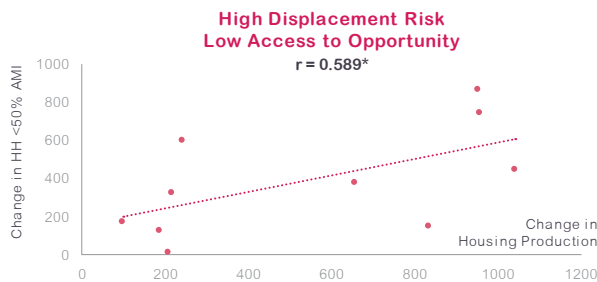
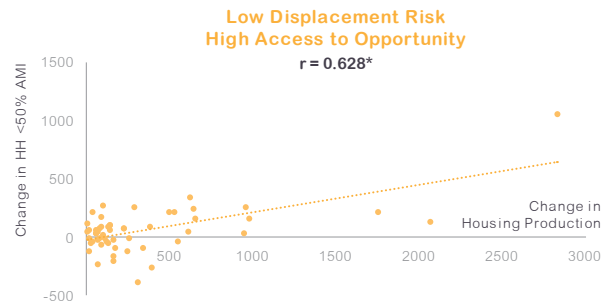
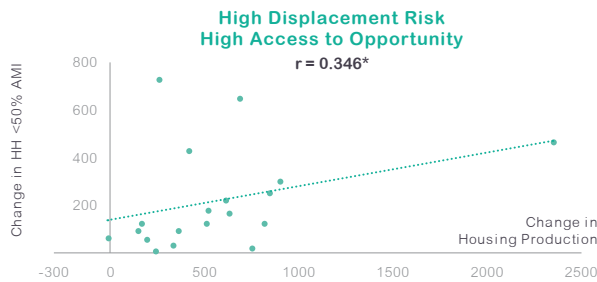


Exhibit M-4 Gain or Loss of Households with Income $\leq 50\%$ AMI and Net Housing Production by Displacement Risk and Access to Opportunity Typology, 2000 Compared to 2010–2014

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.

* Indicates a weak, moderate, or strong correlation. All values under ± 0.3 indicate no meaningful statistical relationship.

Exhibit M-5

Change in the Number of Households Living in Market-Rate Units with Income $\leq 50\%$ AMI by Census Tract, 2000 to 2010–2014, and Net Market-Rate Housing Production, 2000 to 2012

Urban Centers/Villages

- In MHA Study Area
- Outside MHA Study Area

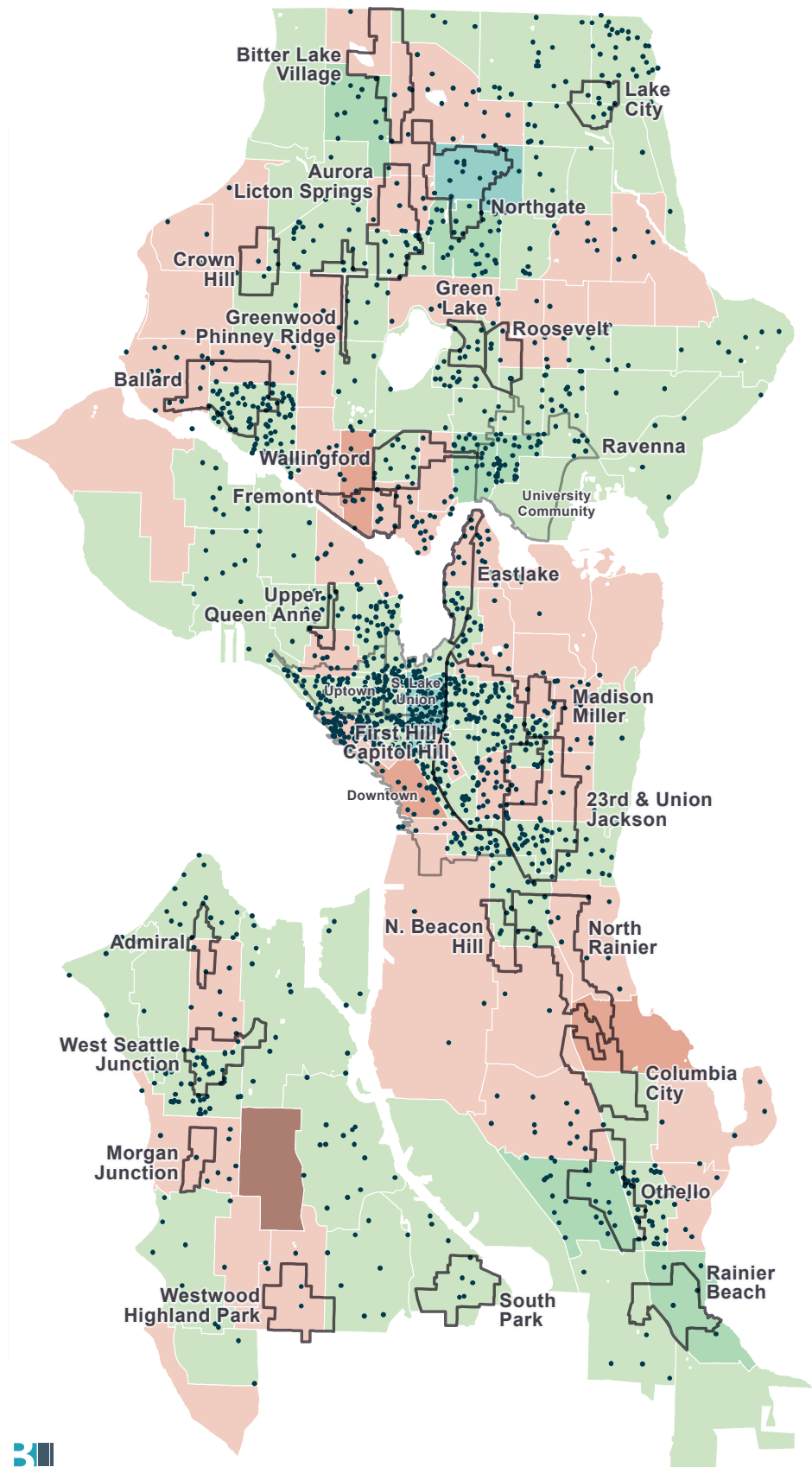
Market-Rate Housing Production (Net Change in Market-Rate Housing Units 2000–2012)

1 Dot = 20 Units

Change in Households Living in Market-Rate Units with Income $\leq 50\%$ AMI, 2000 to 2010–2014

- 631 to -600
- 599 to -300
- 299 to 0
- 1 to 300
- 301 to 600
- 601 to 900

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.



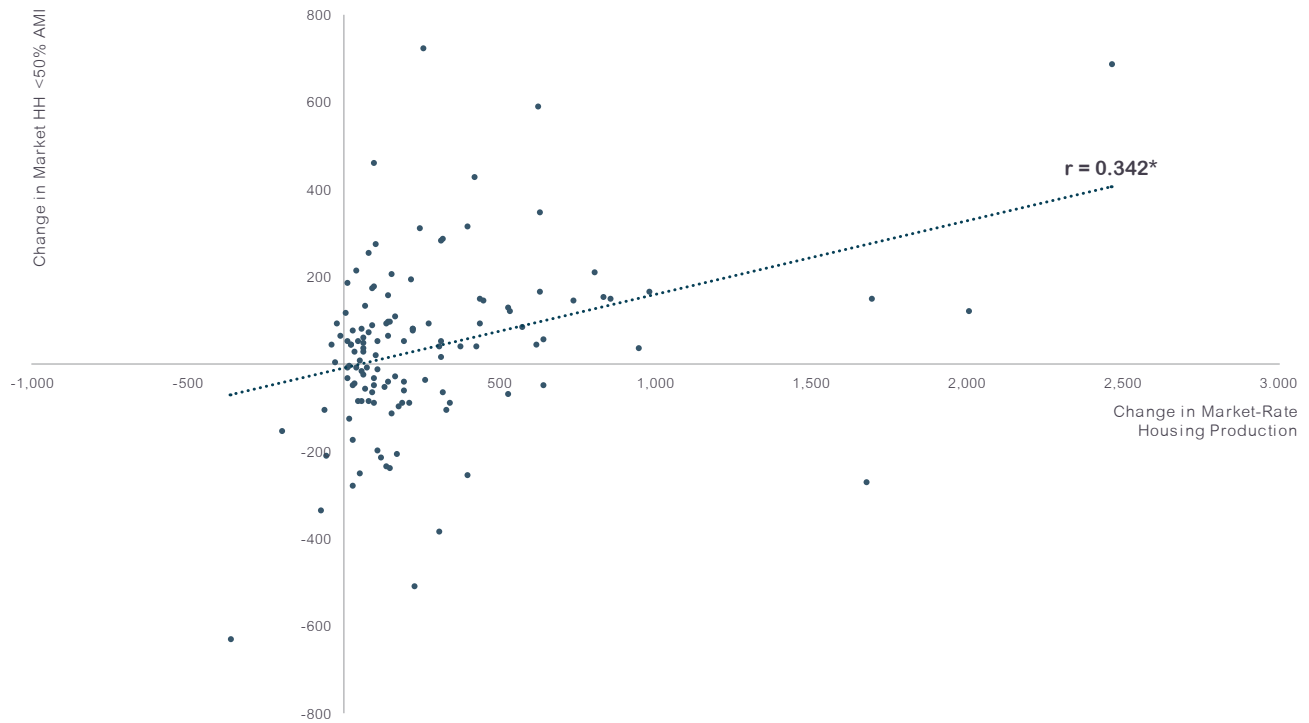


Exhibit M-6 Gain or Loss of Households Living in Market-Rate Units with Income $\leq 50\%$ AMI and Net Housing Production by Census Tract, 2000 Compared to 2010–2014

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.

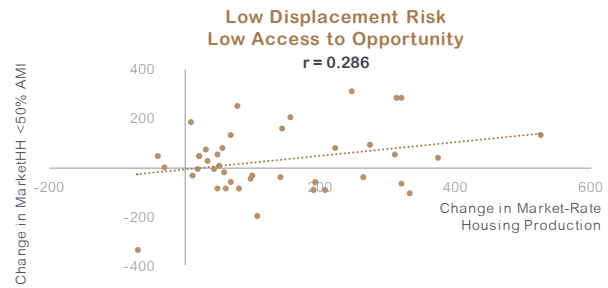
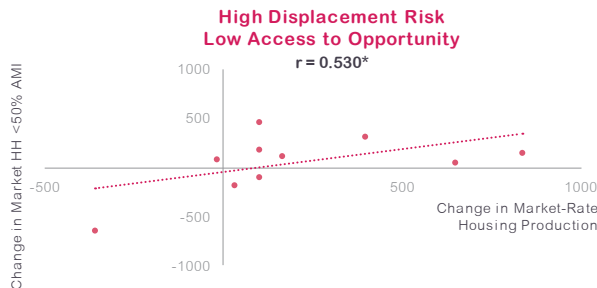
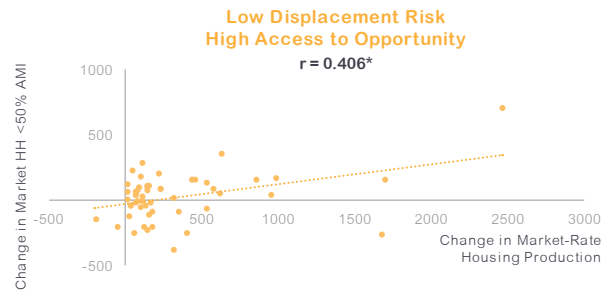
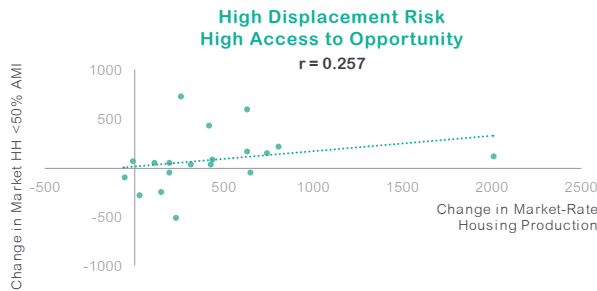


Exhibit M-7 Gain or Loss of Households Living in Market-Rate Units with Income $\leq 50\%$ AMI and Net Housing Production by Displacement Risk and Access to Opportunity Typology, 2000 Compared to 2010–2014

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.

* Indicates a weak, moderate, or strong correlation. All values under ± 0.3 indicate no meaningful statistical relationship.

Exhibit M-8

Change in the Number of Households with Income $\leq 80\%$ AMI by Census Tract, 2000 to 2010–2014, and Net Housing Production, 2000 to 2012

Urban Centers/Villages

- In MHA Study Area
- Outside MHA Study Area

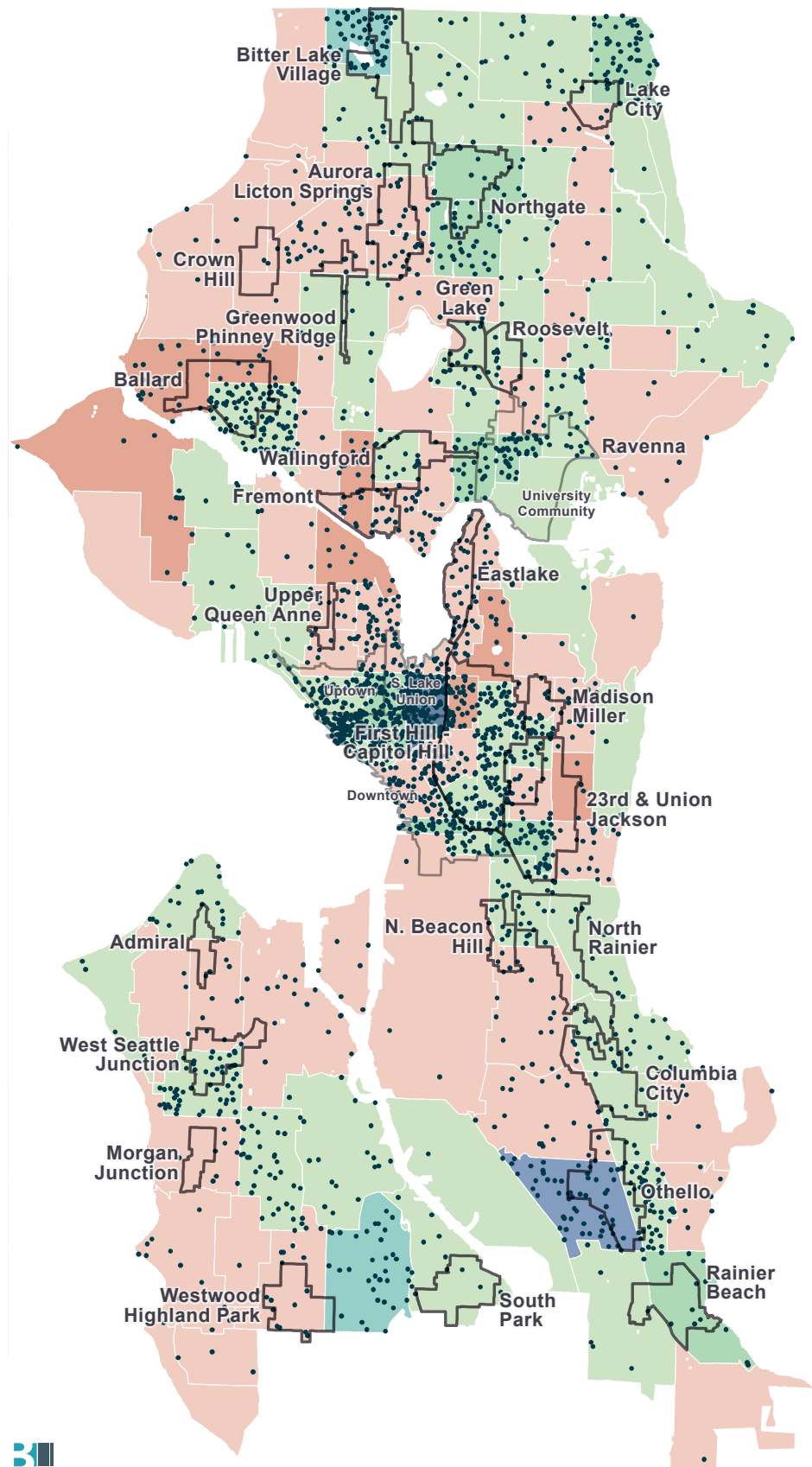
Housing Production (Net Change in Housing Units 2000–2012)

1 Dot = 20 Units

Change in Households with Income $\leq 80\%$ AMI, 2000 to 2010–2014

- 549 to -300
- 299 to 0
- 1 to 300
- 301 to 600
- 601 to 900
- 901 to 1200
- 1201 to 1500

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.



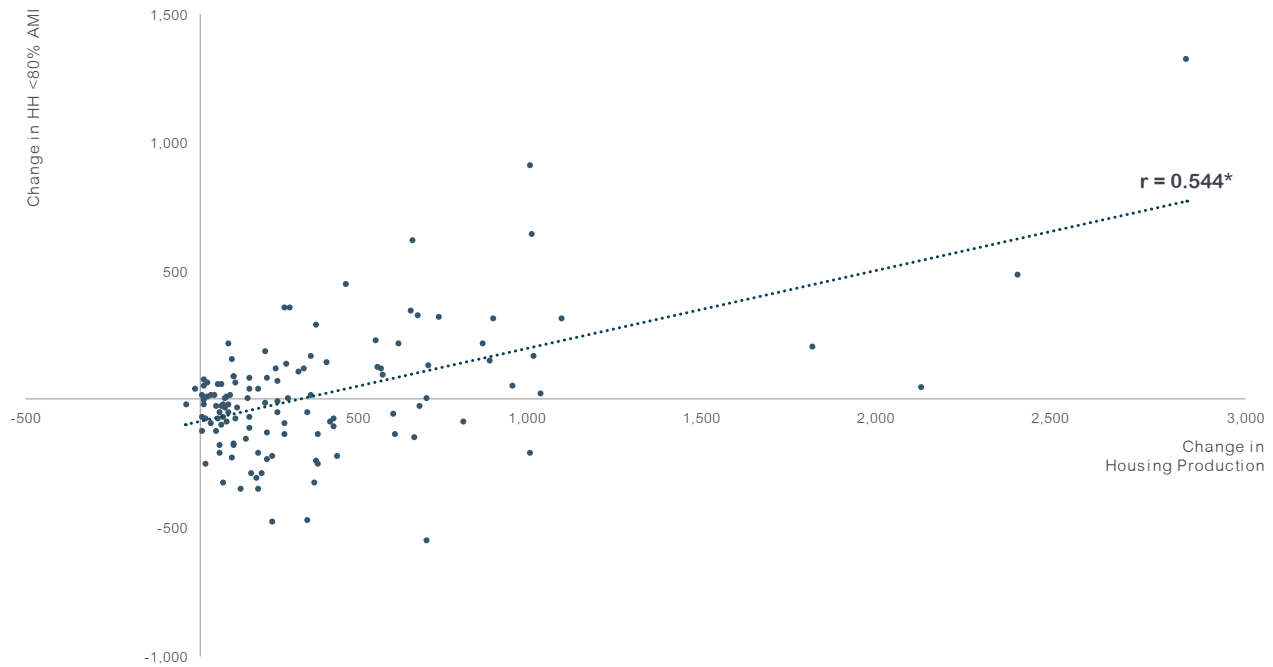


Exhibit M-9 Gain or Loss of Households with Income $\leq 80\%$ AMI and Net Housing Production by Census Tract, 2000 Compared to 2010–2014

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.

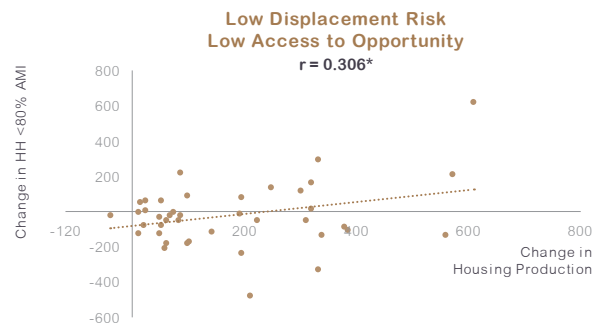
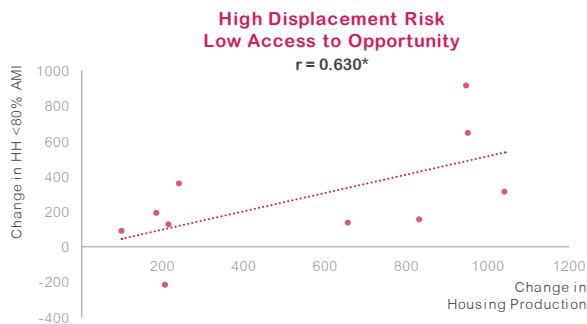
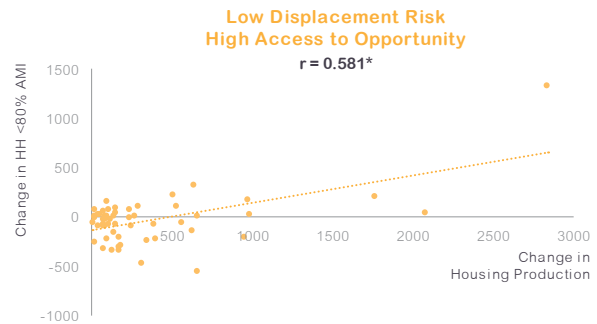
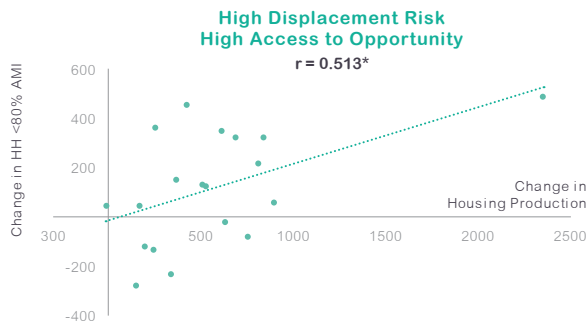


Exhibit M-10 Gain or Loss of Households with Income $\leq 80\%$ AMI and Net Housing Production by Displacement Risk and Access to Opportunity Typology, 2000 Compared to 2010–2014

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.

* Indicates a weak, moderate, or strong correlation. All values under ± 0.3 indicate no meaningful statistical relationship.

