



CITY OF SEATTLE
Office of Planning & Community Development

March 2017



FINAL EIS /

Uptown Urban Center Rezone



CITY OF SEATTLE

Office of Planning & Community Development

FINAL ENVIRONMENTAL IMPACT STATEMENT

for the

CITY OF SEATTLE UPTOWN URBAN CENTER REZONE (UPTOWN REZONE)

Date of Final EIS Issuance

March 23, 2017



Seattle
**Office of Planning &
Community Development**

Edward B. Murray, Mayor | Samuel Assefa, Director

700 5th Ave, Suite 1900
Seattle, WA 98104-76088
P.O. Box 94788

March 23, 2017

Subject: City of Seattle Uptown Urban Center Rezone
Final Environmental Impact Statement (Final EIS)

Dear Reader:

The City of Seattle is pleased to issue the Uptown Urban Center Rezone Final EIS.

Seattle's Uptown neighborhood is home to Seattle Center, an iconic destination for both locals and visitors. Surrounding blocks have been growing rapidly with new housing. Arts and culture and retail businesses are burgeoning. Uptown is an Urban Center and is designated to receive a significant share of citywide growth by 2035.

The Uptown Urban Design Framework (UDF) is a summary of recent public input from the Uptown neighborhood. It includes specific recommendations about how to implement the Comprehensive Plan and Queen Anne Neighborhood Plan to achieve the neighborhood's desired character and form as it grows.

The UDF includes the following priorities for Uptown: affordable housing; a multimodal transportation system; community amenities (community center, new schools, and open space); an arts and culture hub; a strong retail core; and a welcoming urban gateway to Seattle Center.

The UDF recommendations include developing rezone legislation, which could change building heights and development standards. Accordingly, three alternatives were identified for study in a Draft EIS issued July 18, 2016. Each alternative varied in potential height and density, ranging from Alternative 1 "No Action" maintaining current zoning to amending zoning and heights under Alternative 2 "Mid-Rise" and Alternative 3 "High-Rise" subject to mandatory affordable housing requirements and new design and development standards.

The Draft EIS described the affected environment, potential impacts of the three alternatives, and mitigation measures for the following topics: land use, plans and policies, housing, aesthetics and urban design, historic and cultural resources, transportation, greenhouse gases, open space and recreation, public services, and utilities.

Following a 60-day comment period on the Draft EIS, public meetings, and a public hearing, the City developed a Preferred Alternative. The Preferred Alternative is generally in the range of Draft EIS Alternatives in terms of growth, promotes moderate and graduated heights, would be



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subject to mandatory affordable housing requirements, and includes more extensive design and development standards.

The City considered comments received during the 60-day comment period on the Draft EIS. Responses to comments are provided in the Final EIS. Additionally, the Final EIS evaluates the Preferred Alternative regarding the range of natural and built environment topics considered in the Draft EIS. The Final EIS completes the Draft EIS and both should be considered together.

The City Council will consider this Final EIS together with public input gained through the evaluation of future Uptown Rezone legislation.

For further information about the Uptown Rezone and EIS, visit Seattle.gov/dpd/uptown or contact: Jim Holmes, Senior Planner, (206) 684-8372, Jim.Holmes@seattle.gov. Thank you for your interest in the Uptown Urban Center.

Sincerely,

A handwritten signature in black ink, appearing to read "Sam Assefa", written over a horizontal line.

Samuel Assefa
Director

FACT SHEET

PROJECT TITLE

City of Seattle Uptown Urban Center Rezone (Uptown Rezone)

PROPOSED ACTION AND ALTERNATIVES

The proposal is a non-project action for the City of Seattle to amend zoning in the Uptown Urban Center. The intent of the proposal is to increase permitted height and density in the Uptown neighborhood to advance the Comprehensive Plan urban village strategy and Queen Anne Neighborhood Plan goals. The City of Seattle Comprehensive Plan designates the Uptown area as an Urban Center, which means it is one of the densest Seattle neighborhoods, and serves as both a regional center and as a neighborhood with diverse mixes of uses, housing, and employment. Neighborhood plan goals include encouraging a diversity of building types, providing affordable housing, preserving historic structures, and promoting open space.

The Uptown Urban Design Framework (UDF) is a summary of recent public input from the Uptown neighborhood. It includes specific recommendations about how to implement the Comprehensive Plan and Queen Anne Neighborhood Plan to achieve the neighborhood's desired character and form as it grows. The UDF includes the following priorities for Uptown:

- Affordable housing
- A multimodal transportation system

- Community amenities (community center, new schools, open space)
- An arts and culture hub
- A strong retail core
- A welcoming urban gateway to Seattle Center

The UDF recommendations include developing rezone legislation, which could change building heights and development standards. Accordingly, alternatives have been identified for study in this EIS that vary in potential height and density, ranging from Alternative 1 “No Action” maintaining current zoning, to amending zoning and heights under Alternative 2 “Mid-Rise” and Alternative 3 “High-Rise,” as well as a Preferred Alternative.

The alternatives are:

- **Alternative 1 No Action:** Continue current zoning and associated height limits. This is a required alternative under the State Environmental Policy Act (SEPA).
- **Alternative 2 Mid-Rise:** Rezone Uptown to allow moderate height increases subject to mandatory affordable housing, while adding design and development standards.
- **Alternative 3 High-Rise:** Rezone Uptown to allow greater height increases with mandatory affordable housing, and add design and development standards.
- **Preferred Alternative:** Rezone Uptown to allow moderate and graduated height increases with mandatory affordable housing, and add design and development standards.

Alternative 1 No Action retains current zoning, largely consisting of Neighborhood Commercial 3 (NC3) with smaller areas of NC2, Low-rise 3 and Low-rise 3-Residential Commercial (LR3 and LR3-RC), Midrise (MR), Commercial 1 (C1), Commercial 2 (C2), and Seattle Mixed (SM). Alternatives 2 and 3 consider rezoning the Uptown Urban Center to a customized SM zone replacing the full range of MR, NC, and C zones. In areas zoned LR, options include one or more of the following: amending the LR3/LR3-RC zone standards, rezoning to MR, or rezoning to SM. The Preferred Alternative would replace the NC2, NC3, and C1 zone with a custom SM zone, and amend the LR3, LR3-RC, MR, and C2 zones to allow greater heights of 1-2 stories based on Mandatory Housing Affordability (MHA) recommendations.