Exhibit M-11

Change in the Number of Households Living in Market-Rate Units with Income $\leq 80\%$ AMI by Census Tract, 2000 to 2010–2014, and Net Market-Rate Housing Production, 2000 to 2012

Urban Centers/Villages

- In MHA Study Area
- Outside MHA Study Area

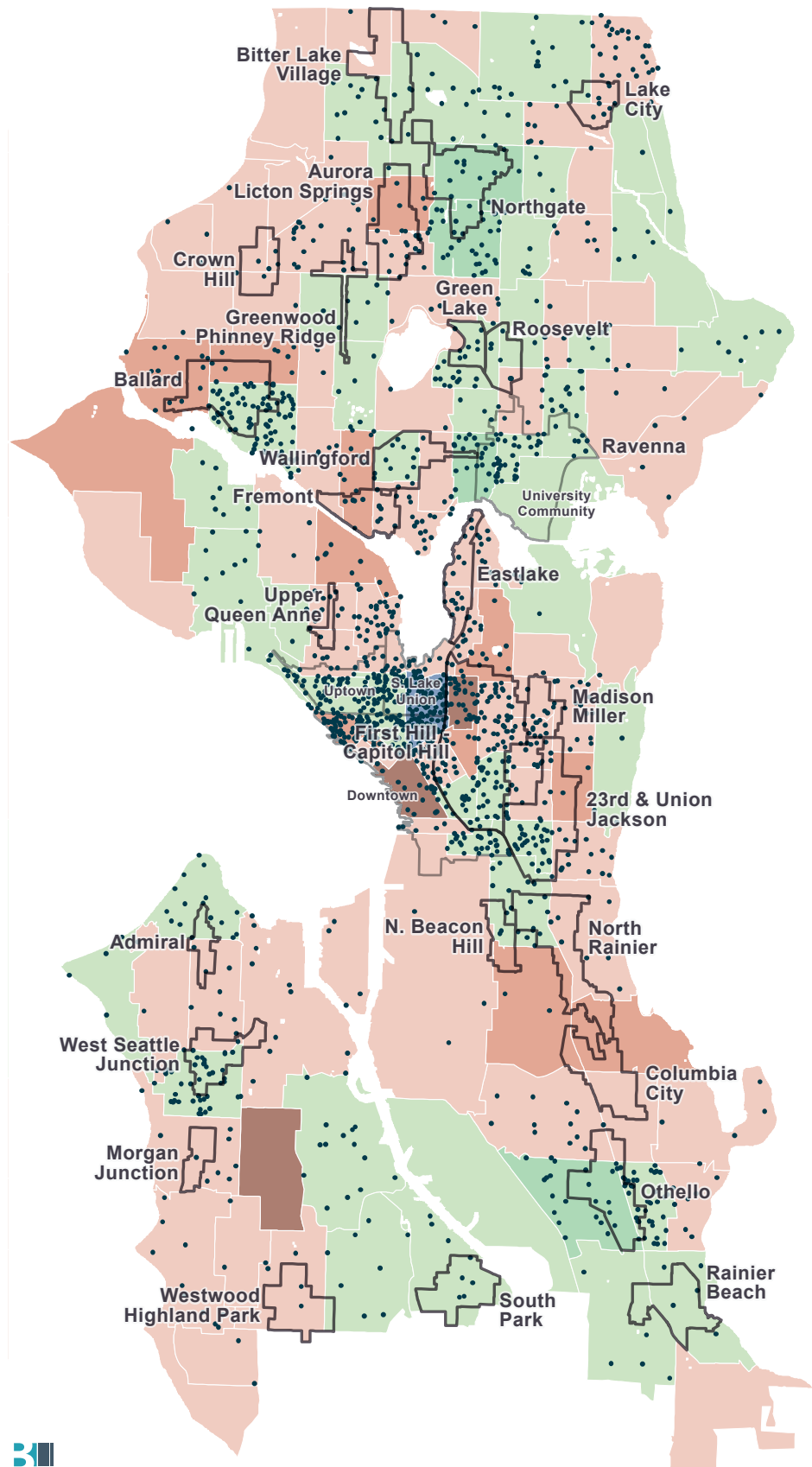
Market-Rate Housing Production (Net Change in Market-Rate Housing Units 2000–2012)

1 Dot = 20 Units

Change in Households Living in Market-Rate Units with Income $\leq 80\%$ AMI, 2000 to 2010–2014

- 883 to -600
- 599 to -300
- 299 to 0
- 1 to 300
- 301 to 600
- 601 to 900
- 901 to 1200

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.



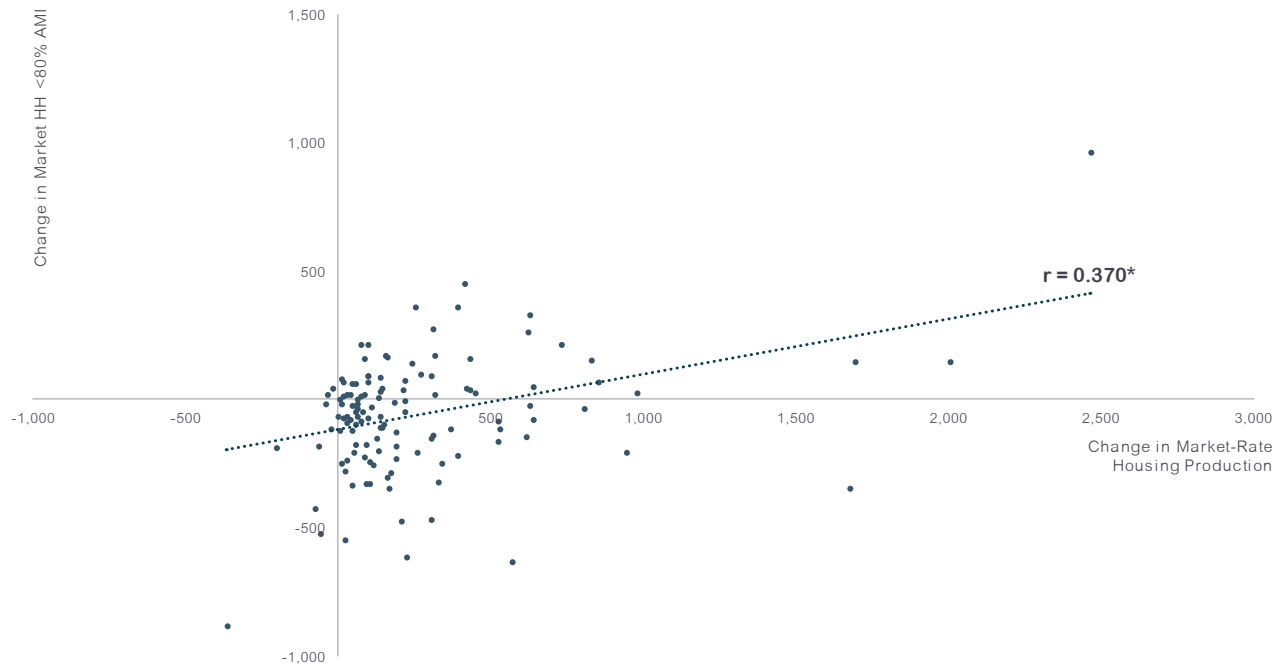


Exhibit M-12 Gain or Loss of Households Living in Market-Rate Units with Income $\leq 80\%$ AMI and Net Housing Production by Census Tract, 2000 Compared to 2010–2014

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.

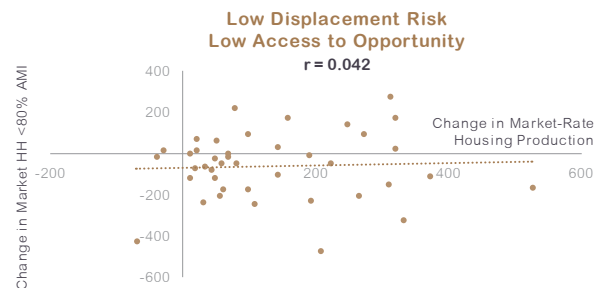
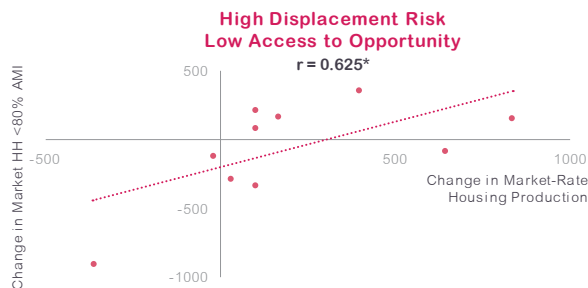
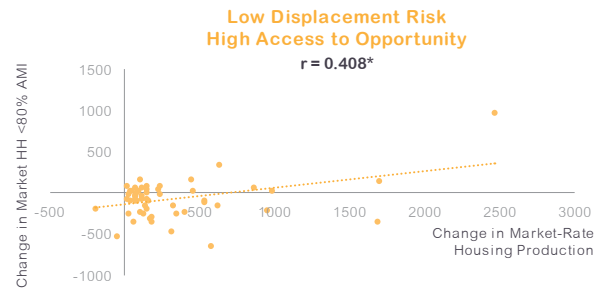
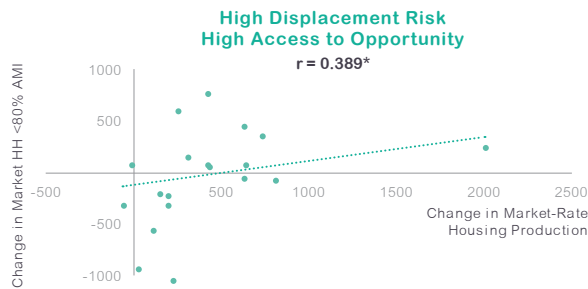


Exhibit M-13 Gain or Loss of Households Living in Market-Rate Units with Income $\leq 80\%$ AMI and Net Housing Production by Displacement Risk and Access to Opportunity Typology, 2000 Compared to 2010–2014

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.

* Indicates a weak, moderate, or strong correlation. All values under ± 0.3 indicate no meaningful statistical relationship.

Exhibit M-14

Change in the Number of Households with Income 50–80% AMI by Census Tract, 2000 to 2010–2014, and Net Housing Production, 2000 to 2012

Urban Centers/Villages

- In MHA Study Area
- Outside MHA Study Area

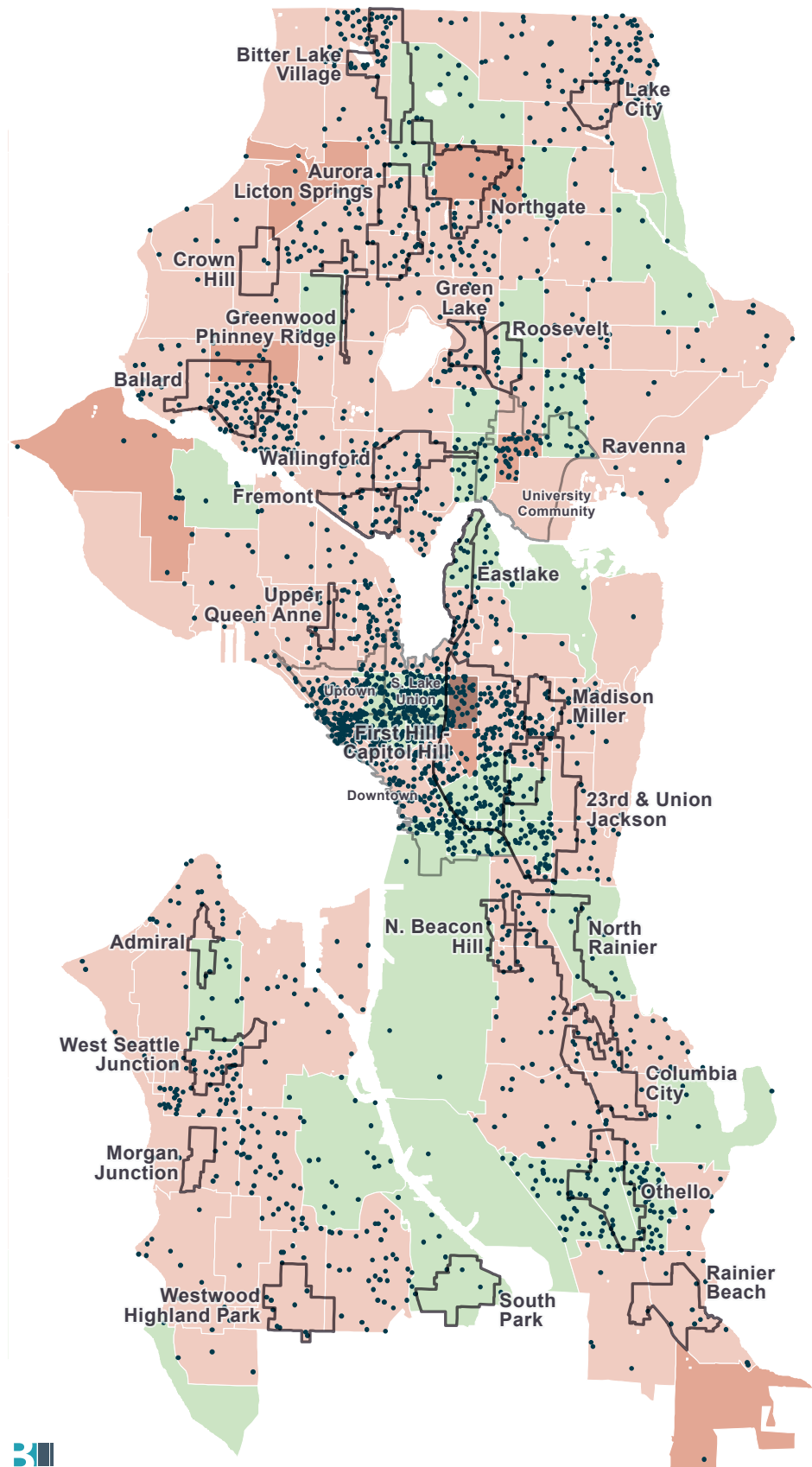
Housing Production (Net Change in Housing Units 2000–2012)

1 Dot = 20 Units

Change in Households with Income 50–80% AMI, 2000 to 2010–2014

- 714 to -600
- 599 to -300
- 299 to 0
- 1 to 300

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.



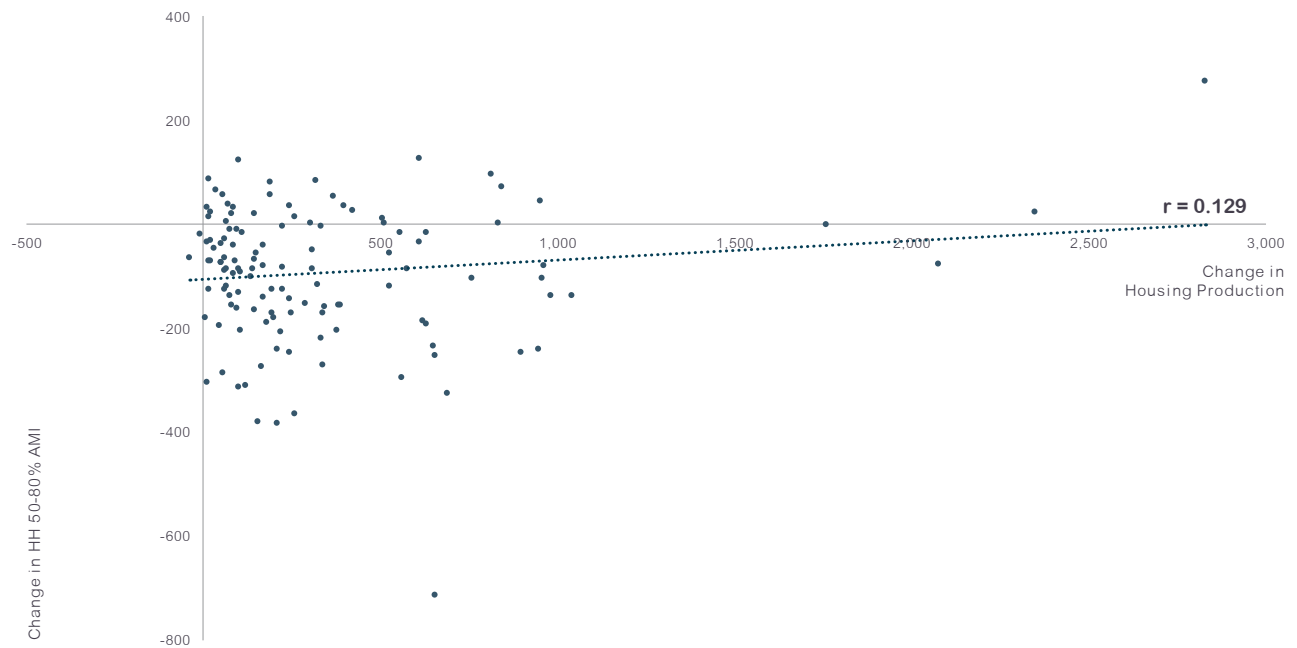


Exhibit M-15 Gain or Loss of Households with Income 50–80% AMI and Net Housing Production by Census Tract, 2000 Compared to 2010–2014

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.

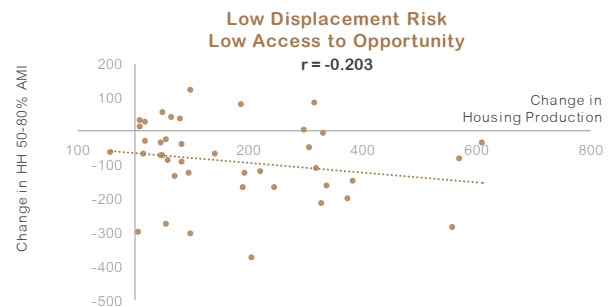
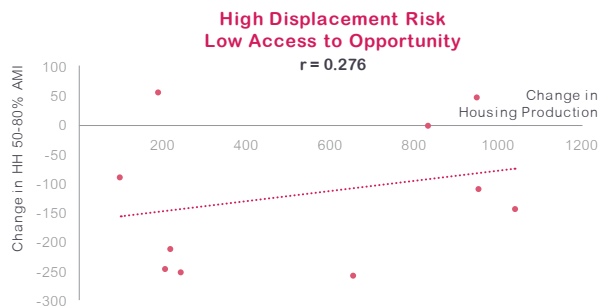
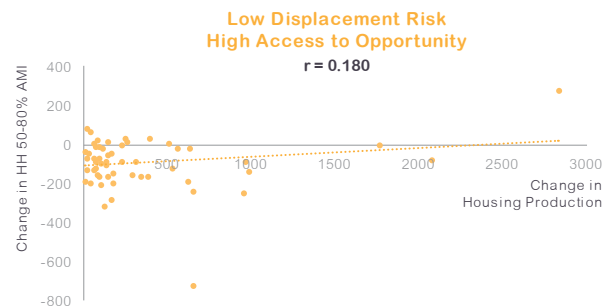
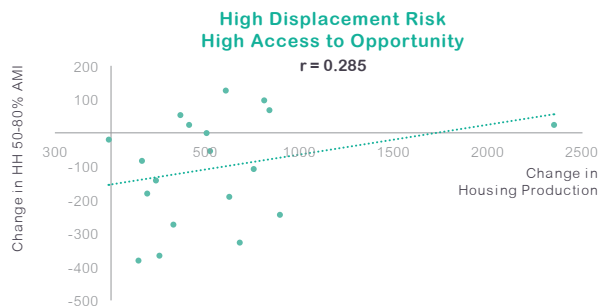


Exhibit M-16 Gain or Loss of Households with Income 50–80% AMI and Net Housing Production by Displacement Risk and Access to Opportunity Typology, 2000 Compared to 2010–2014

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.

* Indicates a weak, moderate, or strong correlation. All values under ± 0.3 indicate no meaningful statistical relationship.

Exhibit M-17

Change in the Number of Households Living in Market-Rate Units with Income 50–80% AMI by Census Tract, 2000 to 2010–2014, and Net Market-Rate Housing Production, 2000 to 2012

Urban Centers/Villages

- In MHA Study Area
- Outside MHA Study Area

Market-Rate Housing Production (Net Change in Market-Rate Housing Units 2000–2012)

1 Dot = 20 Units

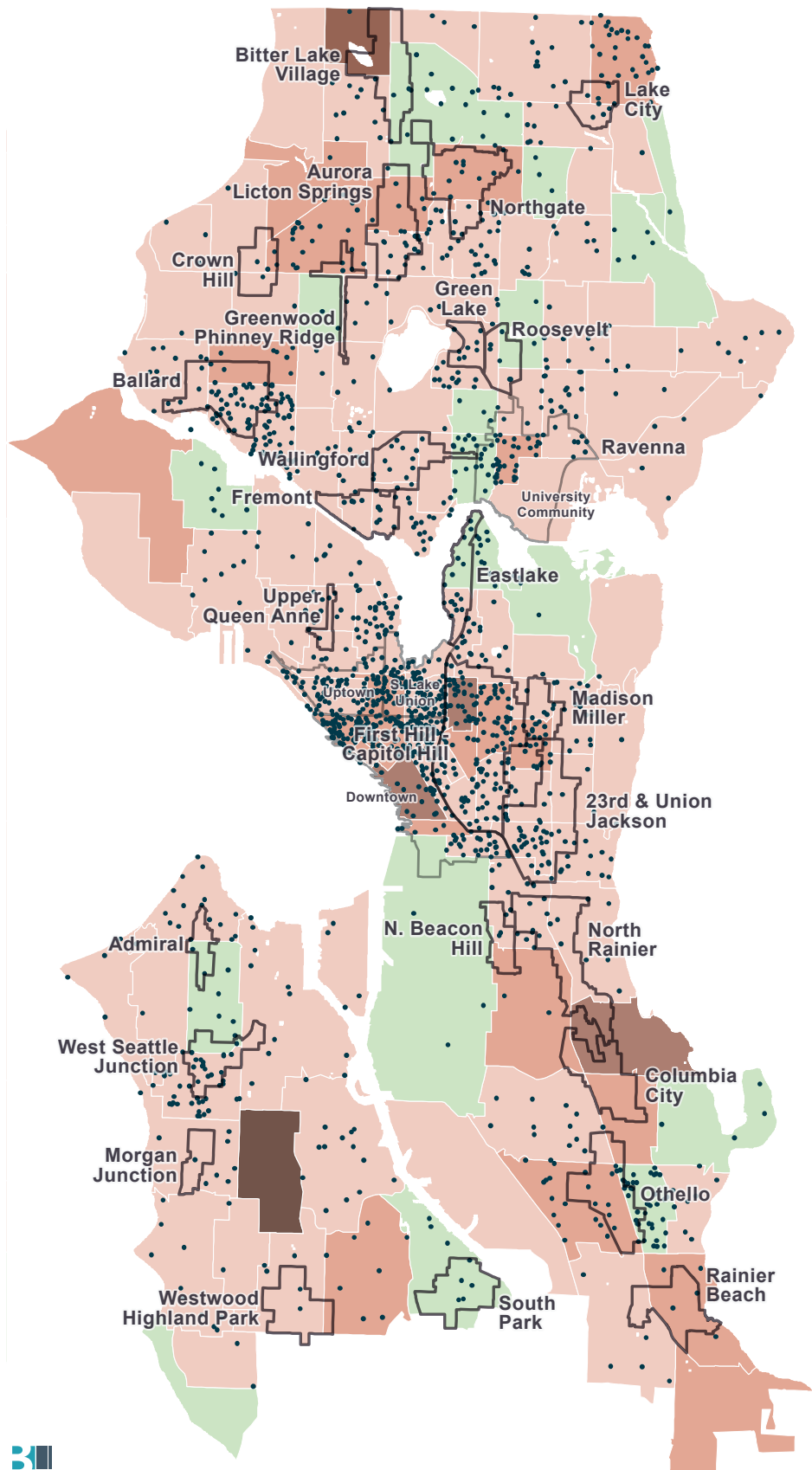
Change in Households Living in Market-Rate Units* with Income 50–80% AMI, 2000 to 2010–2014

- 1269 to -1200
- 1199 to -900
- 899 to -600
- 599 to -300
- 299 to 0
- 1 to 300

*This estimate is calculated by subtracting the net change in subsidized units from the net change in households by income level. Information about level of income served for each subsidized housing unit is not available. Therefore, the 50–80 percent market-rate only correlation very likely over accounts for the number of households in subsidized housing, since many of the units are likely to be reserved for households at lower income levels.

Note: Information about level of income served for each subsidized housing unit is not available. Therefore the 50–80 percent market-rate only correlation very likely over accounts for the number of households in subsidized housing, since many of the households in subsidized units are likely to have income levels below 50 percent AMI. As a result, the market-rate only correlations for this income level may be less reliable and more difficult to interpret.

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.



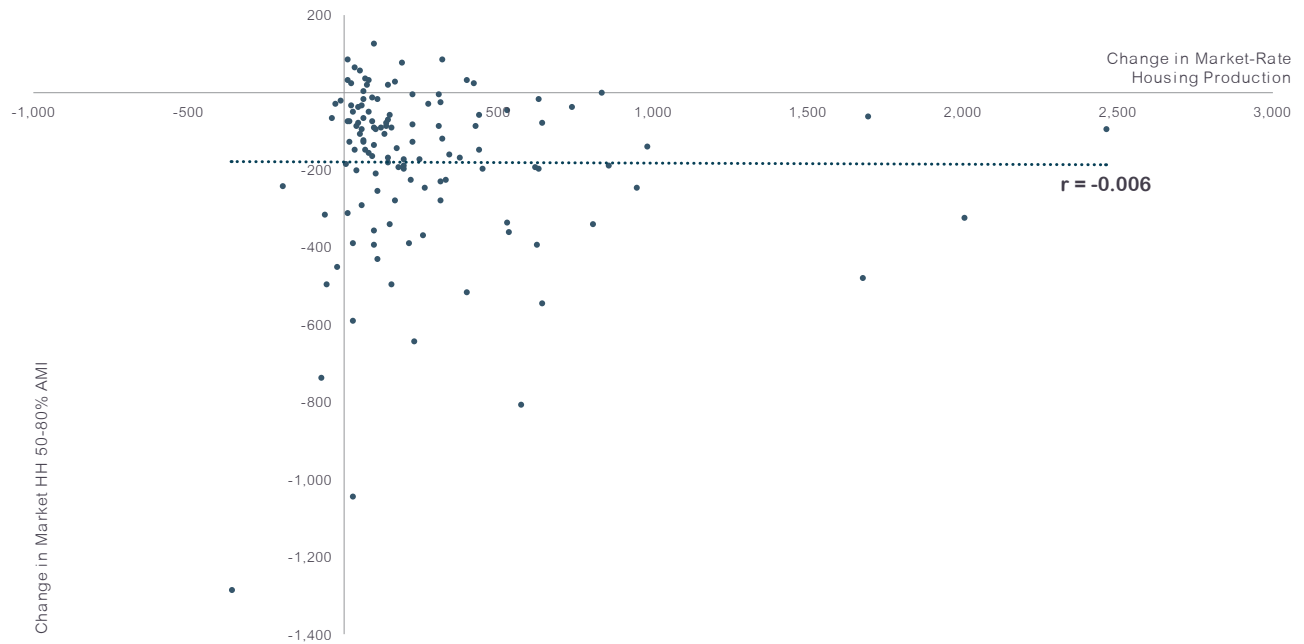


Exhibit M-18 Gain or Loss of Households Living in Market-Rate Units with Income 50–80% AMI and Net Housing Production by Census Tract, 2000 Compared to 2010–2014

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.



Exhibit M-19 Gain or Loss of Households Living in Market-Rate Units with Income 50–80% AMI and Net Housing Production by Displacement Risk and Access to Opportunity Typology, 2000 Compared to 2010–2014

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.

* Indicates a weak, moderate, or strong correlation. All values under ± 0.3 indicate no meaningful statistical relationship.

Exhibit M-20

Change in the Number of Households with Income 80–120% AMI by Census Tract, 2000 to 2010–2014, and Net Housing Production, 2000 to 2012

Urban Centers/Villages

- In MHA Study Area
- Outside MHA Study Area

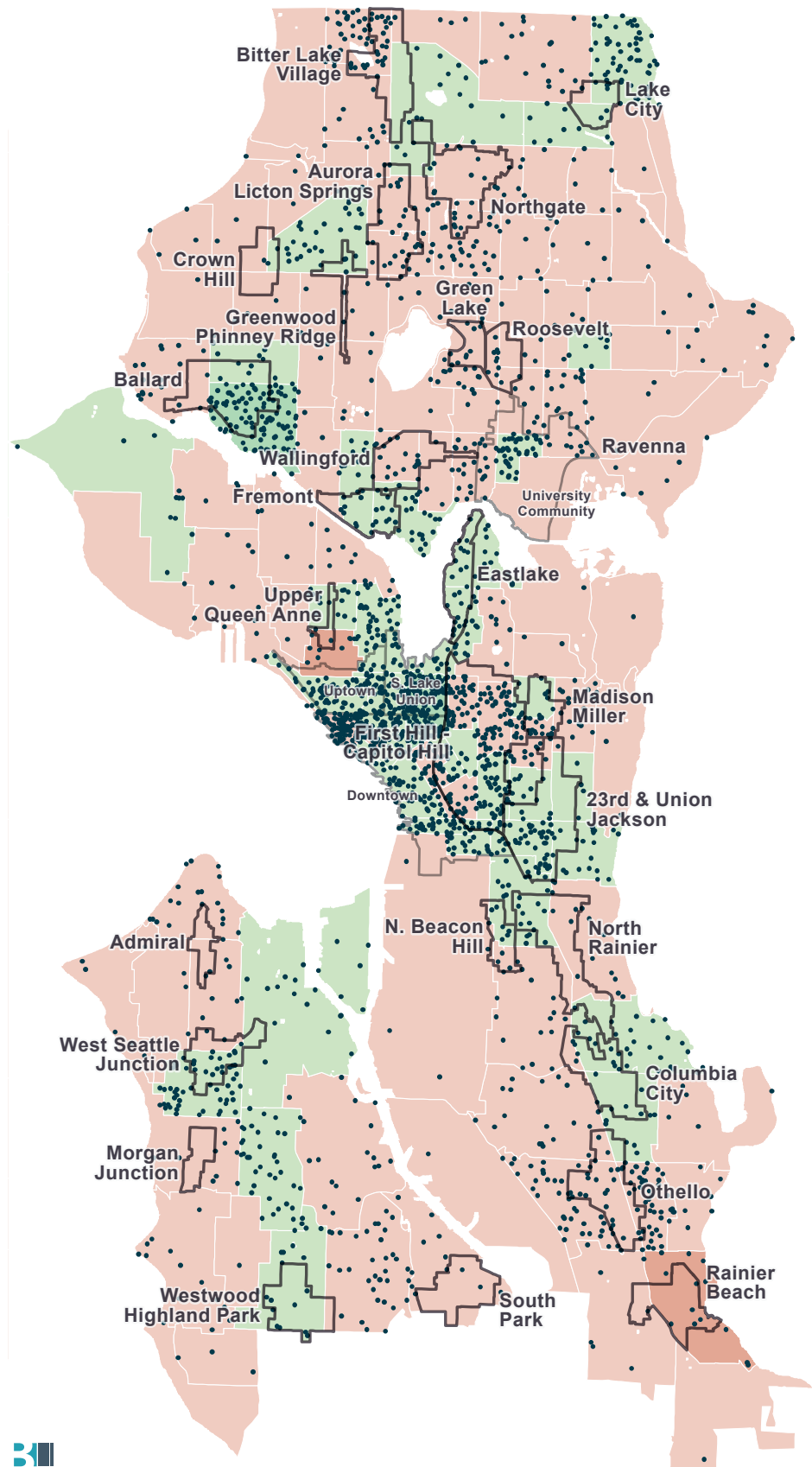
Housing Production (Net Change in Housing Units 2000–2012)

1 Dot = 20 Units

Change in Households with Income 80–120% AMI, 2000 to 2010–2014

- 330 to -300
- 299 to 0
- 1 to 300
- 301 to 600

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.



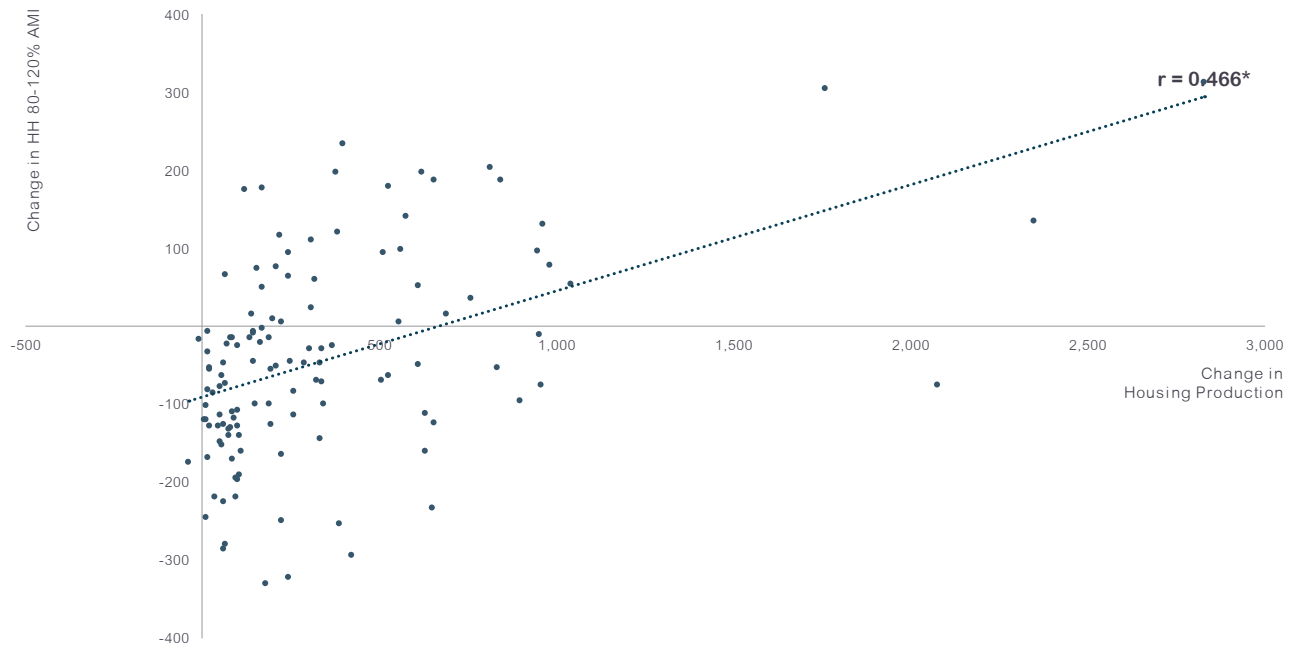


Exhibit M-21 Gain or Loss of Households with Income 80–120% AMI and Net Housing Production by Census Tract, 2000 Compared to 2010–2014

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.

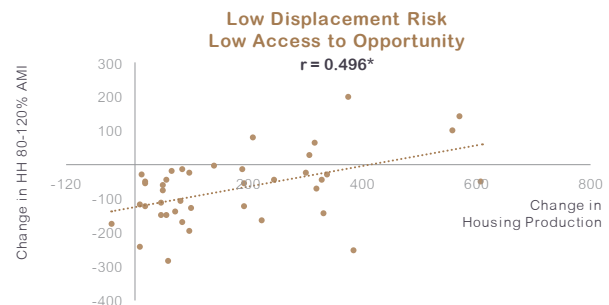
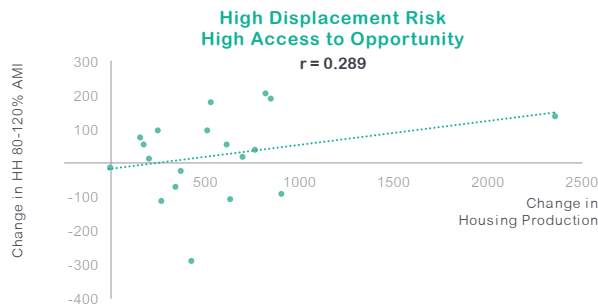


Exhibit M-22 Gain or Loss of Households with Income 80–120% AMI and Net Housing Production by Displacement Risk and Access to Opportunity Typology, 2000 Compared to 2010–2014

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.

* Indicates a weak, moderate, or strong correlation. All values under ± 0.3 indicate no meaningful statistical relationship.

Exhibit M-23

Change in the Number of Households with Income >80% AMI by Census Tract, 2000 to 2010–2014, and Net Housing Production, 2000 to 2012

Urban Centers/Villages

- In MHA Study Area
- Outside MHA Study Area

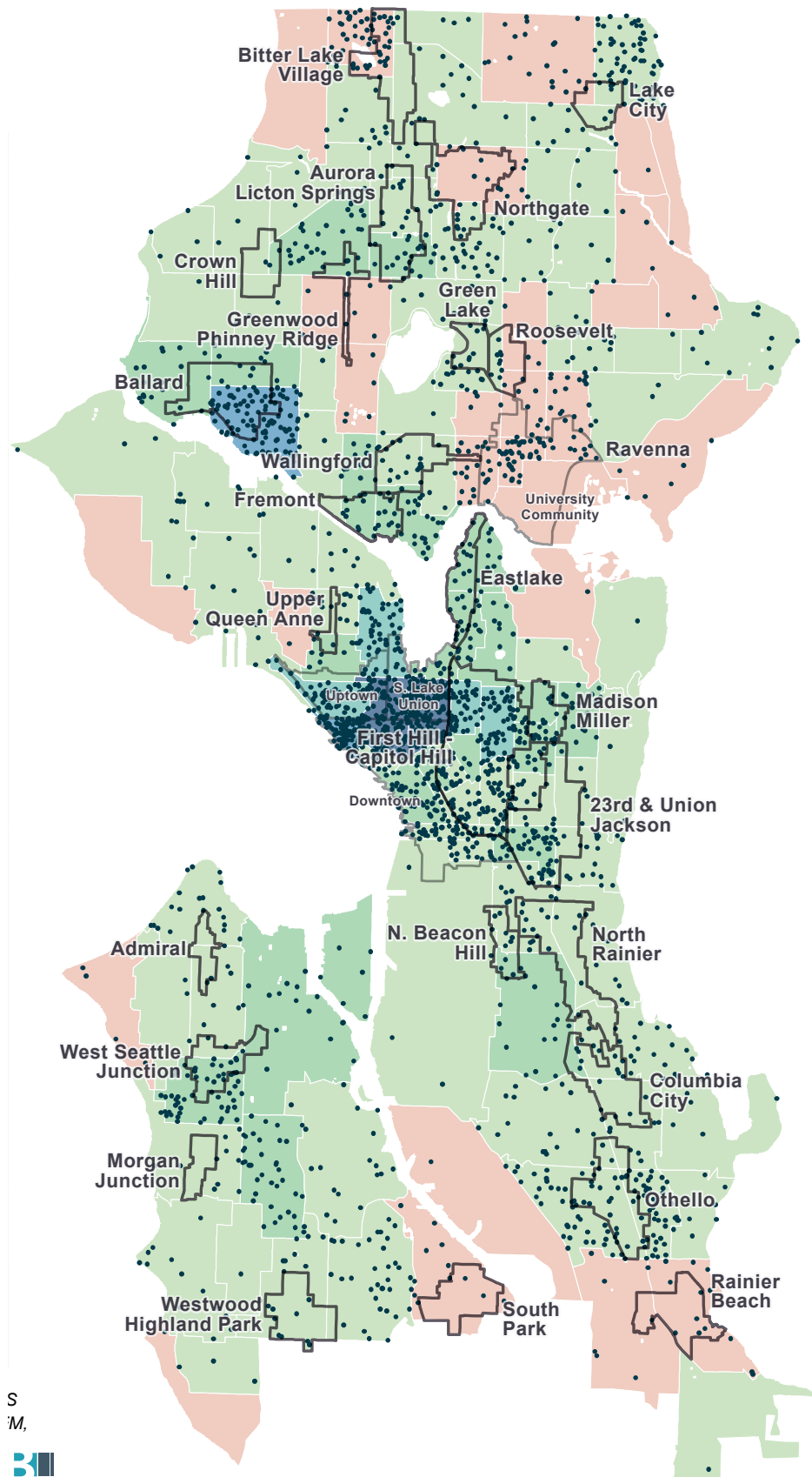
Housing Production (Net Change in Housing Units 2000–2012)

1 Dot = 20 Units

Change in Households with Income >80% AMI, 2000 to 2010–2014

- 233 to 0
- 1 to 400
- 401 to 800
- 801 to 1200
- 1201 to 1600
- 1601 to 2000

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.



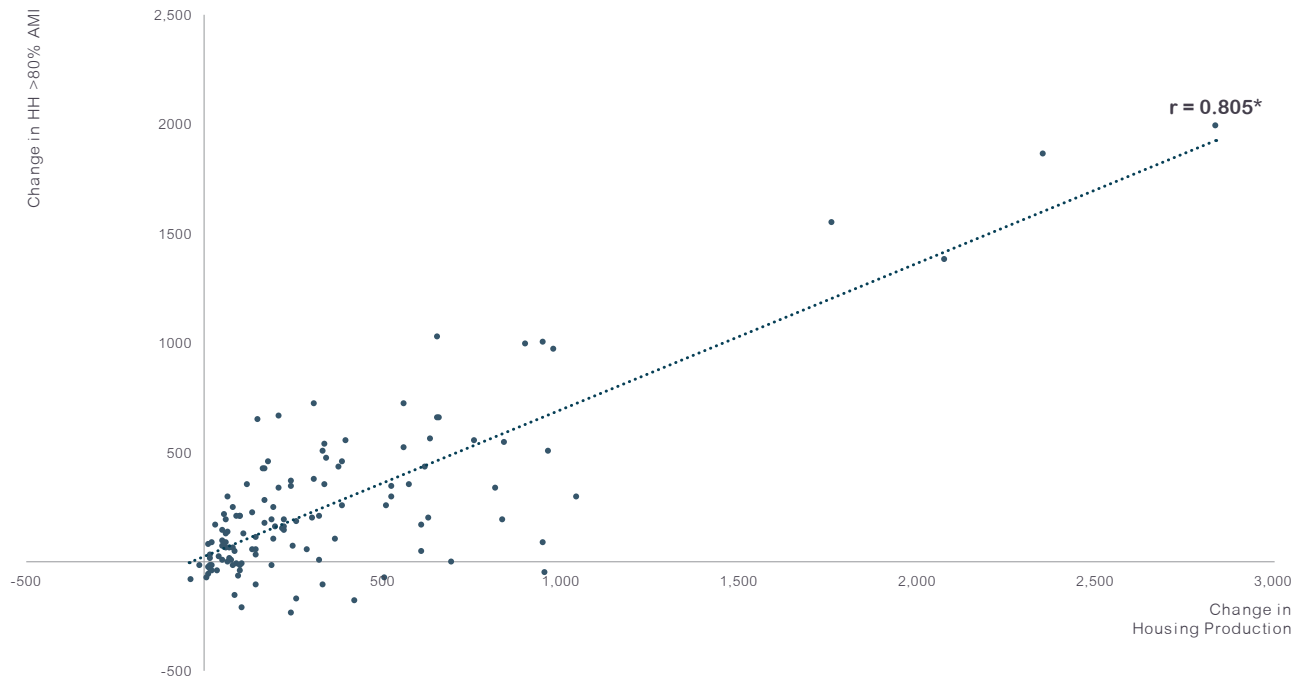


Exhibit M-24 Gain or Loss of Households with Income >80% AMI and Net Housing Production by Census Tract, 2000 Compared to 2010–2014

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.

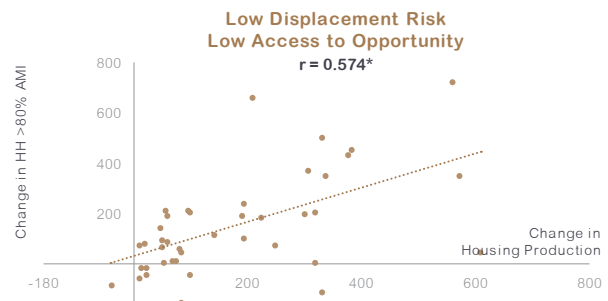
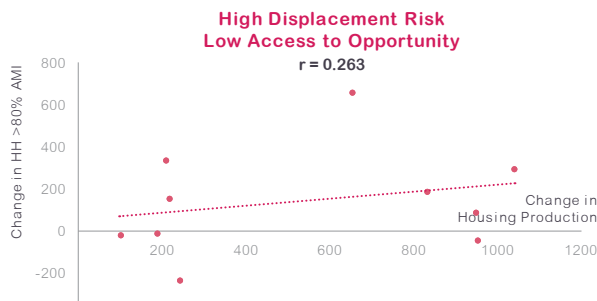
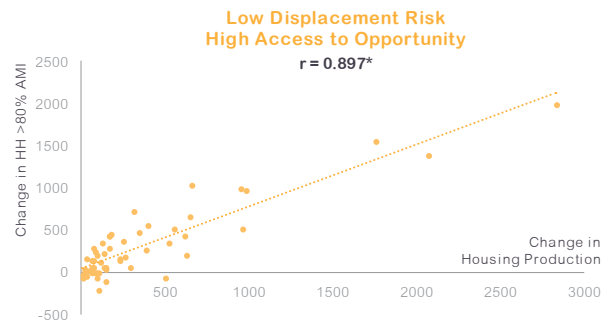
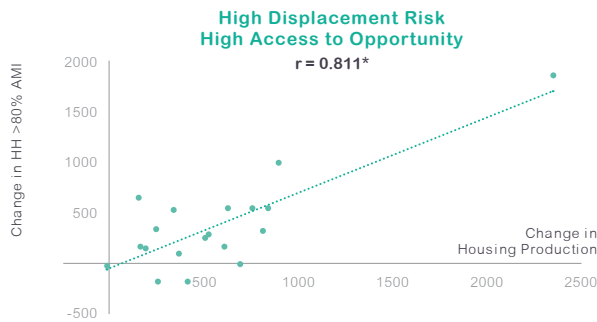


Exhibit M-25 Gain or Loss of Households with Income >80% AMI and Net Housing Production by Displacement Risk and Access to Opportunity Typology, 2000 Compared to 2010–2014

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.