LOCATION

The Uptown Urban Center is approximately 297 gross acres in size and encompasses the Seattle Center. Uptown lies adjacent to the Queen Anne neighborhood to the north, South Lake Union to the east, Belltown to the south, and Ballard-Interbay-Northend (Elliott Avenue) to the west.

PROPONENT

City of Seattle

DATE OF IMPLEMENTATION

First half of 2017

LEAD AGENCY

City of Seattle Office of Planning & Community Development

RESPONSIBLE SEPA OFFICIAL

Sam Assefa, Director

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P.O. Box 34019
Seattle, WA 98124-4019

CONTACT PERSON

Jim Holmes, Senior Planner

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REQUIRED APPROVALS

The City Council must approve the proposed rezone and Land Use Code text amendments.

PRINCIPAL EIS AUTHORS AND PRINCIPAL CONTRIBUTORS

This Uptown Rezone Draft and Final Environmental Impact Statement (EIS) has been prepared under the direction of the City of Seattle Office of Planning & Community Development. The following consulting firms provided research and analysis associated with this EIS:

- **BERK:** lead EIS consultant; environmental analysis—land use, housing, and aesthetics
- **3 Square Blocks LLP:** relationship to plans and policies, open space and recreation, public services, and document design
- **ESA:** greenhouse gas analysis; historic and cultural resources; and utilities
- **Hewitt:** growth, viewshed, and shadow modeling
- **The Transpo Group:** transportation, circulation, and parking

DATE OF DRAFT ENVIRONMENTAL IMPACT STATEMENT ISSUANCE

July 18, 2016

CLOSE OF DRAFT EIS COMMENT PERIOD

September 16, 2016

DATE AND LOCATION OF DRAFT EIS OPEN HOUSE AND HEARING

August 4, 2016

Time: Open House, 5 pm | Hearing, 6 pm

Location: Seattle Center Armory

305 Harrison St

Seattle, WA 98109

FINAL EIS ISSUANCE DATE

March 23, 2017

TYPE AND TIMING OF SUBSEQUENT ENVIRONMENTAL REVIEW

No environmental review of the proposed ordinance is anticipated subsequent to the environmental review contained in this EIS.

LOCATION OF BACKGROUND DATA

Jim Holmes, Senior Planner

Office of Planning & Community Development
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FINAL EIS AVAILABILITY AND PURCHASE PRICE

Copies of this Final EIS have been distributed to agencies, organizations, and individuals as established in SMC 25.05. Notice of Availability of the Final EIS has been provided to organizations and individuals that requested to become parties of record.

The Final EIS can be reviewed at the following public libraries:

- Seattle Public Library–Central Library (1000 4th Avenue)
- Seattle Public Library–Queen Anne Branch (400 W Garfield Street)

A limited number of complimentary copies of this Final EIS are available—while the supply lasts—either as a CD or hardcopy from the Seattle Department of Construction and Inspections Public Resource Center, which is located in Suite 2000, 700 5th Avenue, in Downtown Seattle. Additional copies may be purchased at the Public Resource Center for the cost of reproduction.

This Final EIS and the appendices are also available online at:
<http://www.seattle.gov/dpd/cityplanning/completenesslist/uptown>

DISTRIBUTION LIST

The Final EIS has been issued with a notice of availability and methods of publication required in SMC 25.05.510 Public Notice.

TRIBAL AND FEDERAL AGENCIES

Duwamish Tribe
Muckleshoot Indian Tribe
Suquamish Tribe
Tulalip Tribes of Washington
National Oceanic and Atmospheric
Administration Fisheries, National
Marine Fisheries Service
U.S. Army Corps of Engineers
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Development Administration
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U.S. Department of Housing
& Urban Development
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Department of Commerce, Growth
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Department of Ecology
Department of Fish & Wildlife
Department of Fisheries Habitat
Department of Health
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REGIONAL AND COUNTY AGENCIES

King County Community
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of Natural Resources
King County Department of Natural
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King County Department of Permitting
and Environmental Review
King County Department of Transportation
King County Executive's Office
King County Metro Transit
King County Regional Water
Quality Committee
King County Wastewater Treatment Division
Port of Seattle
Puget Sound Clean Air Agency
Puget Sound Regional Council
Seattle-King County Department
of Public Health
Sound Transit

CITY OF SEATTLE, SEATTLE SERVICE PROVIDERS, ADJACENT CITIES

City of Seattle Department of
Parks and Recreation
City of Seattle Department
of Transportation
City of Seattle Office of Planning
& Community Development
City of Seattle School District
City of Seattle, Department
of Neighborhoods
City of Seattle, Department
of Neighborhoods, Historic
Preservation Program
City of Seattle Department of
Education and Early Learning
City of Seattle Department
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City of Seattle Fleet Management
City of Seattle Landmarks
Preservation Board
City of Seattle Law Department
City of Seattle Office of Arts and Culture
City of Seattle Office of
Economic Development
City of Seattle Office of
Emergency Management
City of Seattle Office of Housing
City of Seattle Office of the Mayor
City of Seattle Police Department
City of Shoreline
Seattle Center
Seattle City Council Legislative Department
Seattle City Light
Seattle Housing Authority
Seattle Indian Services Commission
Seattle Office of Emergency Management
Seattle Public Library, Public
Review Documents
Seattle Public Library, Queen Anne Branch
Seattle Public Utilities
Seattle School District

COMMUNITY STAKEHOLDERS

Magnolia / Queen Anne District Council
Queen Anne Chamber of Commerce
Queen Anne Community Council
Seattle Center Foundation
Seattle Uptown Alliance
Seattle Uptown Email ListServ
United Indians of all Tribes Foundation

COMMENTERS

Commenters in Chapter 5 have been
provided a notice of availability.

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CHAPTER ONE / Summary

This Chapter summarizes elements of the proposed Uptown Urban Center Rezone (Uptown Rezone), including the purpose of the proposal and alternatives, a comparison of the impacts of the alternatives, and a summary of potential mitigation measures to reduce environmental impacts.