* Indicates a weak, moderate, or strong correlation. All values under ± 0.3 indicate no meaningful statistical relationship.

Exhibit M-26

Change in the Number of Households with Income >120% AMI by Census Tract, 2000 to 2010–2014, and Net Housing Production, 2000 to 2012

Urban Centers/Villages

- In MHA Study Area
- Outside MHA Study Area

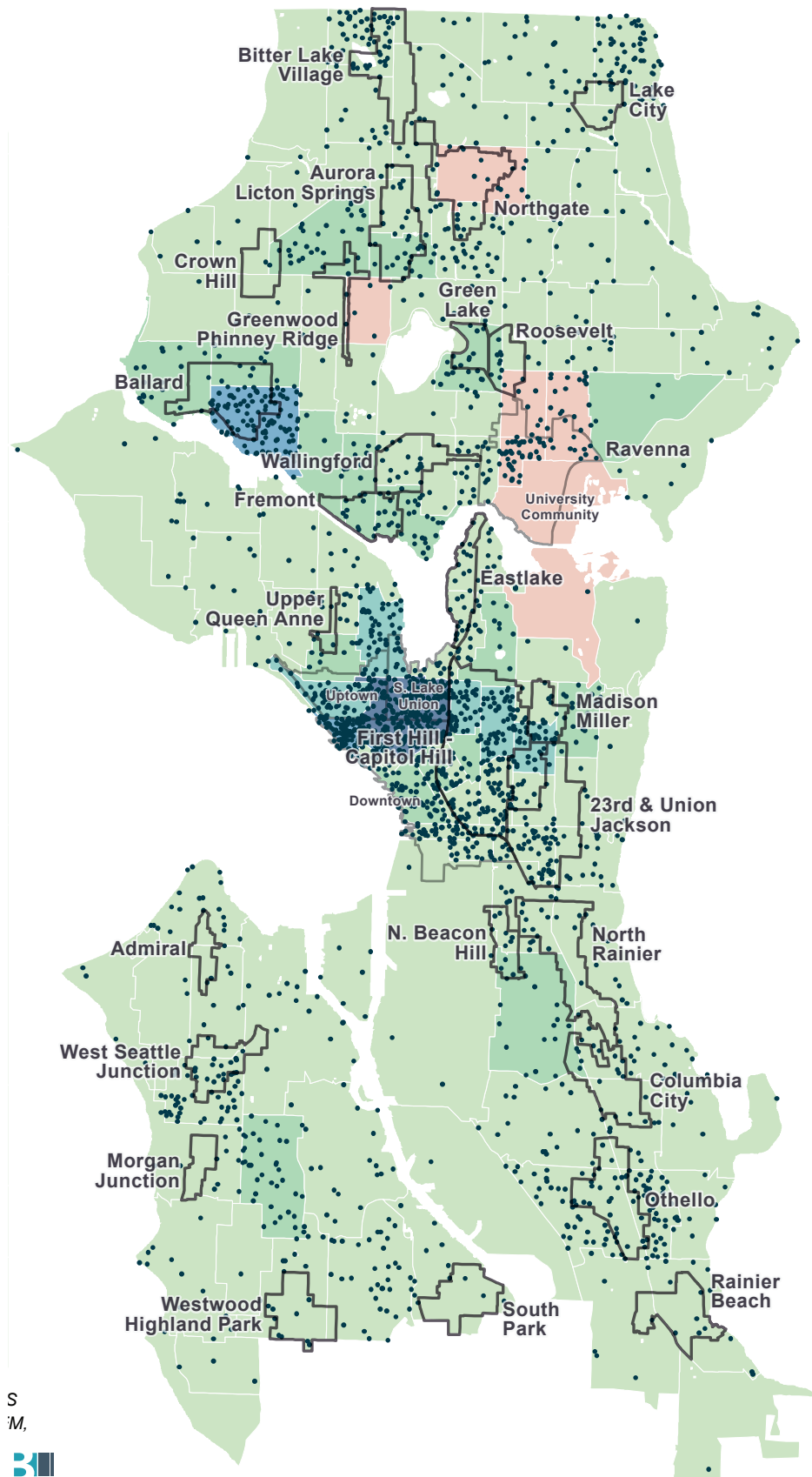
Housing Production (Net Change in Housing Units 2000–2012)

1 Dot = 20 Units

Change in Households with Income >120% AMI, 2000 to 2010–2014

- 95 to 0
- 1 to 400
- 401 to 800
- 801 to 1200
- 1201 to 1600
- 1601 to 2000

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.



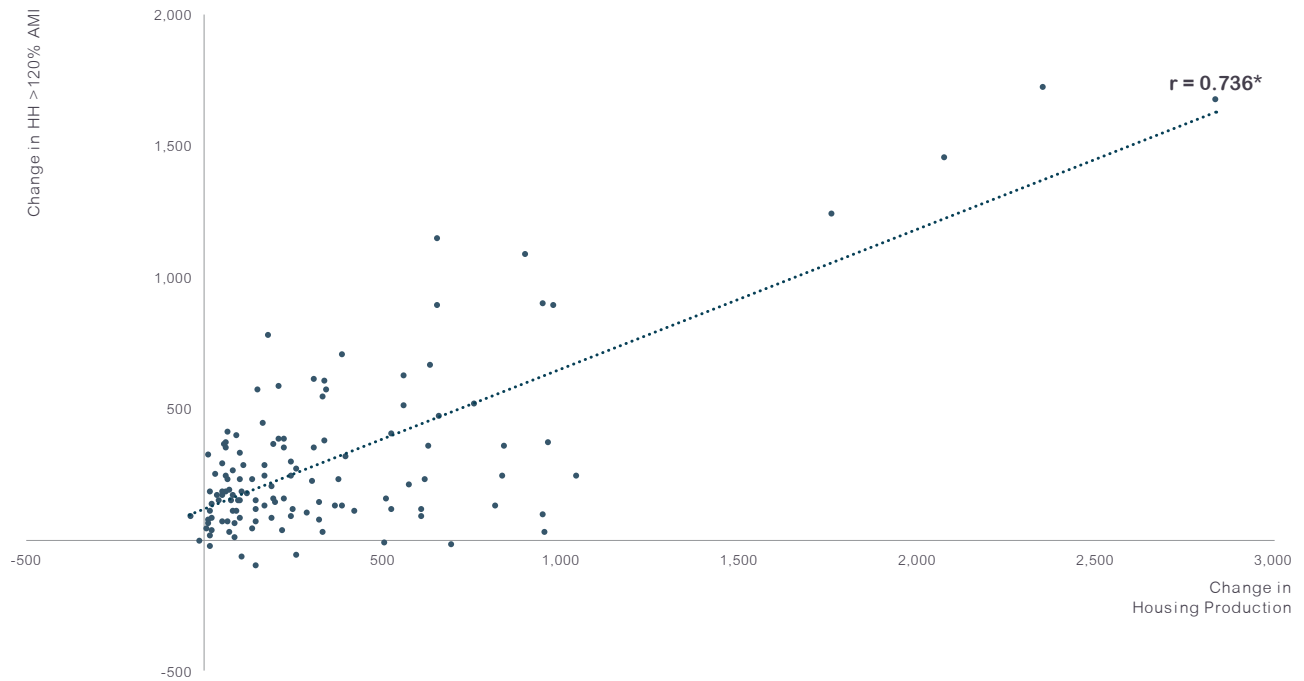


Exhibit M-27 Gain or Loss of Households with Income >120% AMI and Net Housing Production by Census Tract, 2000 Compared to 2010–2014

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.

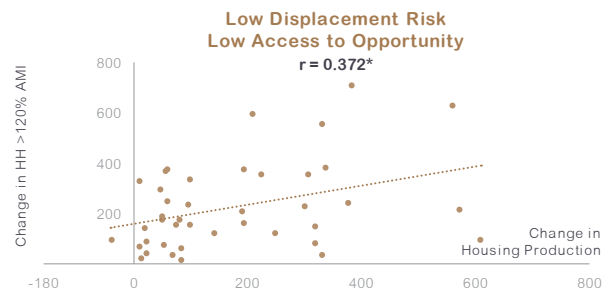
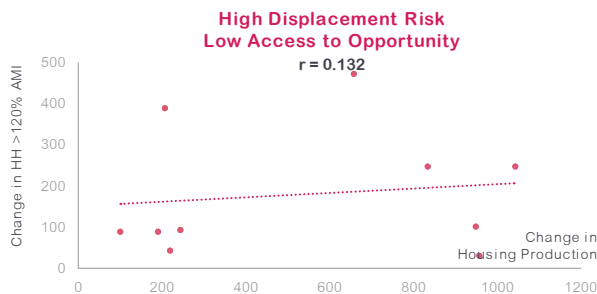
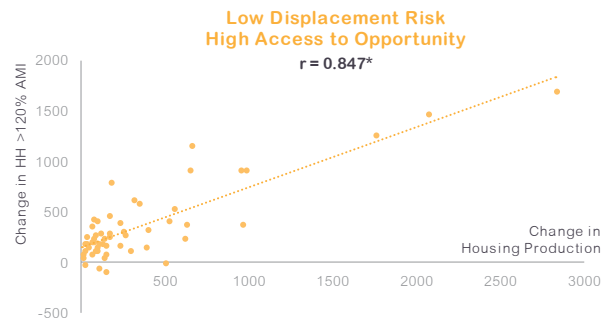
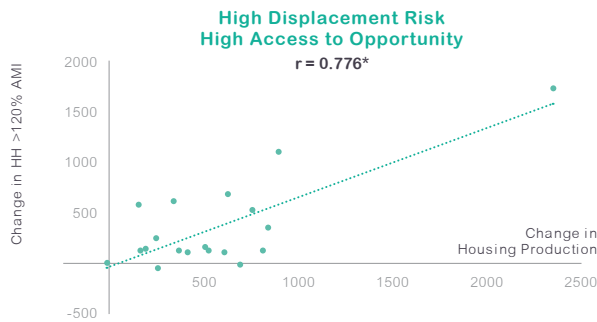


Exhibit M-28 Gain or Loss of Households with Income >120% AMI and Net Housing Production by Displacement Risk and Access to Opportunity Typology, 2000 Compared to 2010–2014

Source: City of Seattle; HUD CHAS (based on U.S. Census 2000 and ACS Five-Year Estimates, 2010–2014); OFM, 2016; BERK, 2017.

* Indicates a weak, moderate, or strong correlation. All values under ± 0.3 indicate no meaningful statistical relationship.

Exhibit M-29

Change in Black/African American Population by Census Tract, 2000 to 2011–2015, and Net Housing Production, 2000 to 2013

Urban Centers/Villages

- In MHA Study Area
- Outside MHA Study Area

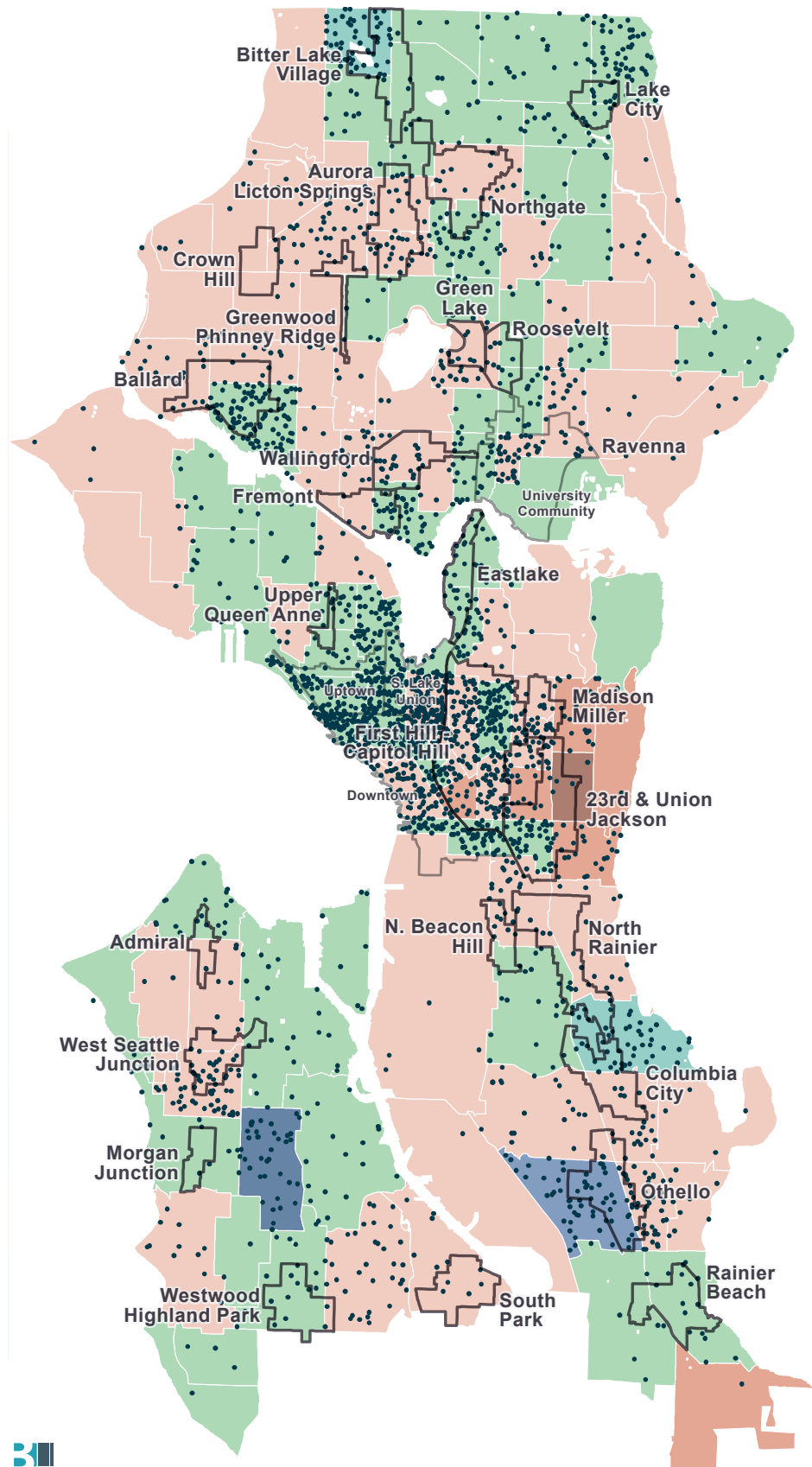
Housing Production (Net Change in Housing Units 2000–2013)

1 Dot = 20 Units

Change in Black/African American Population, 2000 to 2011–2015

- 1222 to -1000
- 999 to -500
- 499 to 0
- 1 to 500
- 501 to 1000
- 1001 to 1500
- 1501 to 2000

Source: City of Seattle; U.S. Census 2000 and ACS Five-Year Estimates, 2011–2015; OFM, 2016; BERK, 2017.



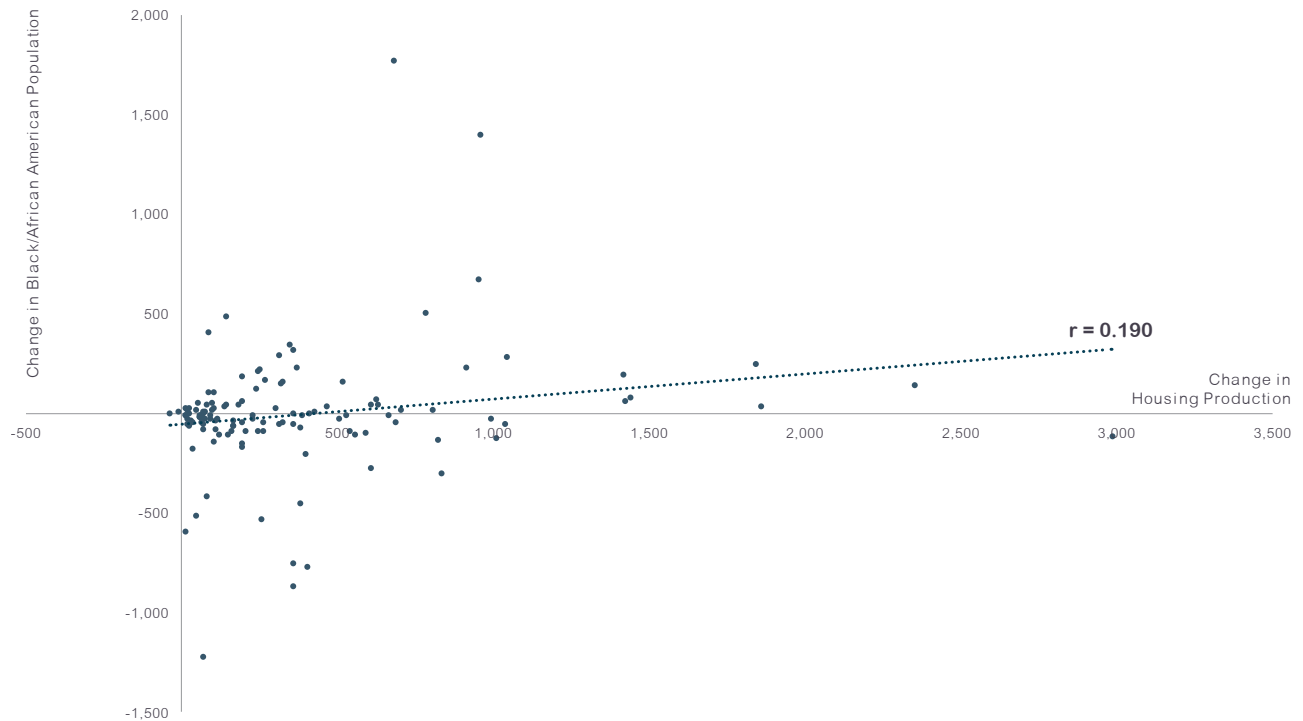


Exhibit M-30 Gain or Loss of Black/African American Population and Net Housing Production by Census Tract, 2000 Compared to 2011–2015

Source: City of Seattle; U.S. Census 2000 and ACS Five-Year Estimates, 2011–2015; OFM, 2016; BERK, 2017.



Exhibit M-31 Gain or Loss of Black/African American Population and Net Housing Production by Displacement Risk and Access to Opportunity Typology, 2000 Compared to 2011–2015

Source: City of Seattle; U.S. Census 2000 and ACS Five-Year Estimates, 2011–2015; OFM, 2016; BERK, 2017.

* Indicates a weak, moderate, or strong correlation. All values under ± 0.3 indicate no meaningful statistical relationship.

Exhibit M-32

Change in Population of Color
by Census Tract, 2000 to
2011–2015, and Net Housing
Production, 2000 to 2013

Urban Centers/Villages

- In MHA Study Area
- Outside MHA Study Area

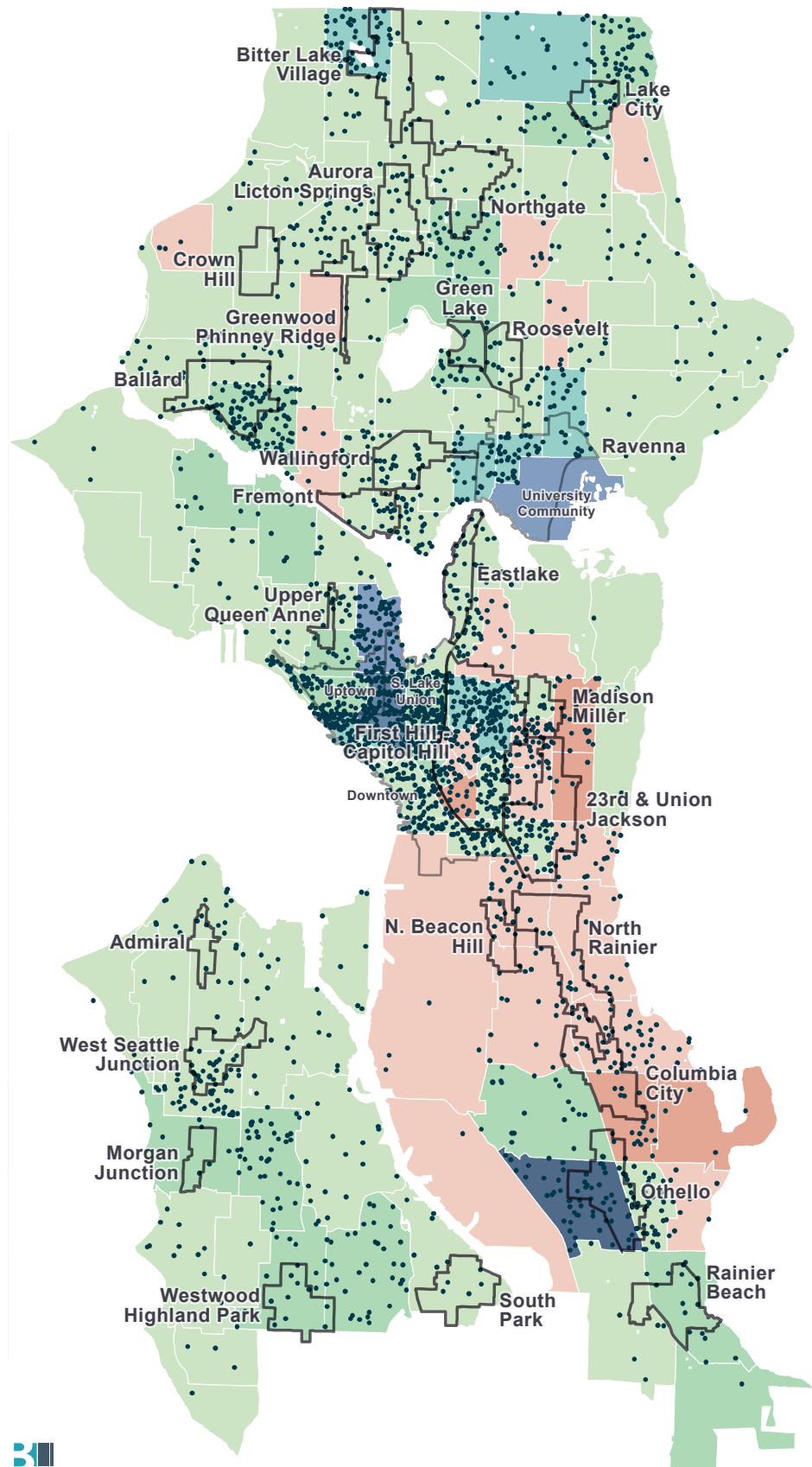
Housing Production (Net Change in Housing Units 2000–2013)

1 Dot = 20 Units

Change in Population of Color, 2000 to 2011–2015

- 879 to -500
- 499 to 0
- 1 to 500
- 501 to 1000
- 1001 to 1500
- 1501 to 2000
- 2001 to 2500
- 2501 to 3000

Source: City of Seattle; U.S.
Census 2000 and ACS Five-Year
Estimates, 2011–2015; OFM,
2016; BERK, 2017.