This Chapter is the first of a series of chapters contained in the Final Environmental Impact Statement (Final EIS) that provide a summary and more in-depth environmental review of the proposal and alternatives:

- **Chapter 1 Summary:** Summary of proposal, impacts, and mitigation measures contained in Chapters 2 and 3.
- **Chapter 2 Alternatives:** Comprehensive description of the proposal and alternatives including proposed growth, zoning, redevelopment potential, and mobility features.
- **Chapter 3 Preferred Alternative Analysis:** Evaluates, at a programmatic level, the potential impacts of development that may result from the Preferred Alternative described in Chapter 2. Addresses general or cumulative impacts on the natural or built environment that could result from the Preferred Alternative in comparison to each Draft EIS alternative.
- **Chapter 4 Revisions and Clarifications:** Presents revisions and clarifications to the Draft EIS based on responses to comments and updates to information and analysis.
- **Chapter 5 Comments and Responses:** Documents written and oral comments and responses received to the Draft EIS.

- **Chapter 6 References:** A list of documents and personal communications cited in the Final EIS.
- **Appendices:** Technical information supporting the EIS.

Changes made since publication of the Draft EIS are identified in ~~strikeout~~ and underline.

1.1 PURPOSE OF PROPOSED ACTION

The proposal is a non-project action to amend zoning in the Uptown Urban Center. The purpose of the proposal is to increase permitted height and density in the Uptown neighborhood to advance the Comprehensive Plan urban village strategy and Queen Anne Neighborhood Plan goals.

- The Seattle Comprehensive Plan designates Uptown as an Urban Center with diverse mixes of uses, housing, and employment.
- The Queen Anne Neighborhood Plan encourages a diversity of building types, affordable housing, historic structures preservation, and open space provision.

The Uptown Urban Design Framework (UDF) is a summary of recent public input from the Uptown neighborhood. It includes specific recommendations about how to implement the Comprehensive Plan and Queen Anne Neighborhood Plan to achieve the neighborhood's desired character and form as it grows. The UDF includes the following priorities for Uptown:

- Affordable housing
- A multimodal transportation system
- Community amenities (community center, new schools, open space)
- An arts and culture hub
- A strong retail core
- A welcoming urban gateway to Seattle Center

The UDF recommendations include developing rezone legislation, which could change building heights and development standards. Accordingly, ~~three~~ alternatives have been identified for study in this EIS that vary in potential height and density, ranging from Alternative 1 "No Action" maintaining current zoning to amending zoning and heights under Alternative 2 "Mid-Rise" and Alternative 3 "High-Rise" as well as a Preferred Alternative.

The ~~three~~EIS alternatives are:

- **Alternative 1 No Action:** Continue current zoning and associated height limits. This is a required alternative under the State Environmental Policy Act (SEPA).
- **Alternative 2 Mid-Rise:** Rezone Uptown to allow moderate height increases subject to mandatory affordable housing, while adding design and development standards.
- **Alternative 3 High-Rise:** Rezone Uptown to allow greater height increases with mandatory affordable housing, and add design and development standards.
- **Preferred Alternative:** Rezone Uptown to allow moderate and graduated height increases with mandatory affordable housing, and add design and development standards

Alternative 1 No Action retains current zoning, largely consisting of Neighborhood Commercial 3 (NC3) with smaller areas of NC2, Low-rise 3 and Low-rise 3-Residential Commercial (LR3 and LR3-RC), Midrise (MR), Commercial 1 (C1), Commercial 2 (C2), and Seattle Mixed (SM).

Alternatives 2 and 3 consider rezoning the Uptown Urban Center to a customized SM zone replacing the full range of MR, NC, and C zones. In areas zoned LR, options include one or more of the following: amending the LR3/LR3-RC zone standards, rezoning to MR, or rezoning to SM. The Preferred Alternative would replace the NC2, NC3, and C1 zone with a custom SM zone, and amend the LR3, LR3-RC, MR, and C2 zones to allow greater heights of 1-2 stories based on Mandatory Housing Affordability (MHA) recommendations.

1.2 STATE ENVIRONMENTAL POLICY ACT PROCESS

This ~~Draft~~Final Environmental Impact Statement (~~Draft~~Final EIS) provides a qualitative and quantitative analysis of potential environmental impacts resulting from the Uptown Rezone proposal and alternatives. The purpose of this ~~Draft~~ EIS is to describe environmental impacts to assist the public and City of Seattle officials in deciding upon the magnitude and nature of future growth, zone standards, building height, mandatory affordable housing, and mitigation measures appropriate in the Uptown Urban Center.

1.3 PUBLIC INVOLVEMENT

The City of Seattle issued a Determination of Significance and Scoping Notice on October 5, 2015. The expanded scoping comment period closed on November 8, 2015. The Draft EIS alternatives and topics were developed based on a review of scoping comments. See Draft EIS Appendix A for the scoping notice and comment summary. A comment period was held on the Draft EIS from July 18 to September 16, 2016. A public meeting and hearing was held August 4, 2016; see Appendix A for meeting information and Chapter 5 for hearing minutes.

At this Final EIS will includes responses to public comments received during the comment period that will followed issuance of this the Draft EIS. See the Fact Sheet for the methods available to the public to submit comments during the comment period.

The Alternatives in this EIS describe zoning alternatives, but the ultimate legislation considered by the City Council may be a composite of the three studied alternatives or something different than any one of the alternatives. Any legislation that increases height limits in the Uptown Urban Center will be considered following community input on the Draft EIS and completion of the Final EIS. Meetings and comment periods regarding the Uptown Rezone proposals are described on the City's project webpage: <http://www.seattle.gov/dpd/cityplanning/completeprojectslist/uptown/whatwhy/default.htm>.

1.4 PROPOSED ACTION, ALTERNATIVES, AND OBJECTIVES

OBJECTIVES

The objective of the Uptown Urban Center Rezone Proposal is to implement the Seattle Comprehensive Plan. Each alternative is evaluated in terms of this objective and the related objectives below.

Related Objectives

- Implement the Seattle Comprehensive Plan, Queen Anne Neighborhood Plan, and the UDF recommendations for Uptown.
- Accommodate planned growth.

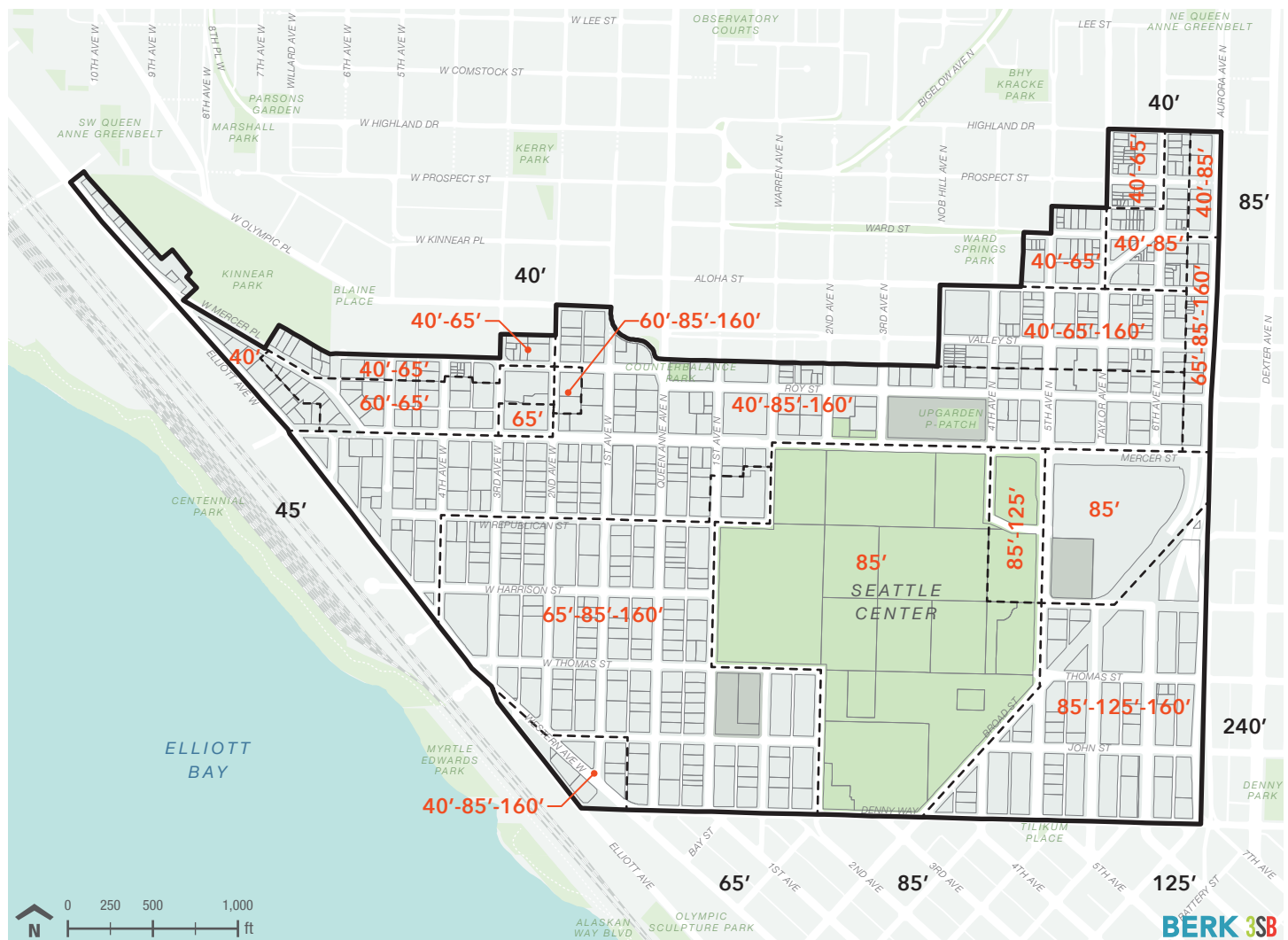
- Increase housing diversity and the availability of affordable housing provided through private development.
- Create neighborhood-specific design standards.
- Create a residential, commercial, and cultural center with a mix of uses reflecting a broad constituency in the neighborhood, including traditionally underrepresented populations.
- Improve connectivity around Uptown.
- Encourage community improvements through planning and capital investment efforts in the area.
- Physically and culturally integrate Seattle Center with the surrounding neighborhood.
- Promote business district health and development including support for local businesses year round.
- Encourage employment to bring people to the neighborhood during the day.
- Promote living and working without a car.
- Create a vibrant and safe public environment.

PROPOSED ACTION AND ALTERNATIVES

As described to a greater degree in Chapter 2, Alternative 1 No Action would retain current zoning and associated building heights. Alternative 2 Mid-Rise and Alternative 3 High-Rise would amend the Uptown area zoning districts, building heights, and associated design and development standards and incorporate mandatory affordable housing requirements to implement plan goals and policies. The Preferred Alternative would increase heights in a graduated pattern, and include new design and development standards including measures addressing affordable housing. These zoning changes may result in different levels of growth and redevelopment in the neighborhood, and different support for transportation mobility.

Future Land Use

The No Action Alternative includes the former Comprehensive Plan Future Land Use map identifies the with an Urban Center designation and land use designations of “Commercial and Mixed Uses” and “Multifamily Residential” areas effective until November 28, 2016. The City is proposing to has recently updated its Future Land Use Map with its Comprehensive Plan Update due for adoption in effective November 28, 2016. With the update, the entire study area would be designated “Urban Center,” and is included in all Action Alternatives.

**Exhibit 1-1** Alternative Height Proposals

- Uptown Urban Center Boundary
- Open Space and Recreation
- Seattle Center Management Area (Non Open Space and Recreation)

Alternative Heights

- Alternative Height Proposals
- XX-XX-XX Zoning Heights to be Evaluated
- XX Existing Adjacent Zoning

Rezones to Seattle Mixed Zoning subject to affordable housing requirements and other public benefit requirements.

Source: City of Seattle, 2016 and 2017

Note: Height maximums in feet are presented from left to right: Alternative 1, Alternative 2, and Alternative 3. Where one number is presented, that height applies to all alternatives. Where two numbers are presented, Alternative 1 is represented by the left-most number and Alternatives 2 and 3 by the right-most number.



All alternatives would implement the City's Comprehensive Plan Future Land Use Map and intent for a dense Urban Center.

Height and Zoning

Alternative 1 No Action would maintain a range of 40 to 65 feet in residential areas and 40 to 85 feet in commercial and mixed-use areas. Alternative 2 Mid-Rise would raise some heights in residential areas to 65 to 85 feet and commercial and mixed use areas from 85 to 125 feet. Alternative 3 High-Rise would have similar residential



The Preferred Alternative generally moderates heights compared to Alternatives 2 and 3 as shown in Exhibit 1-1A.