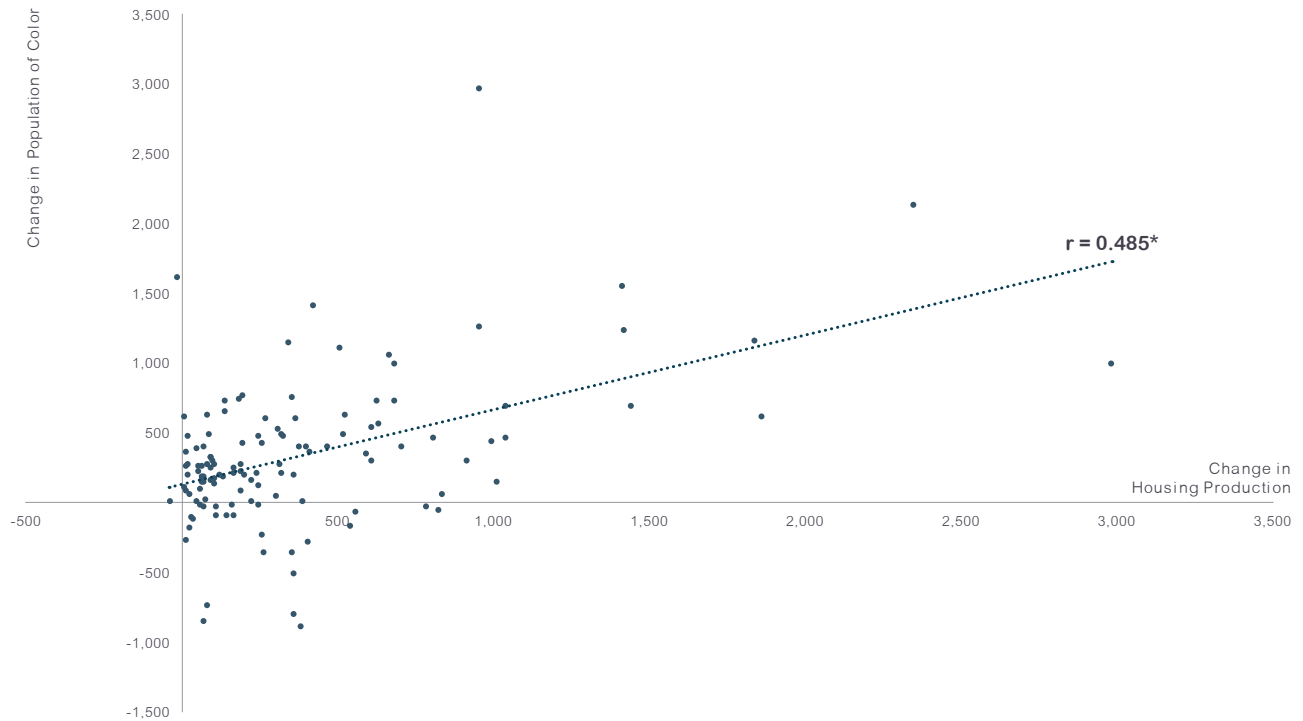


Exhibit M–33 Gain or Loss of Population of Color and Net Housing Production by Census Tract, 2000 Compared to 2011–2015

Source: City of Seattle; U.S. Census 2000 and ACS Five-Year Estimates, 2011–2015; OFM, 2016; BERK, 2017.



Exhibit M–34 Gain or Loss of Population of Color and Net Housing Production by Displacement Risk and Access to Opportunity Typology, 2000 Compared to 2011–2015

Source: City of Seattle; U.S. Census 2000 and ACS Five-Year Estimates, 2011–2015; OFM, 2016; BERK, 2017.

* Indicates a weak, moderate, or strong correlation. All values under ± 0.3 indicate no meaningful statistical relationship.

Exhibit M-35

Change in Hispanic/
Latino Population by
Census Tract, 2000 to
2011–2015, and Net Housing
Production, 2000 to 2013

Urban Centers/Villages

- In MHA Study Area
- Outside MHA Study Area

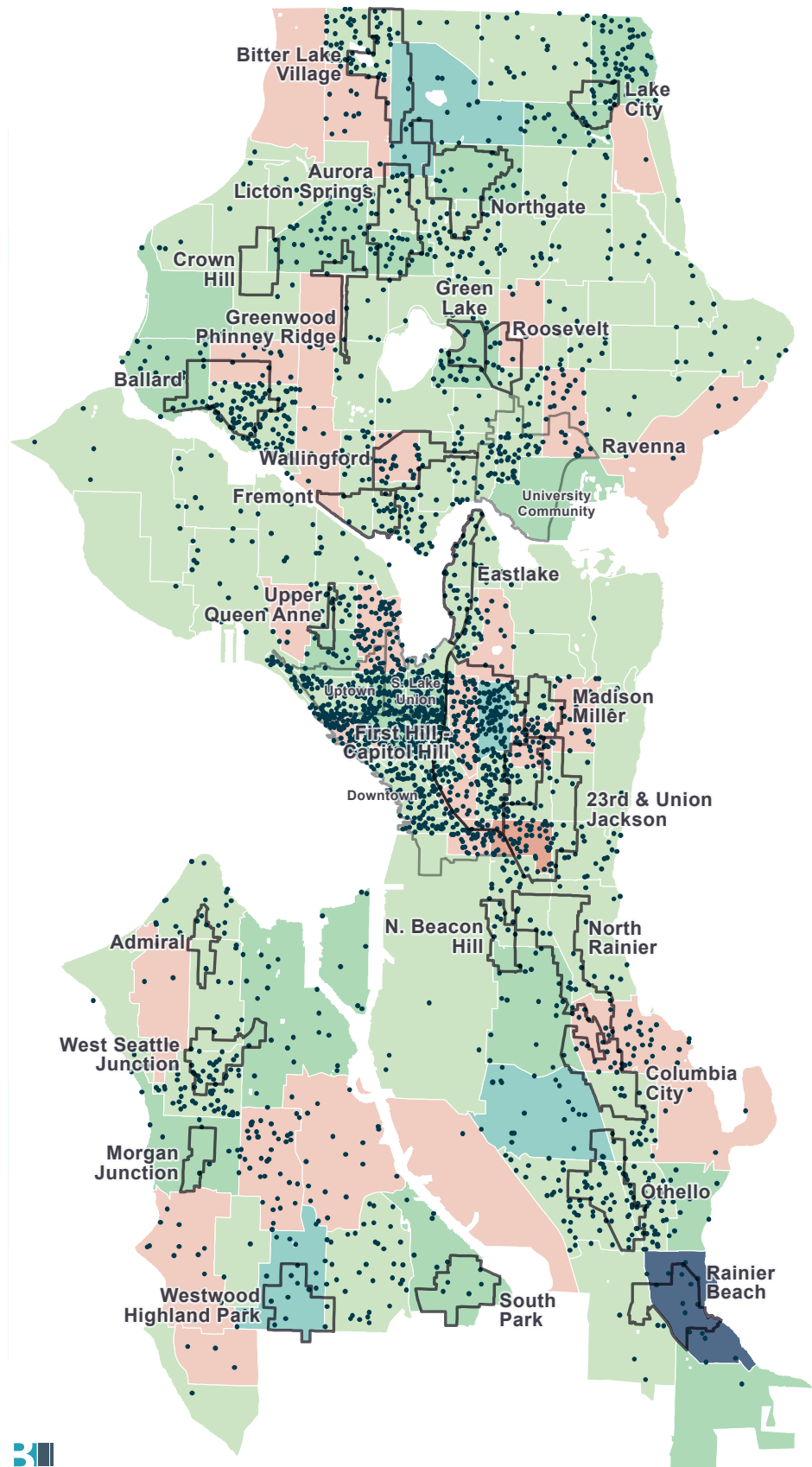
Housing Production (Net Change in Housing Units 2000–2013)

1 Dot = 20 Units

Change in Hispanic/ Latino Population, 2000 to 2011–2015

- 233 to -200
- 199 to 0
- 1 to 200
- 201 to 400
- 401 to 600
- 601 to 800
- 801 to 1000
- 1001 to 1200

Source: City of Seattle; U.S.
Census 2000 and ACS Five-
Year Estimates, 2011–2015;
OFM, 2016; BERK, 2017.



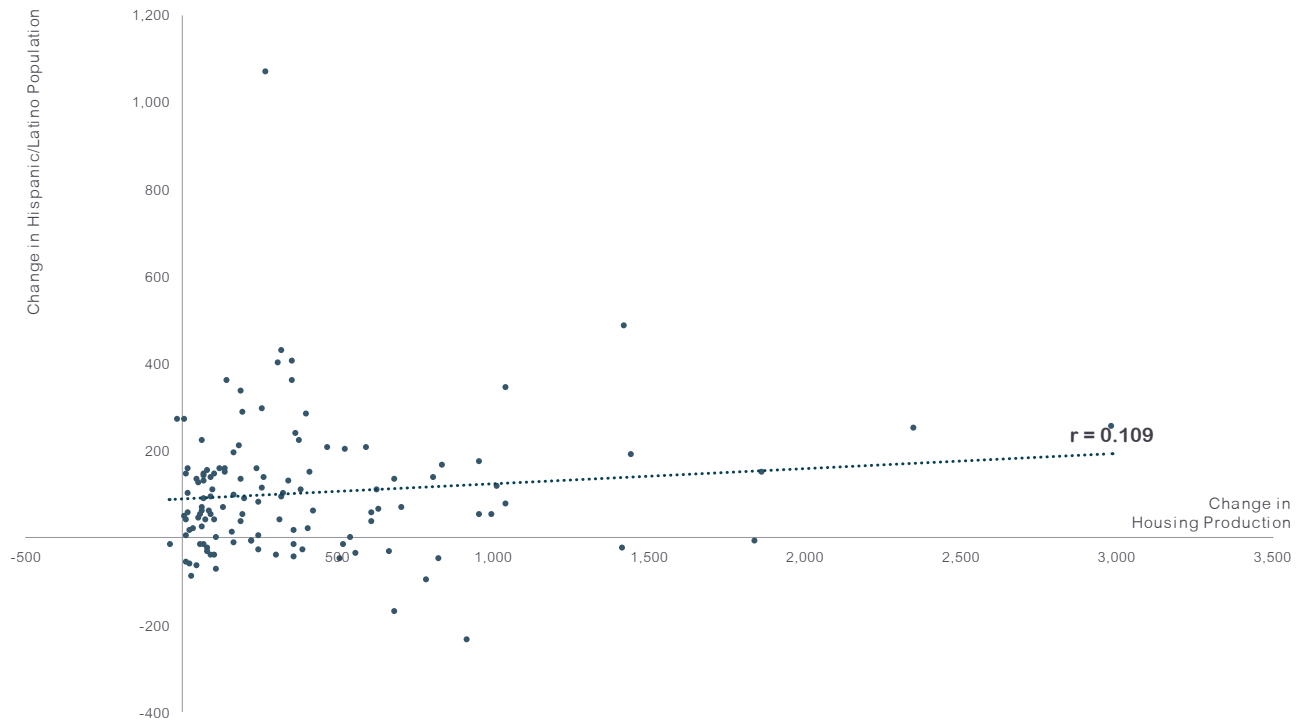


Exhibit M-36 Gain or Loss of Hispanic/Latino Population and Net Housing Production by Census Tract, 2000 Compared to 2011–2015

Source: City of Seattle; U.S. Census 2000 and ACS Five-Year Estimates, 2011–2015; OFM, 2016; BERK, 2017.

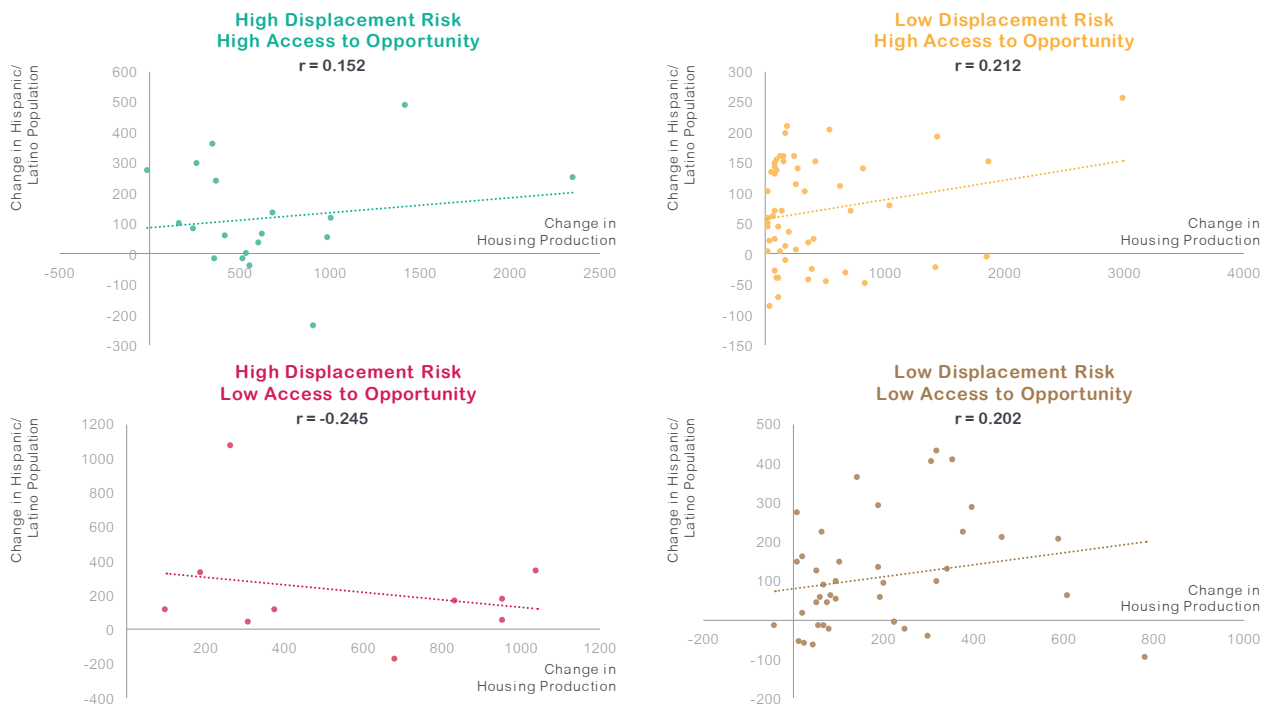


Exhibit M-37 Gain or Loss of Hispanic/Latino Population and Net Housing Production by Displacement Risk and Access to Opportunity Typology, 2000 Compared to 2011–2015

Source: City of Seattle; U.S. Census 2000 and ACS Five-Year Estimates, 2011–2015; OFM, 2016; BERK, 2017.

Exhibit M-38

Change in Asian Population
by Census Tract, 2000 to
2011–2015, and Net Housing
Production, 2000 to 2013

Urban Centers/Villages

- In MHA Study Area
- Outside MHA Study Area

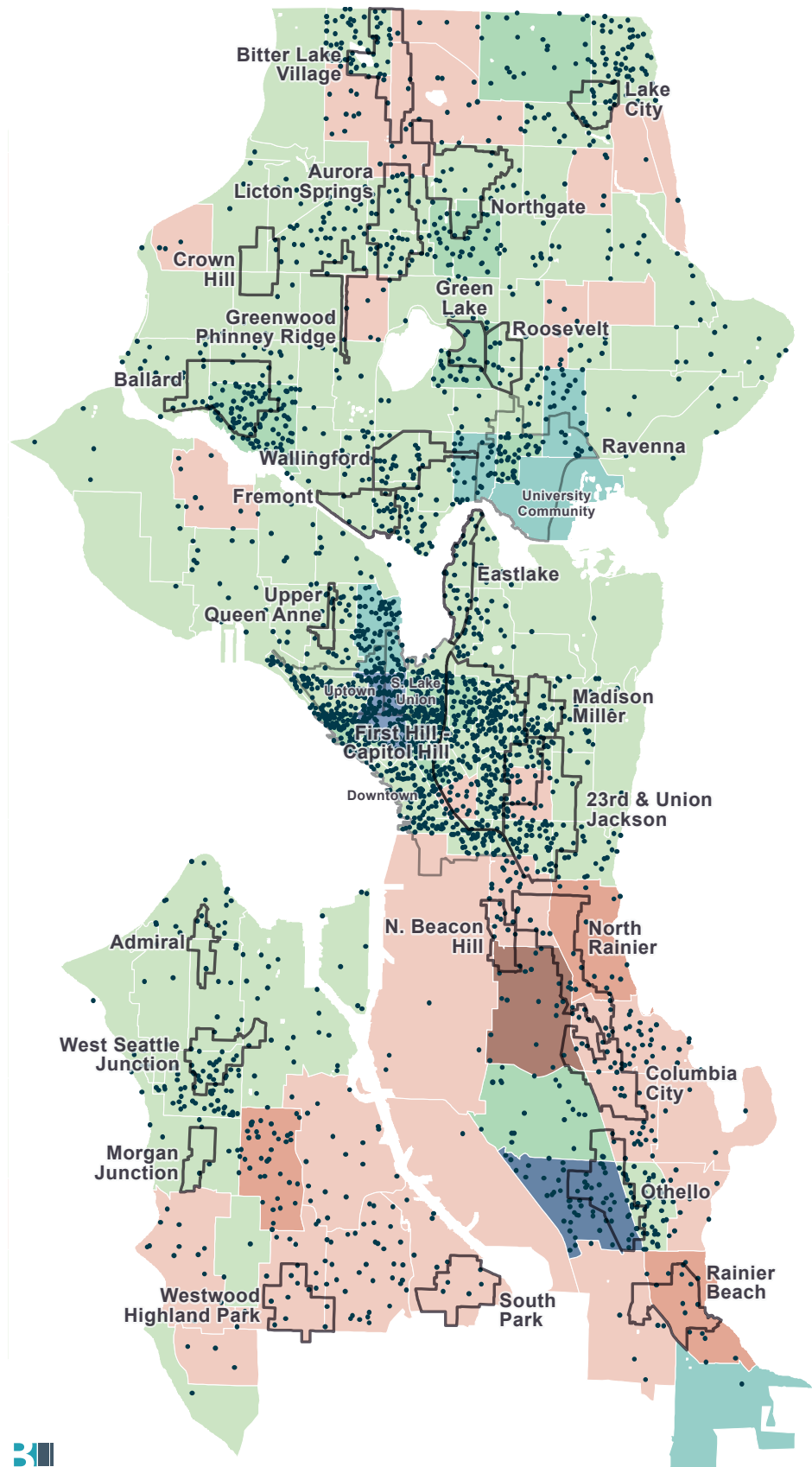
Housing Production (Net Change in Housing Units 2000–2013)

••• 1 Dot = 20 Units

Change in Asian Population, 2000 to 2011–2015

- 838 to -800
- 799 to -400
- 399 to 0
- 1 to 400
- 401 to 800
- 801 to 1200
- 1201 to 1600
- 1601 to 2000

Source: City of Seattle; U.S.
Census 2000 and ACS Five-Year
Estimates, 2011–2015; OFM,
2016; BERK, 2017.



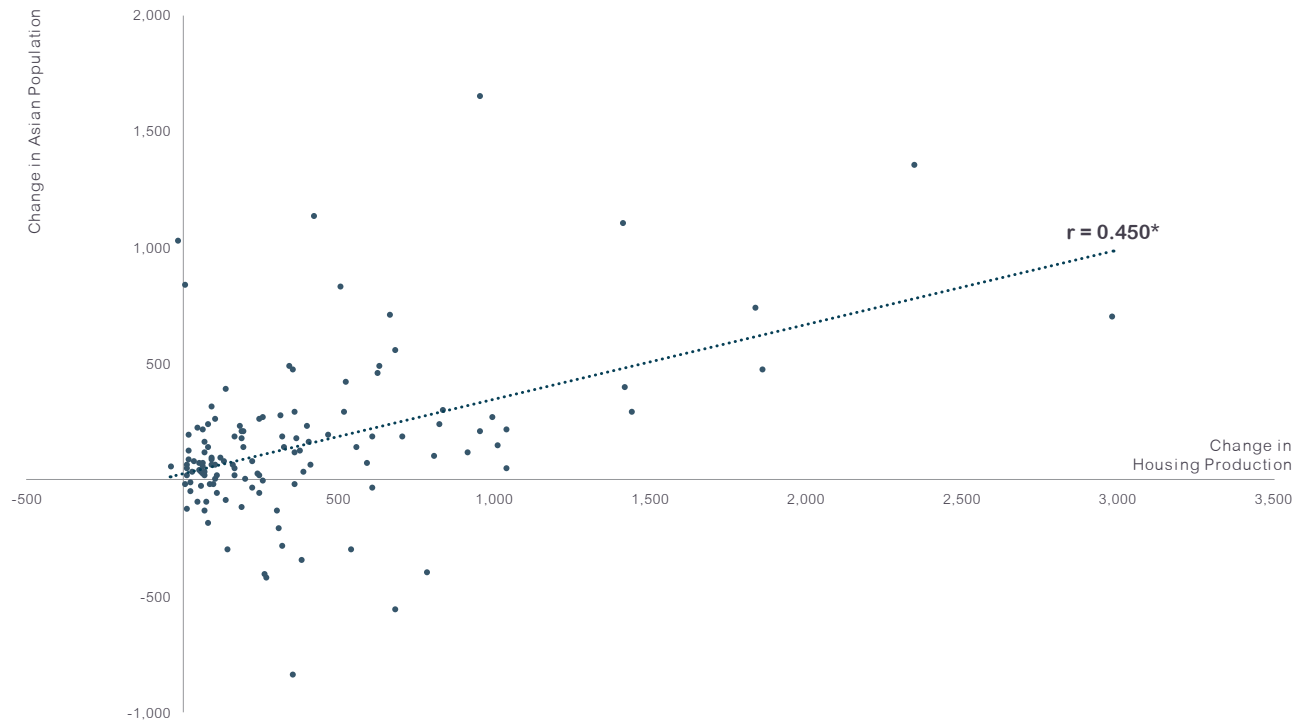


Exhibit M-39 Gain or Loss of Asian Population and Net Housing Production by Census Tract, 2000 Compared to 2011–2015

Source: City of Seattle; U.S. Census 2000 and ACS Five-Year Estimates, 2011–2015; OFM, 2016; BERK, 2017.