- Uptown Urban Center Boundary
-  Open Space and Recreation
-  Seattle Center Management Area
(Non Open Space and Recreation)

--- Preferred Alternative
Height Proposals

XX No Change to Existing Zoning

Source: City of Seattle, 2017

the LR3/LR3-RC zone standards, rezoning to MR, or rezoning to SM. The Preferred Alternative would:

- Allow 1-2 additional stories in northwestern and northeastern Urban Center to integrate MHA recommendations.
- West of Seattle Center, and moving north to south, include graduated moderate to greater heights.
- Along Mercer Street north of Seattle Center and Aurora Avenue N, apply height increases similar to Alternative 2.
- Propose the greater heights in triangle south east of Seattle Center in the range of Alternatives 2 and 3.

In areas bordering Queen Anne neighborhood, and in most of the western study area, lesser heights or heights in the range of the Action Alternatives are proposed. See Exhibit 1-1B.

Three locations propose increases in heights compared to Alternatives studied in the Draft EIS, in order to provide capacity for housing and to implement the MHA program that has evolved since the Uptown Rezone efforts began:

- **Northwestern Study Area–C2 Zone:** Downslope along Elliott Avenue W north of West Mercer St, C-2-40 zone heights would be 50 feet. With the three Draft EIS Alternatives, 40 feet were modeled.
- **Northwestern Study Area–MR Zone:** The Preferred Alternative considers 80 foot heights for an MR zoned area between W Roy St on the north and W Mercer St on the south and between the C-2 zone on the west and 3rd Ave W on the east. In this location, the studied height was 60 feet under No Action Alternative and 65 feet under Alternatives 2 and 3.
- **Southeastern Study Area–SM-95 Zone:** For the Gates Foundation property, the Preferred Alternative applies SM-95. In this location the studied height in the Draft EIS was 85 feet.

Under the Preferred Alternative, the heights on the Seattle Center campus as well as the abutting KCTS site and SPS stadium parking site are retained at 85 feet in height. However, the EIS studies additional heights for these public properties in order to treat the sites similar to privately held sites and to consistently consider the potential application of the MHA program. Given there are no specific development proposals at this time for the public properties, retaining current heights is part of the Preferred Alternative at this time. Heights may be increased in the future through the MHA program or through contract rezones.

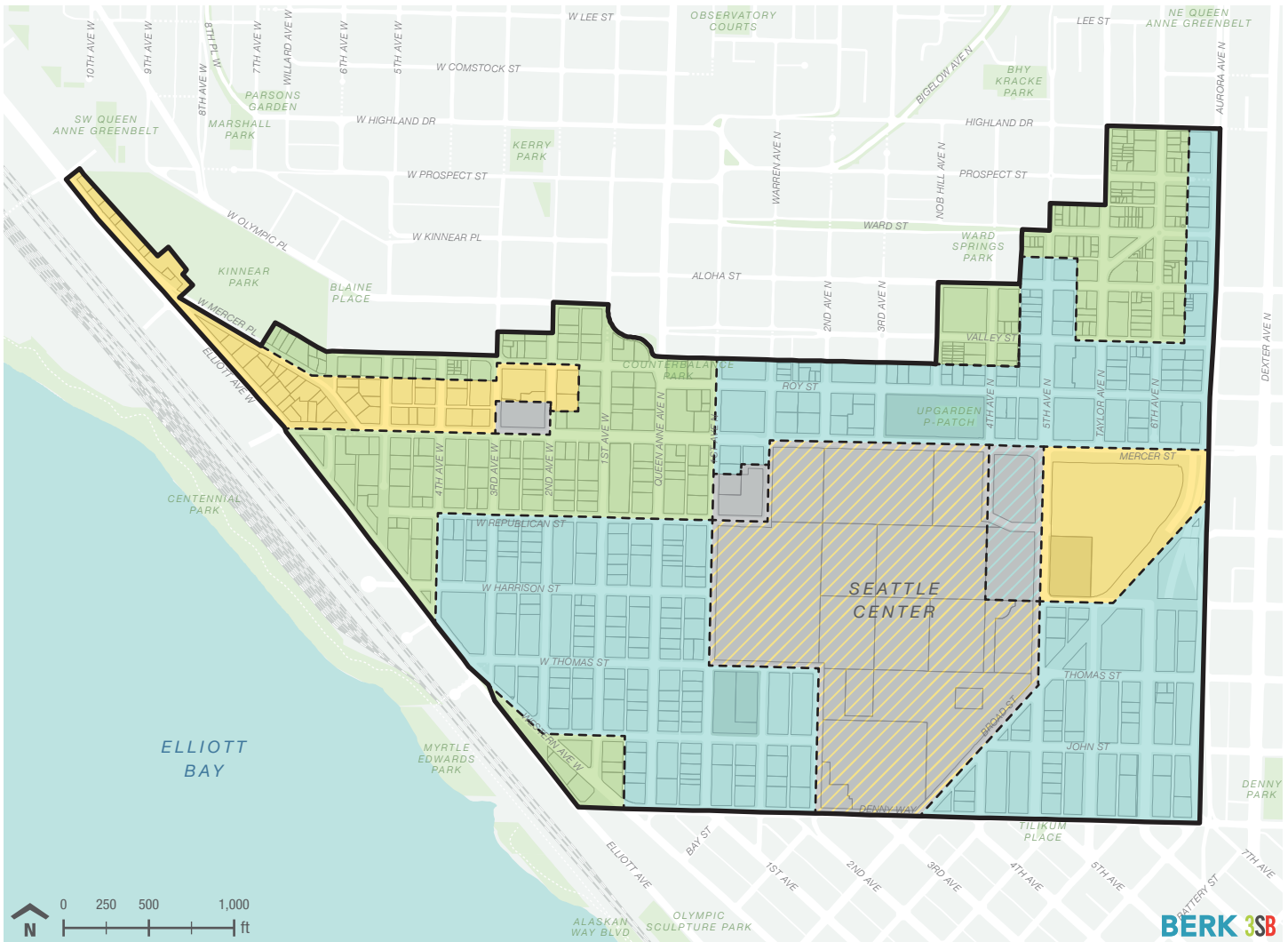








Exhibit 1-1B Preferred Alternative Heights in Relation to Action Alternatives

For a cumulative evaluation and to transparently convey the results of the evolving MHA program with the Uptown Rezone initiative, this Final EIS evaluates these differences in heights. The EIS evaluation studies the ranges of heights in the context of the following conditions and mitigation measures:

- Current zoning in these locations allows increases in base heights of between 4 and 15 feet for various purposes already.
- There are limited redevelopment sites identified in these locations (see Redevelopment below). The permit review process allows the City to examine consistency with public view policies and other environmental policies (SMC 25.05.675) should

— Uptown Urban Center Boundary

Preferred Alternative Height Changes

-  Lesser Height than Action Alternatives
-  Increased Height Compared to Action Alternatives
-  Height in Range of Action Alternatives
-  No Change in Height
-  Greater Height Evaluated in Final EIS/MHA Implementation
-  Greater Height Evaluated in Draft EIS/MHA Implementation

Source: City of Seattle, 2017

redevelopment occur regardless of whether a site has been identified as redevelopable or not.

- Mitigation identified in the Final EIS including expanded design and development standards and landmark review procedures would be employed with the Preferred Alternative.

Analysis of the Preferred Alternative with these changes is conducted cumulatively in Chapter 3 of this Final EIS, with additional analysis in Appendix D. Based on the evaluation, the Preferred Alternative impacts are considered in the range of the Draft EIS Alternatives.

Growth

The Seattle Comprehensive Plan allocates growth to the urban villages in the City including the Uptown Urban Center. The growth estimate allocated for the period 2015–2035 is 3,000 households and 2,500 jobs. To test the range of impacts and potential mitigation measures, alternatives consider growth 12 percent and 25 percent greater than the estimate allocated in the Comprehensive Plan targets.

Alternative 1 No Action would maintain current heights and development standards. As such, Alternative 1 is expected to add 3,000 households and 2,500 jobs by 2035, the lowest studied in this Draft EIS. Households would increase by 44 percent over existing levels. Jobs would increase by 17 percent.

Alternative 2 Mid Rise would allow greater heights and result in greater capacity for development that meets the Uptown UDF urban design concept for an Arts and Culture District and greater opportunities for both commercial and housing uses. The style of development would emphasize vertical mixed uses. Under Alternative 2, 3,370 new dwellings, a 49 percent increase, and 2,800 jobs, a 19 percent increase over existing levels, would be anticipated.

Alternative 3 High-Rise provides maximum increases in height to create the most opportunity for commercial and housing redevelopment with 3,745 households, a 55 percent increase over existing. About 3,125 jobs would also be added, a 21 percent increase over existing levels. Alternative 3 would have the greatest opportunity for affordable housing to support new residents.

The Preferred Alternative is similar to Alternative 2 in the growth estimate scenario: 3,370 new dwellings, a 49 percent increase, and 2,800 jobs, a 19 percent increase.

Under all alternatives, there would be greater capacity for growth above Alternative growth ~~target estimate~~ and ~~target estimate~~ sensitivity assumptions. See Exhibit 1-2.

Exhibit 1-2 Alternative Households and Jobs: Current and Future 2035

	Current	No Action		Mid-Rise		High-Rise		Preferred Alternative	
		Net Target Growth Estimate	Net Full Buildout Capacity	Target Net Growth Estimate Scenario Growth	Net Full Buildout Capacity	Target Net Growth Estimate Scenario Growth	Net Full Buildout Capacity	Net Growth Estimate Scenario	Net Full Buildout Capacity
Households	6,855	3,000	<u>8,593</u> 10,186	3,370	14,773	3,745	17,342	<u>3,370</u>	<u>11,715</u>
Jobs	14,592	2,500	<u>4,906</u> 2,670	2,800	<u>5,374</u> 3,554	3,125	<u>5,654</u> 3,834	<u>2,800</u>	<u>5,136</u>

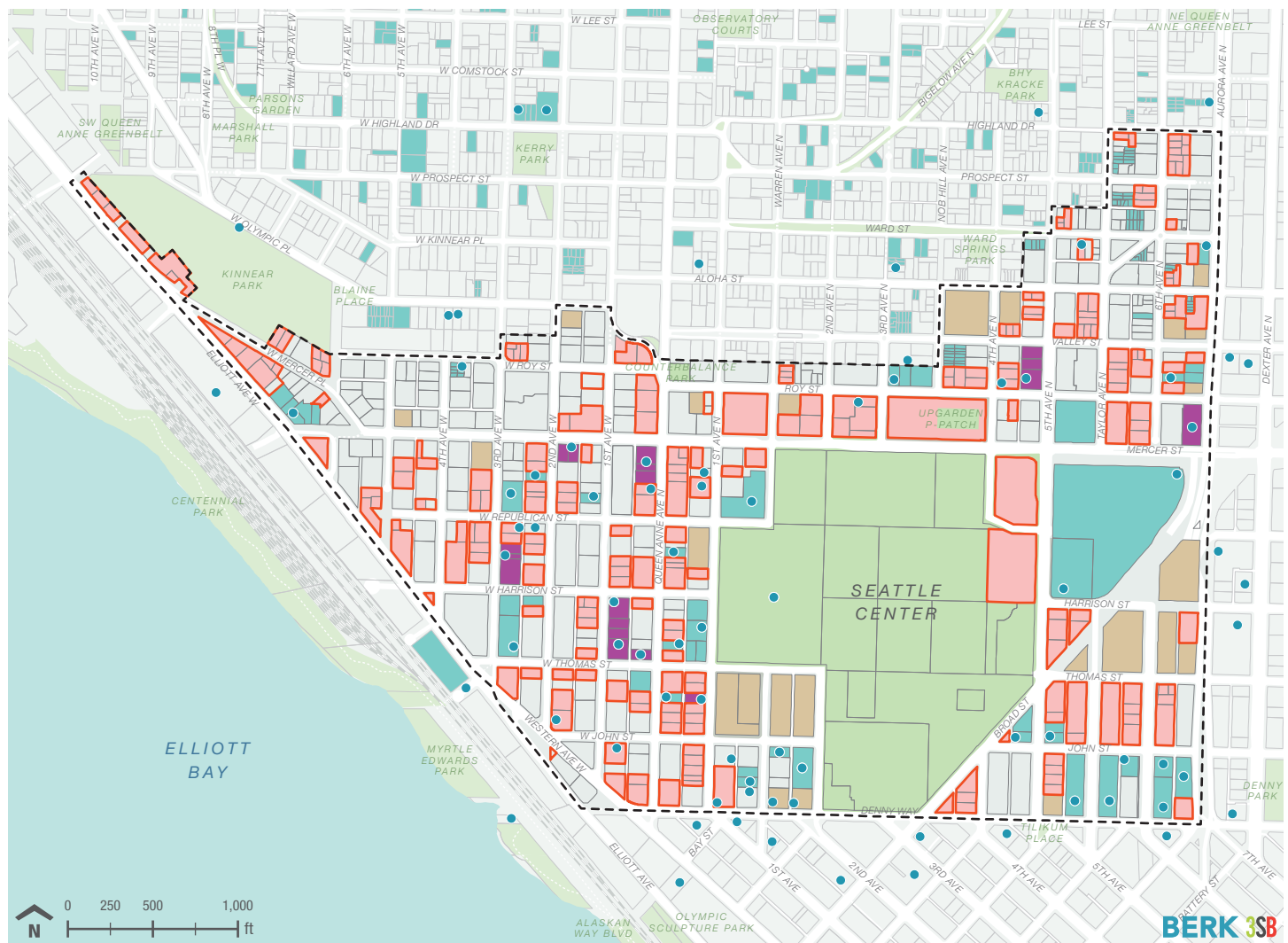
Notes: Redevelopable properties are based on current zoning. Based on height proposals applied to redevelopable properties, Alternative 1 has the least capacity and Alternative 3 the most. If zoning is amended there may be additional properties considered redevelopable using the 25 percent floor area ratio (FAR) criteria. Given proposed height ranges if additional redevelopable properties are identified, it is anticipated the relative difference among alternatives would be similar.