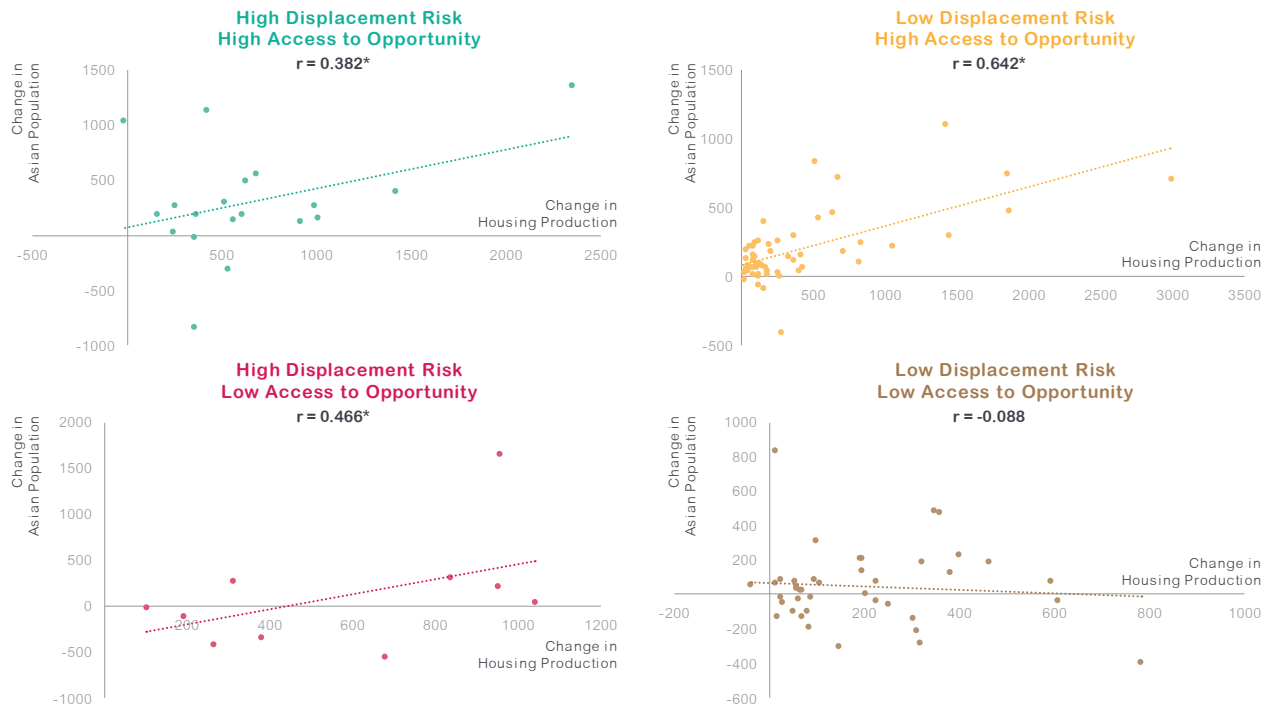


Exhibit M-40 Gain or Loss of Asian Population and Net Housing Production by Displacement Risk and Access to Opportunity Typology, 2000 Compared to 2011–2015

Source: City of Seattle; U.S. Census 2000 and ACS Five-Year Estimates, 2011–2015; OFM, 2016; BERK, 2017.

* Indicates a weak, moderate, or strong correlation. All values under ± 0.3 indicate no meaningful statistical relationship.

Exhibit M-41

Change in American Indian/
Alaska Native Population
by Census Tract, 2000 to
2011–2015, and Net Housing
Production, 2000 to 2013

Urban Centers/Villages

- In MHA Study Area
- Outside MHA Study Area

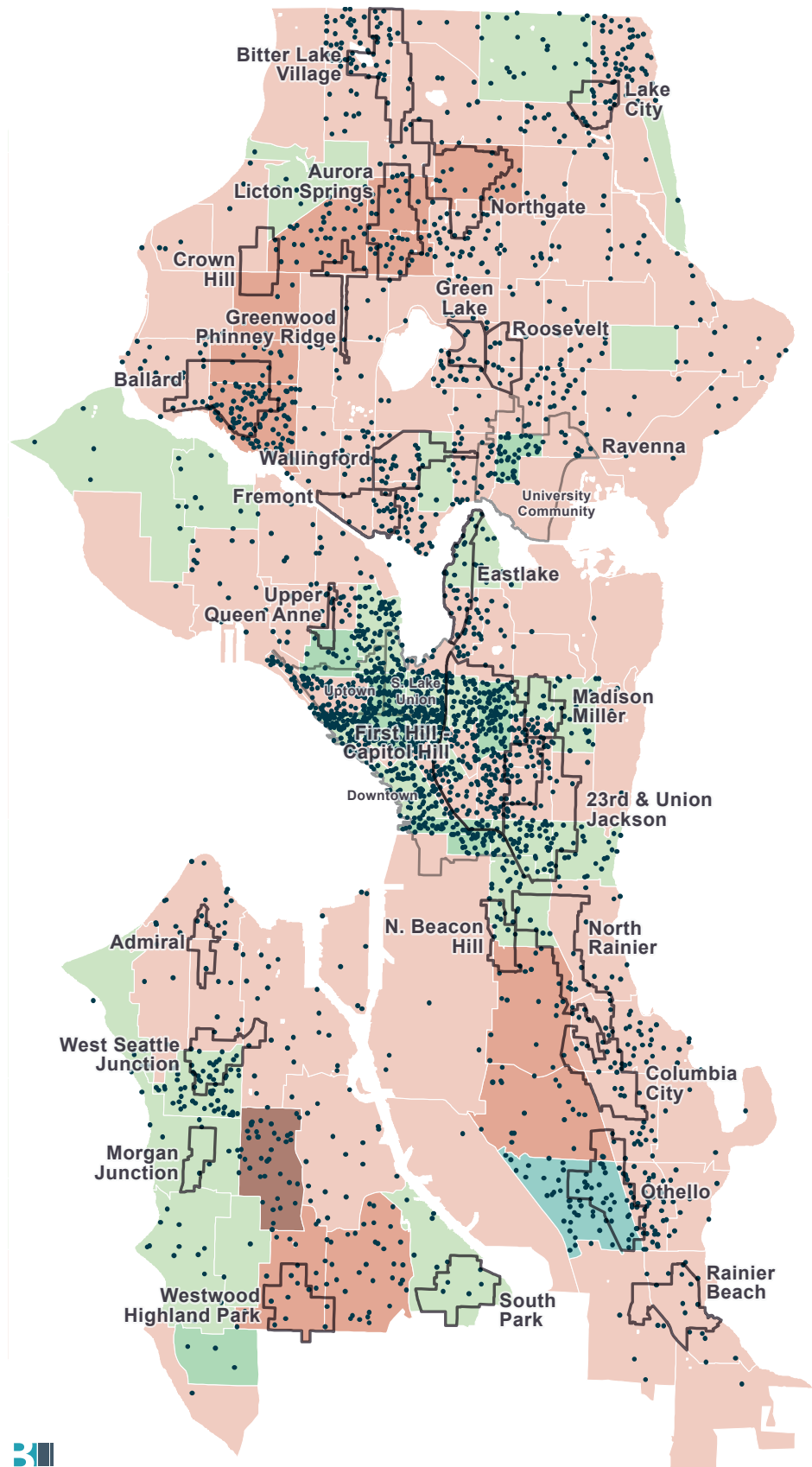
Housing Production (Net Change in Housing Units 2000–2013)

1 Dot = 20 Units

Change in American Indian/ Alaska Native Population, 2000 to 2011–2015

- 112 to -100
- 99 to -50
- 49 to 0
- 301 to 50
- 601 to 100
- 101 to 150

Source: City of Seattle; U.S.
Census 2000 and ACS Five-
Year Estimates, 2011–2015;
OFM, 2016; BERK, 2017.



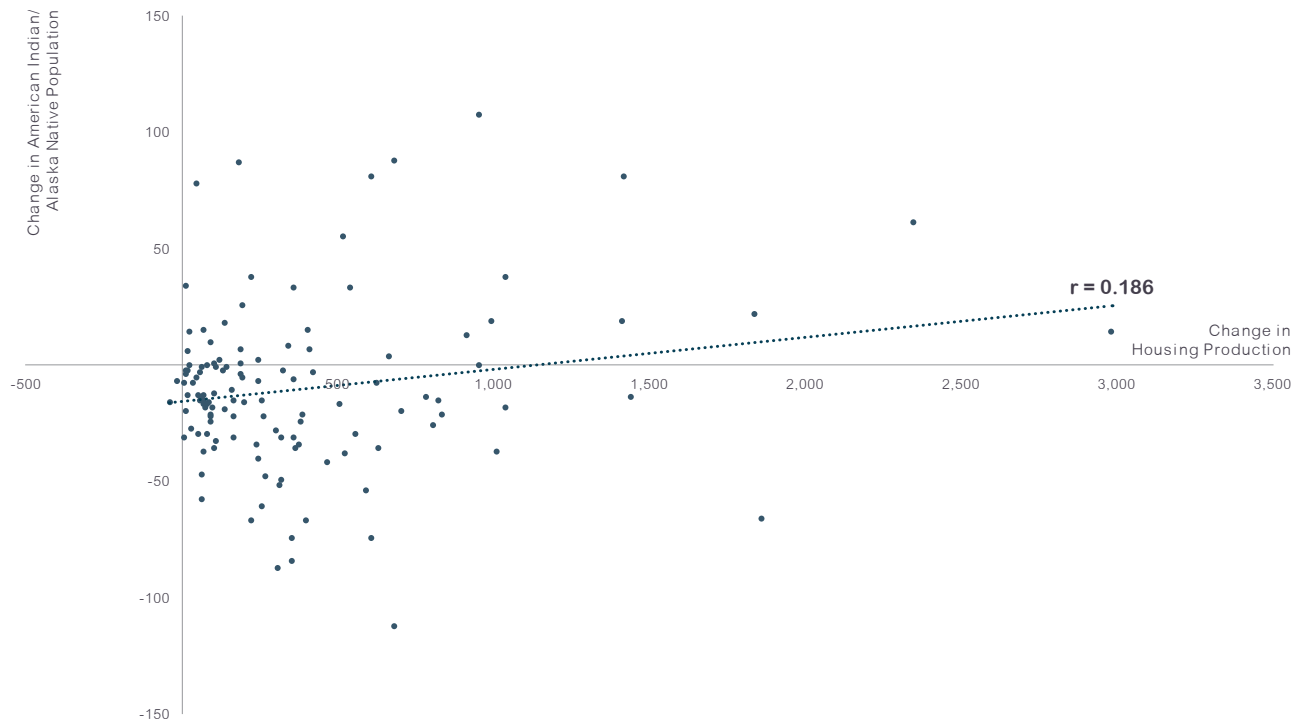


Exhibit M-42 Gain or Loss of American Indian/Alaska Native Population Population and Net Housing Production by Census Tract, 2000 Compared to 2011–2015

Source: City of Seattle; U.S. Census 2000 and ACS Five-Year Estimates, 2011–2015; OFM, 2016; BERK, 2017.



Exhibit M-43 Gain or Loss of American Indian/Alaska Native Population Population and Net Housing Production by Displacement Risk and Access to Opportunity Typology, 2000 Compared to 2011–2015

Source: City of Seattle; U.S. Census 2000 and ACS Five-Year Estimates, 2011–2015; OFM, 2016; BERK, 2017.

* Indicates a weak, moderate, or strong correlation. All values under ± 0.3 indicate no meaningful statistical relationship.

Exhibit M-44

Change in Native Hawaiian/
Other Pacific Islander Population
by Census Tract, 2000 to
2011–2015, and Net Housing
Production, 2000 to 2013

Urban Centers/Villages

- In MHA Study Area
- Outside MHA Study Area

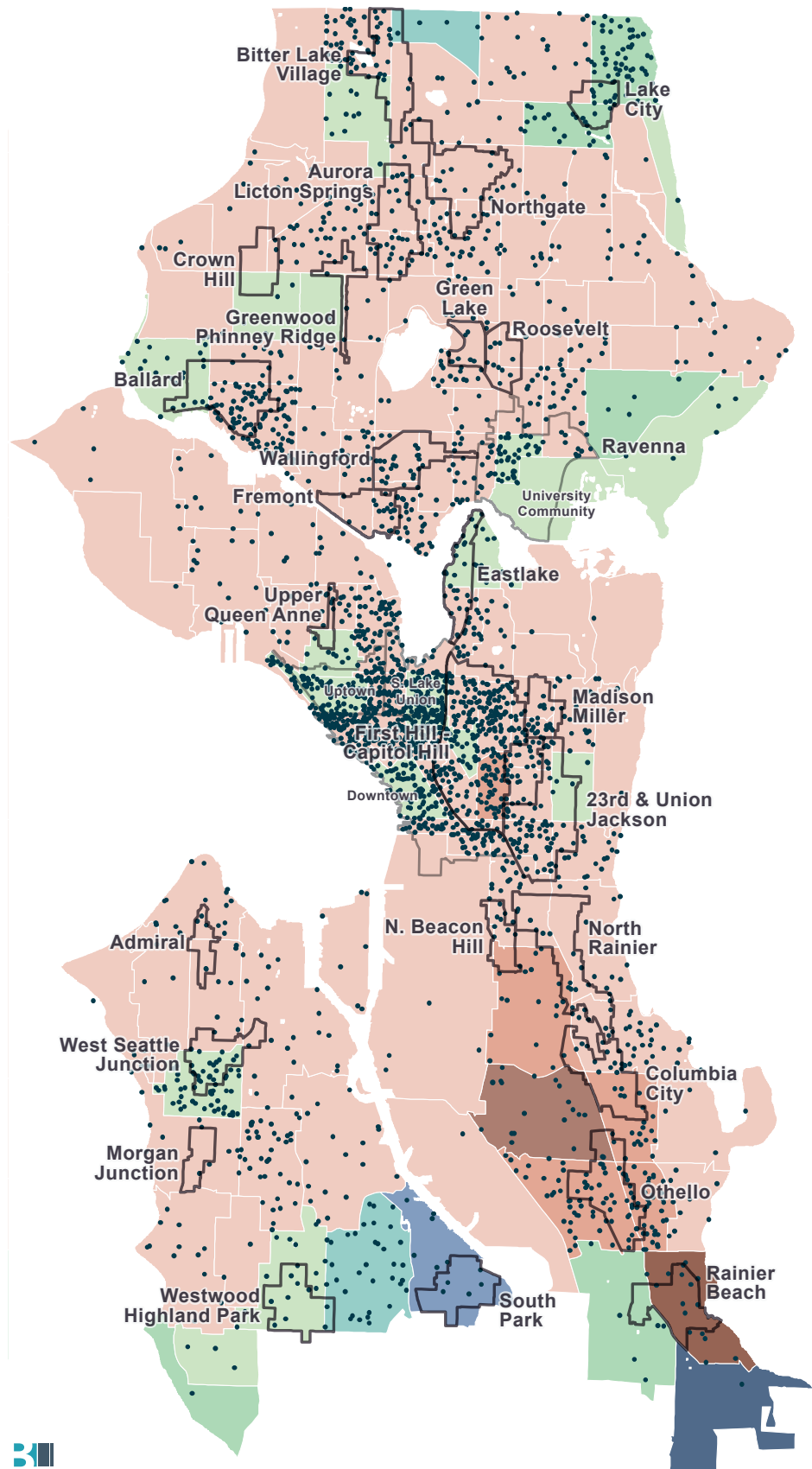
Housing Production (Net Change in Housing Units 2000–2013)

1 Dot = 20 Units

Change in Native Hawaiian/ Other Pacific Islander Population, 2000 to 2011–2015

- 168 to -150
- 149 to -100
- 99 to -50
- 49 to 0
- 1 to 50
- 51 to 100
- 101 to 150
- 151 to 200
- 201 to 250
- 251 to 300

Source: City of Seattle; U.S.
Census 2000 and ACS Five-Year
Estimates, 2011–2015; OFM,
2016; BERK, 2017.



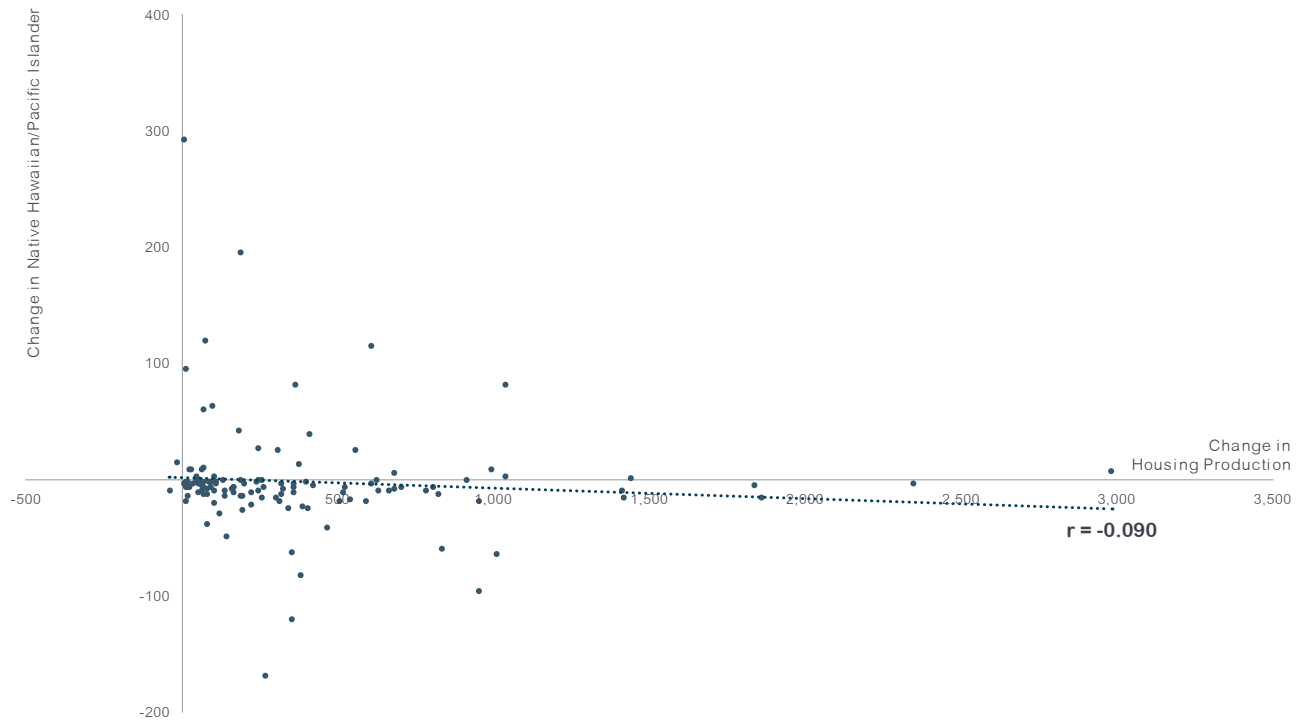


Exhibit M–45 Gain or Loss of Native Hawaiian/Other Pacific Islander Population and Net Housing Production by Census Tract, 2000 Compared to 2011–2015

Source: City of Seattle; U.S. Census 2000 and ACS Five-Year Estimates, 2011–2015; OFM, 2016; BERK, 2017.

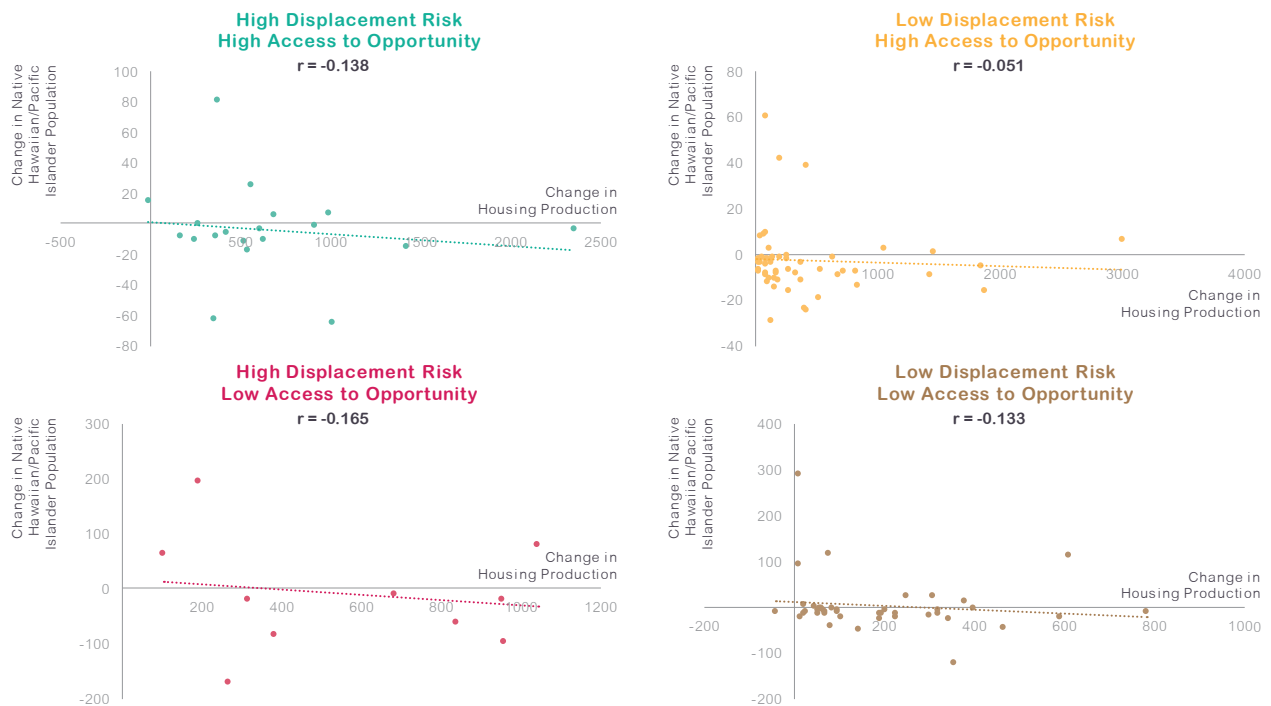


Exhibit M–46 Gain or Loss of Native Hawaiian/Other Pacific Islander Population and Net Housing Production by Displacement Risk and Access to Opportunity Typology, 2000 Compared to 2011–2015

Source: City of Seattle; U.S. Census 2000 and ACS Five-Year Estimates, 2011–2015; OFM, 2016; BERK, 2017.

* Indicates a weak, moderate, or strong correlation. All values under ± 0.3 indicate no meaningful statistical relationship.