Sources: City of Seattle, PSRC, Hewitt, BERK, 2016 and 2017

Redevelopment

Under all alternatives, redevelopment is possible across the neighborhood. See Exhibit 1-3 on the following page for a map of possible redevelopable sites. These sites exhibit one or more of the following characteristics: existing buildings are ≤ 25 percent of what current zoning allows, buildings are relatively lower value compared to property values, and parking lots. Other factors that would influence redevelopment are property owner preferences, real estate market conditions, and development regulations.

All alternatives, particularly Alternatives 2 and 3 with increased heights, support redevelopment of the Northeast Quadrant of the Seattle Center, promoting greater opportunities within the

**Exhibit 1-3** Potential Redevelopable Sites

- Uptown Urban Center Boundary
- Open Space and Recreation
- Master Use Permit Events
- Development Sites
- Parcels Built (2004-2014)

Status

- Developed or Unavailable
- Landmark, LUC, Public
- In Permitting
- Redevelopable

Notes: Land capacity methods are described further in the Seattle 2035 Development Capacity Report, September 2014, available: http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2182731.pdf. More recent parcel data has been used for the purposes of this EIS.

Theater District for affordable housing and mixed use commercial development, including at the following sites:

- Mercer Arena—future home of Seattle Opera
- KCTS site
- Memorial Stadium
- Mercer Garage
- Mercer Street Block—potential affordable housing

Source: Seattle Department of Planning and Development, 2015a; City of Seattle Office of Planning and Community Development, 2016

Mobility Proposals

Mobility would change for residents and visitors with a number of major investments planned to provide more modes of travel, including:

- Implementation of the Seattle Transit Master Plan with priority bus corridors
- Sound Transit stations (ST3)
- Lake 2 Bay right-of-way and mobility plan improvements
- Bicycle Network Plan implementation
- Reconnection of the local east-west surface street grid following completion of the Alaskan Way Viaduct Tunnel

All mobility improvements are assumed to occur under all alternatives, except that Alternatives 2 and 3 and the Preferred Alternative would include two Sound Transit stations that help support the greater intensity of development planned under the rezone proposals. It should be noted, however, that for an apples to apples comparison the traffic analysis studies all alternatives with and without the stations.

In addition to the capital improvements identified above that tie Uptown to the regional transportation network, additional street character proposals—such as festival streets, green streets, and dedicated bike corridors as well as alternatives to the 1st Avenue N and Queen Anne Avenue N couplet—are recommended within Uptown in the UDF and further described in Chapter 2.

While these street character proposals are possible under all alternatives, greater density under Alternatives 2 and 3 and the Preferred Alternative would support more transportation options, and vice versa; landscape and streetscape improvements proposed under Alternatives 2 and 3 and the Preferred Alternative would make Uptown more attractive for business and residential investments and would enhance the pedestrian environment on blocks with larger buildings.

Development Standard Assumptions

The Uptown Rezone proposal would allow greater building volume on a property based on increased height and bulk standards. Heights would be increased consistent with the range shown in Exhibit 1-4. In tandem with the height changes, the proposed SM zone would contain greater floor area ratios shown in Exhibit 1-4.

Floor area ratios are defined in the Seattle Municipal Code as: "...a ratio expressing the relationship between the amount of gross floor area or chargeable floor area permitted in one or more structures and the area of the lot on which the... structures are, located."

For example, a floor area ratio (FAR) of 1.0 could mean a 1-story building that extends to the full area of the lot, or a 2-story building on half a lot, or a 4-story building on a quarter of the lot. Greater floor areas are proposed under Action Alternatives compared to Alternative (No Action).