Exhibit M-47

Change in Non-Hispanic
White Population by
Census Tract, 2000 to
2011–2015, and Net Housing
Production, 2000 to 2013

Urban Centers/Villages

- In MHA Study Area
- Outside MHA Study Area

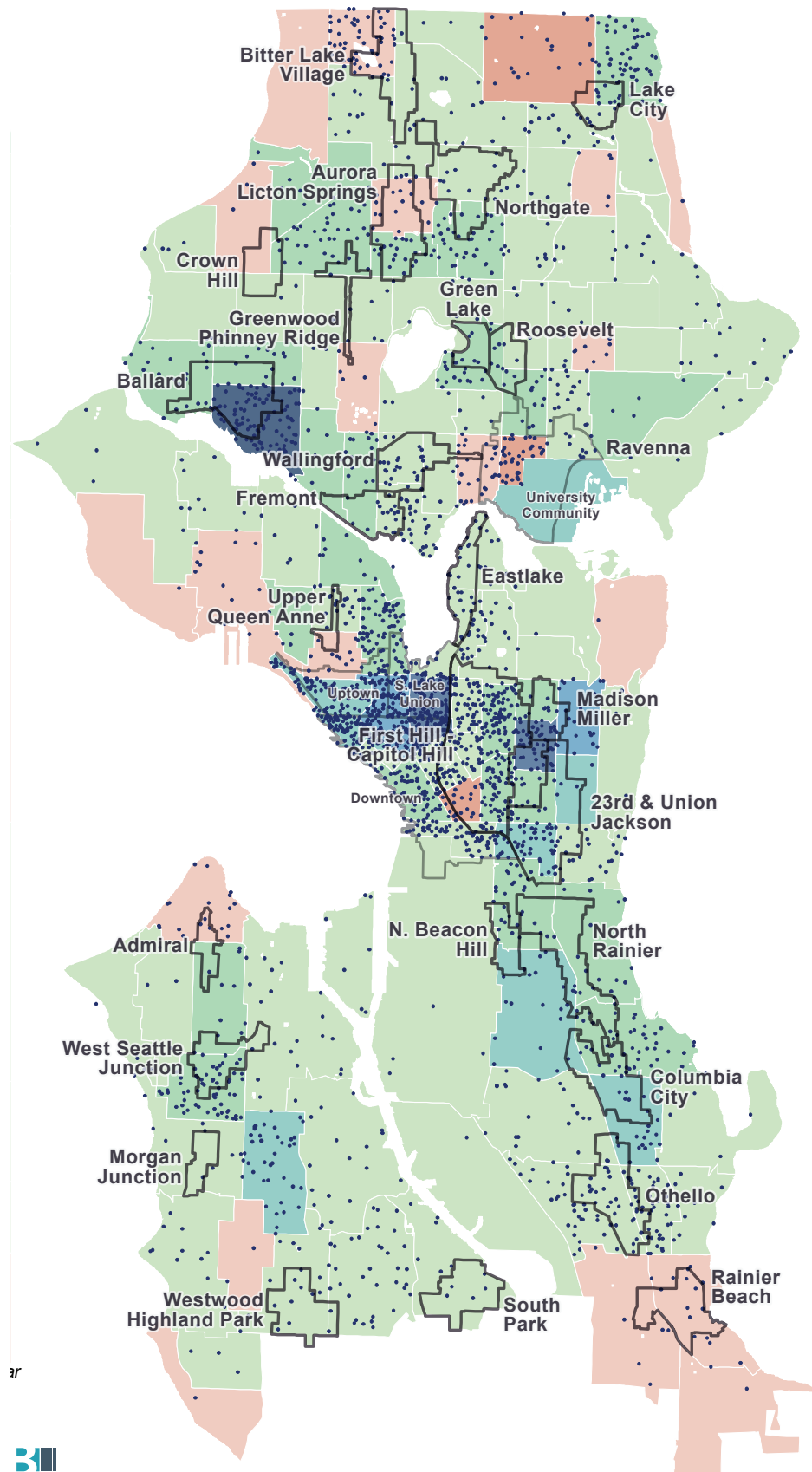
Housing Production (Net Change in Housing Units 2000–2013)

- 1 Dot = 20 Units

Change in Non-Hispanic White Population, 2000 to 2011–2015

- 2138 to -500
- 499 to 0
- 1 to 500
- 501 to 1000
- 1001 to 1500
- 1501 to 2000
- 2001 to 2500
- 2501 to 3000

Source: City of Seattle; U.S.
Census 2000 and ACS Five-Year
Estimates, 2011–2015; OFM,
2016; BERK, 2017.



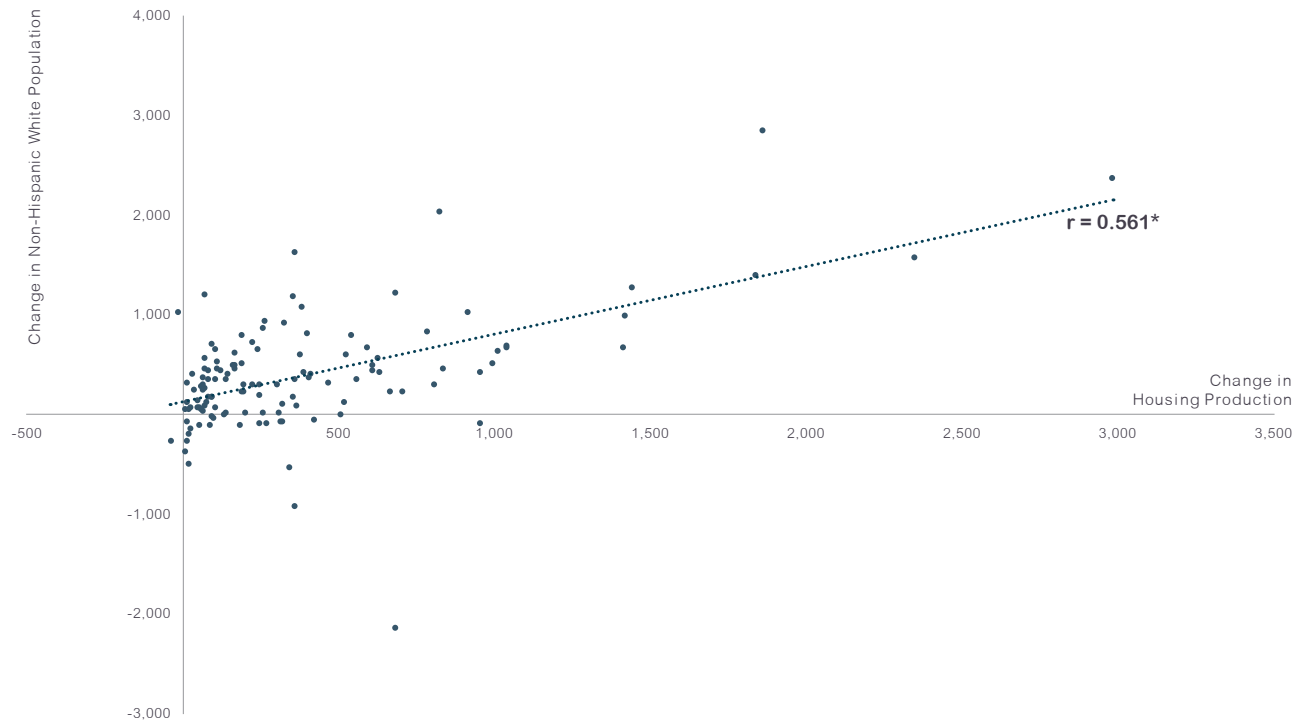


Exhibit M-48 Gain or Loss of Non-Hispanic White Population and Net Housing Production by Census Tract, 2000 Compared to 2011–2015

Source: City of Seattle; U.S. Census 2000 and ACS Five-Year Estimates, 2011–2015; OFM, 2016; BERK, 2017.

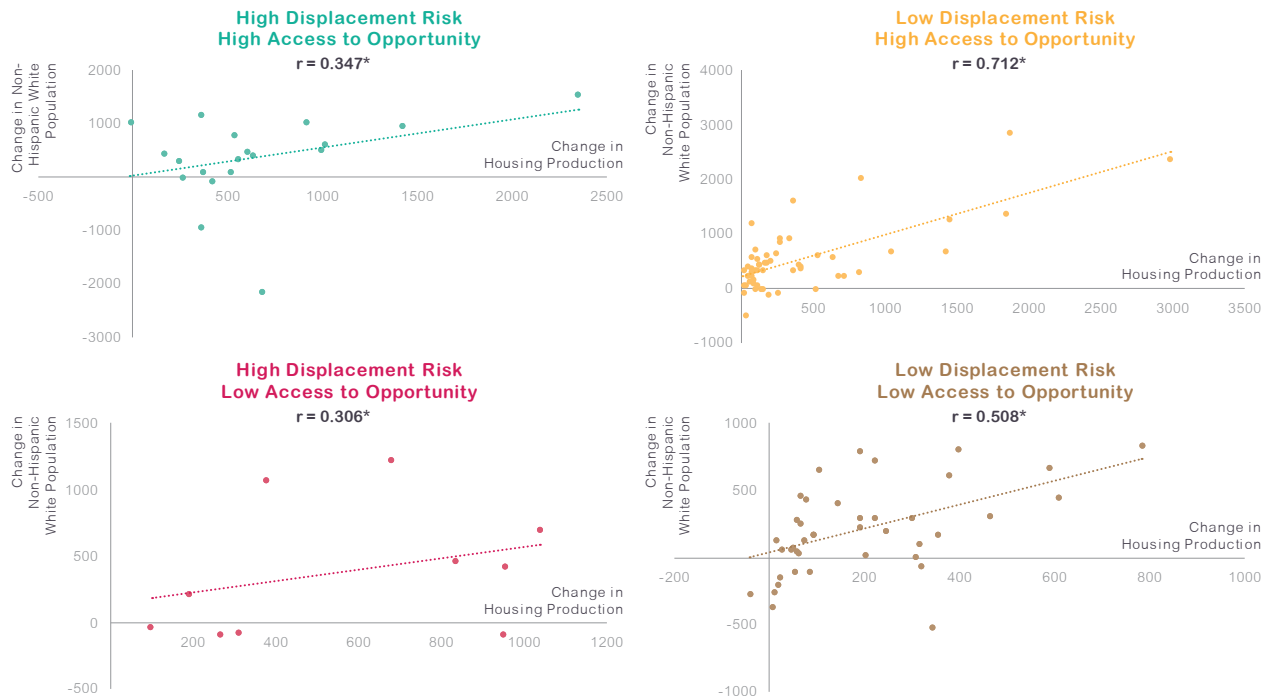


Exhibit M-49 Gain or Loss of Non-Hispanic White Population and Net Housing Production by Displacement Risk and Access to Opportunity Typology, 2000 Compared to 2011–2015

Source: City of Seattle; U.S. Census 2000 and ACS Five-Year Estimates, 2011–2015; OFM, 2016; BERK, 2017.

* Indicates a weak, moderate, or strong correlation. All values under ± 0.3 indicate no meaningful statistical relationship.



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What's changed since the DEIS?

Appendix N is new to the FEIS, and supplements content added to Section 3.8 Public Services and Utilities.

APPENDIX N



SEATTLE PUBLIC SCHOOLS FIVE YEAR SCHOOL PROJECTIONS (2016–2020).

Student Assignment and Projections Overview

Seattle Public Schools elementary, middle, and high school students are initially assigned to a designated attendance area school based on where the student lives. Students may also apply to attend another school, for multiple reasons (for example: choice assignments, program eligibility, etc.).

Projections are the expected number of students, for a specific time period, based on historical information.

Five year projections are developed annually for Capital Projects and Planning to prepare for student enrollment changes within the district's building capacity. They do not include service schools, are not used for school budgeting, and they do not take into consideration changes in school program offerings. These projections help to inform that decision making.

This series of five year projections was modeled using October 2015-January 2016 enrollment data, with the 2016-17 school projections as the first year. Area attendance trends came from moderate ten-year resident projections, built in late 2015.

School Boundary Assumptions

School boundaries were modeled using 2016-17 boundaries, with exceptions for Cedar Park, Loyal Heights, and Wing Luke Elementary Schools, Meany and Eagle Staff Middle Schools, which were modeled using the boundaries approved by the School Board in November 2013; and Lincoln High School which has been approximated from its historic boundary.

All new schools (Cedar Park, Meany, Eagle Staff and Lincoln) assume GeoSplits. GeoSplits occur when a new school opens to ensure that the new school has a viable population of students. The new school's boundaries will be developed from existing school boundaries in the surrounding neighborhoods- this means students who previously attended one attendance area school will be reassigned to their new attendance area school. Loyal Heights and Wing Luke, which are current schools, have boundary adjustments that align with their planned expansions. Grandfathered assignments as a result of 2017-18 boundary changes, and subsequent kindergarten roll-ups were assumed for Olympic View, Sacajawea, Viewlands, View Ridge, and Wedgwood.

In November 2016, the School Board will consider amendments to 2017-18 boundaries. Any changes to the approved boundaries from 2013, or the amendments included in these assumptions, would impact these projections. Among the proposed amendments are changes to the feeder pattern for Sanislo Elementary School. This document assumed Sanislo's middle school pathway school will become Denny International Middle School, beginning in 2017-18. These projections also assumed that the Sanislo attendance area will ultimately feed into Chief Sealth International High School- middle and high school boundaries in West Seattle have historically been aligned.

Program and Service Assumptions

Program and service locations were modeled to continue current placement. Highly Capable Cohort (HCC) rates were calculated based on historic growth. Additionally, HCC students are typically assigned to their pathway school and thus were removed from the projections for their attendance area schools. Schools offering Spectrum (AL) have historically attracted students from outside of their attendance area. As a result of class size reductions, and the expansion of Advanced Learning programs at other attendance area schools, a reduction in Spectrum (AL) enrollment from outside attendance areas is expected at the following schools: Arbor Heights, B. F. Day, Broadview-Thomson K-8, Fairmount Park, Hawthorne, John Muir, Lafayette, Lawton, Lowell, View Ridge, Wedgwood, Whittier, and Wing Luke. Special Education (SpEd) rates assumed a continuation of current placement and assignment levels.

Additional High School Assumptions:

- High school projections included typical grade progression ratios and accounted for the rate of new students that are expected to participate in Full-Time Running Start.
- Lincoln High School is expected to open in 2019-20. The projections for Lincoln were calculated from an approximation of its historic boundary (including the 2015-16 attendance areas for Green Lake, B. F. Day, West Woodland, Daniel Bagley, and Greenwood Elementary Schools.) Its opening has the implication of reducing populations at Ballard and Roosevelt. Program and service locations were modeled to continue current placement. Program and service planning will begin for Lincoln High School in early 2017, which will influence future projections for Lincoln.
- In November 2016, the School Board will consider amendments to 2017-18 boundaries. Among the proposed amendments are changes to the feeder pattern for Sanislo Elementary School. This document assumed Sanislo's middle school pathway school will become Denny International Middle School, beginning in 2017-18. These projections also assumed that the Sanislo attendance area will ultimately feed into Chief Sealth International High School- middle and high school boundaries in West Seattle have historically been aligned.

Total 9-12 Enrollment							Projected Change, 2016-20
High Schools	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	
Ballard	1665	1797	1812	1866	1557	1556	-241
Center School	263	235	228	221	215	219	-16
Chief Sealth Intl	1147	1071	1141	1170	1290	1428	357
Cleveland STEM	834	833	827	848	848	848	15
Franklin	1290	1214	1278	1249	1274	1278	64
Garfield	1672	1721	1888	2011	2160	2404	683
Ingraham	1211	1288	1300	1305	1374	1345	57
Lincoln	-	-	-	-	880	991	991
Nathan Hale	1175	1140	1148	1104	1107	1136	-4
Nova	344	251	255	255	255	255	4
Rainier Beach	655	649	699	744	744	759	110
Roosevelt	1689	1713	1813	1891	1418	1487	-226
West Seattle HS	934	986	964	927	972	989	3
Subtotal	12879	12898	13353	13591	14094	14695	1797

Additional Middle School Assumptions:

- Meany and Eagle Staff Middle Schools are expected to open in 2017-18. The projections for these new schools were calculated through pathway enrollment from feeder schools, as approved by the School Board in November 2013. The opening of these sites has the implication of reducing populations at Hamilton and Whitman (for Eagle Staff) and Washington (for Meany).
- In November 2016, the School Board will consider amendments to 2017-18 boundaries. Among the proposed amendments are changes to the feeder pattern for Sanislo Elementary School. This document assumed Sanislo's middle school pathway school will become Denny International Middle School, beginning in 2017-18. These projections also assumed that the Sanislo attendance area will ultimately feed into Chief Sealth International High School- middle and high school boundaries in West Seattle have historically been aligned.

Total 6-8 Enrollment (at Middle Schools)							
Middle Schools	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Projected Change, 2016-20
Aki Kurose	720	742	706	728	740	729	-13
Denny Intl	864	833	879	955	1035	1022	189
Eagle Staff	-	-	666	713	722	731	731
Eckstein	907	955	961	1032	1106	1094	139
Hamilton Intl	1098	1195	1031	1039	1044	1132	-63
Jane Addams	825	937	1019	1041	1149	1196	259
Madison	777	879	908	1053	1089	1116	237
McClure	554	561	550	590	564	573	12
Meany	-	-	493	547	582	574	574
Mercer Intl	1101	1197	1145	1186	1113	1114	-83
Washington	1079	1128	750	713	682	658	-470
Whitman	860	851	485	585	616	690	-161
Subtotal	8785	9278	9593	10182	10442	10629	1351

Additional Elementary and K-8 School Assumptions:

- Elementary schools within new middle school pathways were listed twice (once in the previous pathway and then in the new pathway after 2017).
- Thornton Creek Elementary School, beginning in fall 2016, is able to serve an additional class at each grade level in its new building. These projections assumed 4 Kindergarten cohorts rolling up in subsequent years.
- Cedar Park Elementary School is expected to open in 2017-18. Its projections were calculated by the boundaries approved by the School Board in November 2013, and current assignments at John Rogers and Olympic Hills Elementary Schools. Its opening has the implication of reducing populations at John Rogers and Olympic Hills. Revisions to Cedar Park's boundaries are being considered by the School Board during November 2016.
- Kimball was assumed to continue in the Mercer pathway, which is a departure from the 2013 plan. This amendment, beginning in 2017-18, is still subject to School Board approval, but was recommended for due to additional physical capacity at Mercer and to minimize disruption to students.
- Madrona K-8 was assumed to become a K-5 elementary school, beginning in 2017-18. Middle school grade students were expected to be assigned to Meany, which would be their new pathway school. Madrona's truncation will be considered by the School Board this winter.
- Boundary changes were approximated for Loyal Heights (new building opening in 2018) and Wing Luke (new building opening in 2020) Elementary Schools. Growth for these schools assumed cohort roll-ups from Kindergarten (and grandfathering for grades 1-5), taking portions of Adams and Whittier (for Loyal Heights), and portions of Maple and Van Asselt (for Wing Luke).

Total K-8 Enrollment (in Service Areas)							
							Projected Change, 2016-20
Elementary/K-8 Schools	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	
Aki Kurose Service Area							
Dunlap	300	280	289	305	311	324	44
Emerson	314	316	351	373	405	436	120
Graham Hill	351	360	361	335	351	339	-21
Martin Luther King, Jr.	323	312	300	292	294	291	-21
Rainier View	236	229	255	269	305	329	100
South Shore PK-8	618	630	651	670	684	689	59
Wing Luke	361	348	325	315	292	308	-40
Subtotal	2503	2475	2532	2559	2642	2716	241
Denny Service Area							
Arbor Heights	408	428	427	421	410	408	-20
Concord Intl	401	369	379	380	371	349	-20
Highland Park	355	360	353	349	340	341	-19
Roxhill	305	305	331	350	349	353	48
Sanislo	-	-	280	261	261	249	249
STEM K-8	405	481	539	527	514	514	33
West Seattle ES	416	433	439	460	457	466	33
Subtotal	2290	2376	2748	3048	2702	2680	304
Eagle Staff Service Area							
Broadview-Thomson K-8	-	-	607	612	606	604	604

Seattle Public Schools Five Year School Projections (2016-2020)

Last Updated: 10/19/2016

Cascadia	-	-	799	806	791	802	802
Daniel Bagley	-	-	426	424	421	416	416
Greenwood	-	-	338	314	316	308	308
Licton Springs K-8	-	-	156	153	155	155	155
Northgate	-	-	265	262	277	284	284
Subtotal	-	-	2594	2571	2566	2569	2569
Eckstein Service Area							
Bryant	592	592	588	567	573	562	-30
Laurelhurst	432	416	397	391	375	365	-51
Olympic View	453	484	476	455	434	403	-81
Sand Point	256	241	253	238	221	227	-14
Thornton Creek	415	445	485	536	565	590	145
View Ridge	591	570	534	509	460	438	-132
Wedgwood	482	486	472	441	397	370	-116
Subtotal	3221	3234	3205	3137	3025	2955	-279
Hamilton Service Area							
B. F. Day	285	290	293	338	377	399	109
Cascadia (at Lincoln)	753	770	-	-	-	-	-770
Green Lake	334	408	400	388	373	348	-60
John Stanford Intl	457	441	423	428	424	420	-21
McDonald Intl	453	473	468	458	428	422	-51
West Woodland	532	557	591	604	626	623	66
Subtotal	2814	2939	2175	2217	2228	2212	-727
Jane Addams Service Area							
Cedar Park	-	-	328	347	359	375	375
Hazel Wolf K-8	756	711	721	726	726	726	15
John Rogers	390	389	251	246	244	233	-156
Olympic Hills	294	325	197	237	276	326	1
Sacajawea	232	253	268	282	294	299	46
Subtotal	1672	1678	1765	1838	1899	1959	281
Madison Service Area							
Alki	413	395	375	351	326	279	-116
Fairmount Park	474	495	478	482	468	450	-45
Gatewood	430	416	415	424	427	422	6
Genesee Hill	643	676	726	730	725	730	54
Lafayette	480	472	446	429	434	447	-25
Pathfinder K-8	506	498	493	488	484	484	-14
Sanislo	273	275	-	-	-	-	-275
Subtotal	3219	3227	2933	2904	2864	2812	-415
McClure Service Area							
Catharine Blaine K-8	736	763	801	818	865	879	116
Coe	545	552	560	550	551	548	-4
John Hay	500	511	519	545	582	602	91
Lawton	426	446	513	553	595	641	195
Queen Anne	428	426	442	437	452	452	26
Subtotal	2635	2698	2835	2903	3045	3122	424

Seattle Public Schools Five Year School Projections (2016-2020)

Last Updated: 10/19/2016

Meany Service Area							
Leschi	-	-	381	377	385	397	397
Lowell	-	-	349	385	413	439	439
Madrona	-	-	275	297	320	338	338
McGilvra	-	-	273	271	257	253	253
Montlake	-	-	259	263	260	258	258
Stevens	-	-	283	251	212	202	202
TOPS K-8	-	-	478	484	484	484	484
Subtotal	-	-	2298	2328	2331	2371	2371
Mercer Service Area							
Beacon Hill Intl	459	438	422	407	400	384	-54
Dearborn Park Intl	373	372	377	368	354	344	-28
Hawthorne	391	396	388	384	382	382	-14
Kimball	429	417	425	409	414	406	-11
Maple	480	490	508	522	536	519	29
Orca K-8	415	382	392	339	376	415	33
Van Asselt	511	476	484	480	493	490	14
Subtotal	3058	2971	2996	2909	2955	2940	-31
Washington Service Area							
Bailey Gatzert	295	297	284	274	264	253	-44
John Muir	396	402	387	393	416	414	12
Leschi	368	380	-	-	-	-	-380
Lowell	314	320	-	-	-	-	-320
Madrona K-8	289	315	-	-	-	-	-315
McGilvra	275	288	-	-	-	-	-288
Montlake	264	261	-	-	-	-	-261
Stevens	337	306	-	-	-	-	-306
Thurgood Marshall	528	548	509	478	455	431	-117
TOPS K-8	484	481	-	-	-	-	-481
Subtotal	3550	3598	1180	1145	1135	1098	-2500
Whitman Service Area							
Adams	544	554	555	552	553	544	-10
Broadview-Thomson K-8	612	631	-	-	-	-	-631
Daniel Bagley	432	435	-	-	-	-	-435
Greenwood	346	343	-	-	-	-	-343
Licton Springs K-8	138	149	-	-	-	-	-149
Loyal Heights	427	418	407	420	443	462	44
North Beach	293	313	332	332	362	357	44
Northgate	242	249	-	-	-	-	-249
Salmon Bay K-8	670	660	661	664	664	664	4
Viewlands	383	397	433	436	446	450	53
Whittier	469	471	463	406	383	357	-114
Subtotal	4556	4620	2851	2810	2851	2834	21
Elementary/K-8 Subtotal	29518	29816	30109	30068	30243	30268	452
K-12 Total	51182	51992	53055	53841	54779	55592	3600

6-8 Enrollment (at K-8 Schools)							Projected Change, 2016-20
K-8 Schools	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	
Aki Kurose Service Area							
South Shore PK-8	257	264	263	262	265	270	6
Subtotal	257	264	263	262	265	270	6
Denny Service Area							
STEM K-8	52	119	179	195	210	210	91
Subtotal	52	119	179	195	210	210	91
Eagle Staff Service Area							
Broadview-Thomson K-8	-	-	164	177	176	180	180
Licton Springs K-8	-	-	54	54	57	57	57
Subtotal	-	-	218	231	233	237	237
Jane Addams Service Area							
Hazel Wolf K-8	279	260	265	270	270	270	10
Subtotal	279	260	265	270	270	270	10
Madison Service Area							
Pathfinder K-8	172	179	180	180	180	180	1
Subtotal	172	179	180	180	180	180	1
McClure Service Area							
Catharine Blaine K-8	206	214	229	235	260	270	56
Subtotal	206	214	229	235	260	270	56
Meany Service Area							
TOPS K-8	-	-	180	180	180	180	180
Subtotal	-	-	180	180	180	180	180
Mercer Service Area							
Orca K-8	126	90	88	35	72	111	21
Subtotal	126	90	88	35	72	111	21
Washington Service Area							
Madrona K-8	77	66	-	-	-	-	-66
TOPS K-8	167	178	-	-	-	-	-178
Subtotal	244	244	-	-	-	-	-248
Whitman Service Area							
Broadview-Thomson K-8	195	199	-	-	-	-	-199
Licton Springs K-8	39	47	-	-	-	-	-47
Salmon Bay K-8	352	353	357	360	360	360	7
Subtotal	586	599	357	360	360	360	-239
K-8 Totals	1922	1969	1959	1948	2030	2088	119
Total	1922	1969	1959	1948	2030	2088	119

K-5 Enrollment (in Service Areas)							Projected Change, 2016-20
Elementary/K-8 Schools	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	
Aki Kurose Service Area							
Dunlap	300	280	289	305	311	324	44
Emerson	314	316	351	373	405	436	120
Graham Hill	351	360	361	335	351	339	-21
Martin Luther King, Jr.	323	312	300	292	294	291	-21
Rainier View	236	229	255	269	305	329	100
South Shore PK-8	361	366	388	408	419	419	53
Wing Luke	361	348	325	315	292	308	-40
Subtotal	2246	2211	2269	2297	2377	2446	235
Denny Service Area							
Arbor Heights	408	428	427	421	410	408	-20
Concord Intl	401	369	379	380	371	349	-20
Highland Park	355	360	353	349	340	341	-19
Roxhill	305	305	331	350	349	353	48
Sanislo	-	-	280	261	261	249	249
STEM K-8	353	362	360	332	304	304	-58
West Seattle ES	416	433	439	460	457	466	33
Subtotal	2238	2257	2569	2553	2492	2470	213
Eagle Staff Service Area							
Broadview-Thomson K-8	-	-	443	435	430	424	424
Daniel Bagley	-	-	426	424	421	416	416
Greenwood	-	-	338	314	316	308	308
Licton Springs K-8	-	-	102	99	98	98	98
Northgate	-	-	265	262	277	284	284
Subtotal	-	-	1574	1534	1542	1530	1530
Eckstein Service Area							
Bryant	592	592	588	567	573	562	-30
Laurelhurst	432	416	397	391	375	365	-51
Olympic View	453	484	476	455	434	403	-81
Sand Point	256	241	253	238	221	227	-14
Thornton Creek	415	445	485	536	565	590	145
View Ridge	591	570	534	509	460	438	-132
Wedgwood	482	486	472	441	397	370	-116
Subtotal	3221	3234	3205	3137	3025	2955	-279
Hamilton Service Area							
B. F. Day	285	290	293	338	377	399	109
Cascadia (at Lincoln)	753	770	-	-	-	-	-770
Cascadia	-	-	799	806	791	802	802
Green Lake	334	408	400	388	373	348	-60
John Stanford Intl	457	441	423	428	424	420	-21
McDonald Intl	453	473	468	458	428	422	-51

Seattle Public Schools Five Year School Projections (2016-2020)

Last Updated: 10/19/2016

West Woodland	532	557	591	604	626	623	66
Subtotal	2814	2939	2974	3022	3019	3014	75
Jane Addams Service Area							
Cedar Park	-	-	328	347	359	375	375
Hazel Wolf K-8	477	451	456	456	456	456	5
John Rogers	390	389	251	246	244	233	-156
Olympic Hills	294	325	197	237	276	326	1
Sacajawea	232	253	268	282	294	299	46
Subtotal	1393	1418	1500	1568	1629	1689	271
Madison Service Area							
Alki	413	395	375	351	326	279	-116
Fairmount Park	474	495	478	482	468	450	-45
Gatewood	430	416	415	424	427	422	6
Genesee Hill	643	676	726	730	725	730	54
Lafayette	480	472	446	429	434	447	-25
Pathfinder K-8	334	319	313	308	304	304	-15
Sanislo	273	275	-	-	-	-	-275
Subtotal	3047	3048	2753	2724	2720	2632	-416
McClure Service Area							
Catharine Blaine K-8	530	549	572	583	605	609	60
Coe	545	552	560	550	551	548	-4
John Hay	500	511	519	545	582	602	91
Lawton	426	446	513	553	595	641	195
Queen Anne	428	426	442	437	452	452	26
Subtotal	2429	2484	2606	2668	2785	2852	368
Meany Service Area							
Leschi	-	-	381	377	385	397	397
Lowell	-	-	349	385	413	439	439
Madrona K-8	-	-	275	297	320	338	338
McGilvra	-	-	273	271	257	253	253
Montlake	-	-	259	263	260	258	258
Stevens	-	-	283	251	212	202	202
TOPS K-8	-	-	298	304	304	304	304
Subtotal	-	-	2118	2148	2151	2191	2191
Mercer Service Area							
Beacon Hill Intl	459	438	422	407	400	384	-54
Dearborn Park Intl	373	372	377	368	354	344	-28
Hawthorne	391	396	388	384	382	382	-14
Kimball	429	417	425	409	414	406	-11
Maple	480	490	508	522	536	519	29
Orca K-8	289	292	304	304	304	304	12
Van Asselt	511	476	484	480	493	490	14
Subtotal	2932	2881	2908	2874	2883	2829	-52
Washington Service Area							
Bailey Gatzert	295	297	284	274	264	253	-44

Seattle Public Schools Five Year School Projections (2016-2020)

Last Updated: 10/19/2016

John Muir	396	402	387	393	416	414	12
Leschi	368	380	-	-	-	-	-380
Lowell	314	320	-	-	-	-	-320
Madrona K-8	212	249	-	-	-	-	-249
McGilvra	275	288	-	-	-	-	-288
Montlake	264	261	-	-	-	-	-261
Stevens	337	306	-	-	-	-	-306
Thurgood Marshall	528	548	509	478	455	431	-117
TOPS K-8	317	303	-	-	-	-	-303
Subtotal	3306	3354	1180	1145	1135	1098	-2256
Whitman Service Area							
Adams	544	554	555	552	553	544	-10
Broadview-Thomson K-8	417	432	-	-	-	-	-432
Daniel Bagley	432	435	-	-	-	-	-435
Greenwood	346	343	-	-	-	-	-343
Licton Springs K-8	99	102	-	-	-	-	-102
Loyal Heights	427	418	407	420	443	462	44
North Beach	293	313	332	332	362	357	44
Northgate	242	249	-	-	-	-	-249
Salmon Bay K-8	318	307	304	304	304	304	-3
Viewlands	383	397	433	436	446	450	53
Whittier	469	471	463	406	383	357	-114
Subtotal	3970	4021	2494	2450	2491	2474	14
Elementary/K-8 Totals	27596	27847	28150	28120	28213	28180	333
Total	27596	27847	28150	28120	28213	28180	333

HCC Assumptions:

- Program locations were modeled to continue current placement. Highly Capable Cohort (HCC) rates were calculated based on historic growth. Additionally, HCC students are typically assigned to their pathway school and thus were removed from the projections for their attendance area schools.
- Madison was assumed to draw all West Seattle HCC students (within the Madison and Denny service areas) from Washington. Fairmount Park was assumed to draw all West Seattle HCC students (within the Madison and Denny service areas) from Thurgood Marshall.
- Eagle Staff was assumed to draw HCC students within the Whitman and Eagle Staff service areas from Hamilton. Hamilton was assumed to serve HCC students within the McClure and Hamilton service areas.
- Ingraham was assumed to draw no more than 90 HCC 9th grade students, until additional capacity comes online in 2019.

HCC Enrollment

High Schools	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Projected Change, 2016-20
Garfield	508	585	752	914	1101	1348	763
Ingraham	283	351	363	363	393	398	47
Subtotal	791	936	1115	1277	1494	1746	810
Middle Schools	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	
Eagle Staff	-	-	296	329	353	376	376
Hamilton	552	624	379	409	436	469	-155
Jane Addams	285	324	360	399	454	461	137
Madison	-	40	112	189	235	247	207
Washington	340	380	406	430	420	400	20
Subtotal	1177	1368	1553	1756	1898	1953	585
Elementary/K-8 Schools	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	
Hamilton Service Area							
Cascadia (at Lincoln)	753	770	-	-	-	-	-770
Cascadia	-	-	799	806	791	802	802
Subtotal	753	770	799	806	791	802	32
Madison Service Area							
Fairmount Park	163	151	173	169	173	175	24
Subtotal	163	151	173	169	173	175	24
Washington Service Area							
Thurgood Marshall	320	321	283	255	253	241	-80
Subtotal	320	321	283	255	253	241	-80
Elementary/K-8 Totals	1236	1242	1255	1230	1217	1218	-24
Total	3204	3546	3923	4263	4609	4917	1371

School Name	Site Acres	Date School Built	School Square Footage	Number of Classrooms in School	Number of Portable Classrooms on Site	School October 2016 Student (Head Count) Enrollment	School October 2016 Special Education Student (Head Count) Enrollment	SPS School Square Footage Allocation/ Student	Estimated 2017/2018 Right Size Capacity
			E			J	K	E-(Kx144 SF)/J-K	

Elementary Schools									
E Adams	3.4	1989	63,136	21	4	573	63	106	450
E Alki	1.4	1954	45,387	16	2	380	51	116	425
E Arbor Heights	5.7	2016	89,000	35	0	459	79	204	660
E B.F.Day	3.9	1991	65,188	24	0	290	32	235	450
E Bagley	3.9	1930	38,380	16	7	427	51	83	475
E Beacon Hill International*	1.9	1971	51,704	19	0	422	34	121	414
E Bryant	3.3	1926	81,256	26	0	594	25	136	525
E Cascadia	5.4	2017	91,000						660
E Cedar Park	4.4	1959	31,312	10	8				325
E Coe	2.9	2003	66,884	24	0	560	62	116	480
E Concord International	3.4	1913	63,278	22	0	356	39	182	414
E Dearborn Park International*	9.5	1971	54,266	19	0	354	26	154	391
E Decatur	2.6	1961	43,040	15					325
E Dunlap	4.9	1924	73,068	26	0	284	32	272	391
E Emerson	1.8	1909	78,804	26	0	288	41	295	391
E Fairmount Park	3.1	1964	63,658	25	0	518	61	120	500
E Gatewood	3.6	1991	55,785	20	3	388	37	144	450
E Gatzert	6.8	1988	53,001	26	1	302	72	185	368
E Genesee Hill	6.8	2016	91,000	35	0	691	54	131	660
E Graham Hill	4.5	1961	54,410	20	3	352	46	156	368
E Green Lake*	3.4	1970	47,903	16	3	421	45	110	425
E Greenwood	2.8	1909	63,985	19	0	349	43	189	375
E Hawthorne	2.6	1989	51,170	21	0	385	39	132	391
E Highland Park	3.7	1999	74,192	26	0	357	54	219	414
E John Hay	3.2	1989	51,362	21	4	499	46	99	452
E John Stanford International	2.2	1906	60,101	19	0	431	28	139	450
E Kimball*	4.8	1971	41,549	18	8	414	42	95	460
E Lafayette	4.7	1950	51,942	24	6	448	49	112	550
E Laurelhurst	2.7	1928	52,083	18	4	403	40	128	400
E Lawton	5.0	1990	53,718	21	0	443	56	118	452
E Leschi	3.0	1988	57,208	21	0	401	37	143	391
E Lowell	3.9	1919	73,470	26	0	330	74	245	400
E Loyal Heights	2.9	1932	92,000						660
E M.L. King Jr.	3.4	2004	71,654	22	1	292	35	259	368
E Maple*	6.7	1971	49,730	20	4	502	51	94	575
E McDonald International	2.2	1914	49,431	19	4	457	27	106	450
E McGilvra	2.5	1913	37,064	10	2	282	25	130	300
E Montlake	1.7	1924	21,403	8	6	264	19	76	275
E Muir	3.3	1991	58,339	22	2	402	31	145	414
E North Beach	6.9	1958	35,812	13	8	319	47	107	350
E Northgate	5.8	1956	42,299	15	5	282	31	151	299
E Olympic Hills	6.5	2017	89,000		0				660
E Olympic View	4.3	1989	52,792	23	3	494	35	104	475
E Queen Anne (Old John Hay)	3.0	1903	42,446	17	5	418	42	97	425
E Rainier View	8.9	1961	36,412	13	6	226	20	163	345
E Rogers	9.0	1956	36,196	14	5	366	40	93	375
E Roxhill	2.7	1958	40,619	16	7	299	50	134	345
E Sacajawea	3.8	1959	37,600	13	5	247	81	156	250
E Sand Point	4.3	1957	32,433	12	7	224	42	145	300
E Sanislo*	8.5	1970	40,347	13	2	257	33	159	295
E Schmitz Park	8.9	1962	35,258	12	11				0
E Stevens	2.4	1906	67,267	18	0	300	39	236	350
E Thornton Creek	7.3	2016	92,500	35	0	459	79	213	660
E Thurgood Marshall	4.5	1991	60,793	24	3	544	56	108	525
E Van Asselt	10.9	2000	104,830	32	0	474	67	234	529
E View Ridge	9.1	1948	61,831	24	7	571	55	104	575
E Viewlands	6.5	1954	30,423	15	11	377	64	68	368
E Wedgwood	4.5	1955	44,334	20	6	480	35	88	475
E West Seattle ES	6.9	1988	50,701	21	5	442	75	109	460
E West Woodland	3.5	1991	57,474	22	7	545	62	101	600
E Whittier	2.7	1999	70,166	23	0	477	28	147	475
E Wing Luke*	6.9	1971	50,518	18	1	356	42	142	368
Elementary School Totals			3,142,302			22,475	2,569	139	26,168

School Name	Site Acres	Date School Built	School Square Footage	Number of Classrooms in School	Number of Portable Classrooms on Site	School October 2016 Student (Head Count) Enrollment	School October 2016 Special Education Student (Head Count) Enrollment	SPS School Square Footage Allocation/ Student	Estimated 2017/2018 Right Size Capacity
K-8 Schools									
K-8 Blaine	8.0	1952	101,584	27	7	771	89	130	704
K-8 Boren STEM	15.0	1963	119,514	37	6	470	57	270	755
K-8 Broadview-Thomson	9.3	1963	129,984	40	1	613	98	225	668
K-8 Cooper (Pathfinder)	13.9	1999	72,861	26	1	492	111	149	477
K-8 Hazel Wolf	3.2	2016	83,000	36	0	713	70	113	704
K-8 Licton Springs		2017			0				150
K-8 Madrona	1.8	2002	68,127	25	0	297	42	243	437
K-8 Monroe (Salmon Bay)	4.2	1931	117,116	30	0	658	128	186	702
K-8 Seward (TOPS)	1.8	1893	95,501	24	0	471	63	212	477
K-8 South Shore	11.4	2009	138,859	41	0	613	73	238	762
K-8 Whitworth (Orca)	3.4	1989	59,505	25	0	371	27	162	487
K-8 School Totals			986,051			5469	758	186	6323

Middle Schools									
M Aki Kurose	4.8	1952	171,393	41	2	741	113	247	892
M David T. Denny International	17.4	2011	138,778	51	0	827	170	174	963
M Eckstein	13.9	1950	177,977	41	1	980	102	186	1,060
M Hamilton	2.0	1926	124,865	43	0	1,203	111	100	985
M Jane Addams MS	18.0	1949	160,645	36	4	930	111	177	988
M Madison	7.9	1929	153,517	40	0	866	107	182	980
M McClure	2.3	1964	92,727	28	2	552	77	172	632
M Meany	4.1	1955	126,351						850
M Mercer International	8.4	1957	122,313	39	18	1,181	146	98	1,038
M Robert Eagle Staff MS	11.5	2017	140,000						850
M Washington	10.9	1963	136,368	38	14	1,090	104	123	1,179
M Whitman	14.6	1959	134,056	37	16	855	114	159	1,138
Middle School Totals			1,412,639			9,225	1,155	154	11,555

High Schools									
H Ballard	12.3	1999	242,795	69	4	1798	181	134	1,607
H Chief Sealth International	17.4	1957	223,154	60	6	1090	183	217	1,285
H Cleveland	8.5	1927	161,731	46	0	844	76	196	926
H Franklin	8.7	1912	269,201	58	0	1237	122	226	1,397
H Garfield	9.0	1923	244,177	62	4	1716	119	142	1,594
H Horace Mann (Nova Alt.)	1.76	1902	48,877	23	0	337	82	145	510
H Ingraham	28.2	1959	232,099	61	4	1305	171	183	1,194
H Lincoln (opens 2019)	6.7	1907	257,157						1600
H Nathan Hale	18.4	1963	235,078	54	8	1147	190	217	1,158
H Rainier Beach	21.5	1961	182,589	49	2	680	99	290	1,176
H Roosevelt	9.2	1922	269,297	72	6	1715	137	158	1,715
H The Center School (Leased site)			17,500	12	0	221	43		300
H West Seattle High School	8.0	1917	208,981	46	0	949	136	233	1,215
High School Totals			2,335,479			13039	1539	184	15,677

Service Schools, Schools at Interim Sites, Closed Schools, and Admin Bldg.									
E Cedar Park (Olympic Hills)	4.4	1959	31,312	10	8	353	50	80	
Columbia (Interagency)	3.2	1922	32,332		1				
Columbia Annex (closed/leasec)	1.0	1944	7,648		0				
E E. C. Hughes (opens in 2018)	3.7	1926	45,441		8				
John Marshall (Loyal Heights)	3.2	1927	87,927	38	0	411	31	220	
John Stanford Center	12.1	2002	350,000		0				
Lincoln (Cascadia)	6.7	1907	257,157		0	754	59		
Lincoln (Licton Springs)					0	131	43		
E Magnolia (opens in 2019)	2.5	1927	46,320		0				
Memorial Stadium	9.9	1947	163,290		0				
North Queen Anne (CPPP)	2.3	1914	21,257	9	0	158	22	133	
Old Van Asselt (admin)		1950	55,545		0				
Old Van Asselt (closed/vacant)	11.4	1909	13,681		0				
Queen Anne Gym (Interagency)	0.95	1961	35,805		0				
TT Minor (Seattle World School)	3.0	1941	51,382	22	0	277	4	186	
South Lake		2008	29,575	12	0	76	19	471	
E Webster (opens in 2020)	2.0	1908	56,169		0				

NOTES:

* Open-concept schools

Projects noted BEX V are being evaluated, final determination to be made by Board of Directors.

OSPI square footage (SF) allocation per student for grades K-6: 90 SF; 7-8: 117SF; 9-12: 130 SF; facilities for the disabled: 144 SF.

Apartments

MS Attendance Area	Total Units	Students in Apartments	Percentage
Aki Kurose	3131	1225	39.1%
Denny Int'l	3915	1325	33.8%
Eckstein	7261	427	5.9%
Hamilton Int'l	13297	270	2.0%
Jane Addams	7334	940	12.8%
Madison	7687	438	5.7%
McClure	31685	737	2.3%
Mercer Int'l	4057	1018	25.1%
Washington	35355	1326	3.8%
Whitman	16231	947	5.8%
Total	129953	8653	6.7%

Condos

MS Attendance Area	Total Units	Students in Condos	Percentage
Aki Kurose	779	100	12.8%
Denny Int'l	693	101	14.6%
Eckstein	2275	92	4.0%
Hamilton Int'l	2311	70	3.0%
Jane Addams	2936	174	5.9%
Madison	3611	101	2.8%
McClure	15672	298	1.9%
Mercer Int'l	1036	175	16.9%
Washington	12081	391	3.2%
Whitman	4931	222	4.5%
Total	46325	1724	3.7%

Single Family Houses (SFH)

MS Attendance Area	Total SFH	Students in SFH	Percentage
Aki Kurose	8498	3170	37.3%
Denny Int'l	9675	2609	27.0%
Eckstein	17170	5337	31.1%
Hamilton Int'l	9834	2558	26.0%
Jane Addams	10370	2536	24.5%
Madison	15809	4169	26.4%
McClure	11210	3092	27.6%
Mercer Int'l	11186	3930	35.1%
Washington	15342	3158	20.6%
Whitman	24509	6148	25.1%
Total	133603	36707	27.5%