Exhibit 1-4 Floor Area Ratios and Floor Plates

Development Standards	Alternative 1 (No Action)			Action Alternatives 2 and 3			Preferred Alternative		
	Zone/ Height (ft)	Base	Maximum	Zone/ Height (ft)	Residential	Commercial	Zone/ Height (ft)	Residential	Maximum
FAR	LR 3 LR 3-RC (18-40)	1.2 ^a	2.0 ^a	SM 40	3	3.5	<u>50</u>	<u>2.2</u>	<u>Not Applicable</u>
	C2-40 NC2-40 NC3-40 NC3P-40	3.0 ^b	3.25 ^b	SM 40	3	3.5	<u>50 for C2</u>	<u>3.5</u>	<u>3.5</u>
	MR (60-75)	3.2	4.25	Not applicable	Not applicable	Not applicable	<u>80</u>	<u>4.5</u>	<u>Not Applicable</u>
	C-1-65 NC3-65 NC3P-65	4.25 ^b	4.75 ^b	SM 65	5 ^c	5 ^c	<u>SM 65</u>	<u>4.5</u>	<u>4.5</u>
	NC3-85 SM 85	4.5 ^b	6 ^b	SM 85	Exempt/6 ^c	5-6	<u>SM 85</u>	<u>5</u>	<u>5</u>
	Not applicable	Not applicable	Not applicable	SM 125	8-9	7-8	<u>SM 125</u>	<u>9</u>	<u>7</u>
	Not applicable	Not applicable	Not applicable	SM 160	9 ^c	7-9	<u>SM 160</u>	<u>7</u>	<u>2</u>
"Free" FAR— not counted (in effect, +1 FAR)	LR, MR, and NC zones: Structured parking, underground stories SM: Dependent on providing public amenities			Ground-level retail and services, cultural spaces			<u>See Design and Development Standards in Exhibit 1-6.</u>		
Maximum floor plate	No standard.			Residential structures built to 160 feet, floor plate is maximum of 12,500 sf and cannot exceed 50% of lot area. 160-foot tall structures may have a 45-foot podium.			<u>See Design and Development Standards in Exhibit 1-6.</u>		

^a FAR applicable to attached units

^b Lower FAR for single uses and upper FAR for mixed uses

^c SMC 23.48.020 Table A (assumes maximum FAR)

Note: Where a ranged floor area ratio is shown, it means the standard floor area ratio is still under consideration. The aesthetics modeling of individual buildings assumed the following: SM 85 FAR 6 Residential and FAR 5 Commercial. For SM 125, the modeling assumed an FAR of 9 Residential and 7 Commercial. For SM 160 an FAR of 7 for Commercial was assumed. However, the aesthetics model also overlaid the zoned maximum height that would encompass the effects of any of the ranged floor area ratios.

Source: City of Seattle, Hewitt Architecture, 2016 and 2017

Additional amendments are proposed to standards that influence site and building design, including parking location and screening, pedestrian paths, façade width, landscaping, and open space. See Exhibit 1-5. The standards would create a pedestrian-friendly environment by reducing the visibility of parking, encouraging walking, and providing spaces for gathering and recreation appropriate to an urban environment.

Exhibit 1-5 Additional Development and Design Standards: Draft EIS Alternatives

Standards	Alternative 1 (No Action)		Action Alternatives 2 and 3	
	Residential	Commercial	Residential	Commercial
Parking standards	Current standards address parking rate but have limited location standards	Same as left	Wrap all ground-level parking behind active uses, minimum 25 feet depth active uses Screen any parking above the ground level "1 up, 1 down" Must have at least as much belowground parking as aboveground No surface parking between building and right of way	Same as left
Pedestrian paths	Not required	Not required	Sites \geq 40,000 square feet Min. 25 feet wide, may be open or covered	Same as left
Maximum façade width per business	Not applicable	No standard	Not applicable	Ave: 120 feet
Seattle Green Factor	LR: 0.60 minimum score MR: 0.50 minimum score	C, NC and SM: 0.30 minimum score	0.30 minimum score	0.30 minimum score
Provision of open space	LR: 25% of lot area with minimum 50% at ground level MR: 5% of gross floor area, no more than 50 percent may be enclosed	C, NC and SM: 5% of residential floor area, no more than 50 percent may be enclosed	Residential amenity area: 5% of residential floor area, no more than 50 percent may be enclosed	Commercial Open Space (per SM code)
TDR programs	Seattle Landmarks	Seattle Landmarks	To be determined	To be determined

Source: City of Seattle, 2016

The Preferred Alternative includes more detailed proposals for development and design standards as shown in Exhibit 1-6. Standards vary by street class. A street class map based on the Uptown UDF and further refined is shown in Exhibit 1-7 on page 1.18.

Exhibit 1-6 Preferred Alternative Development and Design Standards

Standard	Class I Street	Class II Street	Class III Streets/Green Street
Street Level Uses Retail, Restaurants, Entertainment uses, public libraries, public parks, arts facilities.	75% of street frontage must consist of street level uses. Street level uses must be with 10 ft of street lot line or open space abutting the street. Floor to ceiling clearance shall be a minimum of 13 ft and be 30 ft in depth.	30% of street frontage must consist of street level uses. Street level uses must be with 10 ft of street lot line or open space abutting the street. Floor to ceiling clearance shall be a minimum of 13 ft and be 30 ft in depth.	No requirements, but street level uses are exempt from FAR limits if they meet standards set out for Class I streets.
Transparency Transparency requirements apply to all street-facing street-level facades excluding ground level residential development.	60% of façade must be transparent.	60% of façade must be transparent.	60% of façade must be transparent.
Upper Level Setbacks SM Zones	For structures 45 ft or greater in height, 1 ft for every 2 ft in height to a maximum of 15 ft.	For structures 45 ft or greater in height, 1 ft for every 2 ft in height to a maximum of 15 ft.	For structures 45 ft or greater in height, 1 ft for every 2 ft in height to a maximum of 15 ft.
C-2 Zone (50 ft height)	For structures 45 ft or greater in height, 1 ft for every 2 ft in height to a maximum of 15 ft.	For structures 45 ft or greater in height, 1 ft for every 2 ft in height to a maximum of 15 ft.	For structures 45 ft or greater in height, 1 ft for every 2 ft in height to a maximum of 15 ft.
MR Zone (80 ft height)	Upper setback from street of 15 ft (front and rear) above 40 ft. Max depth increased from 75% to 80%.	Upper setback from street of 15 ft (front and rear) above 40 ft. Max depth increased from 75% to 80%.	Upper setback from street of 15 ft (front and rear) above 40 ft. Max depth increased from 75% to 80%.
LR Zone (50 ft height)	Upper setback from street of 12 ft above 40 ft.	Upper setback from street of 12 ft above 40 ft.	Upper setback from street of 12 ft above 40 ft.
Parking	Principal Use parking prohibited. No more than 50% of parking above grade. Ground level parking to be separated ROW by another use. Upper level parking to be completely screened.	Principal Use parking prohibited. No more than 50% of parking above grade. Ground level parking to be separated ROW by another use. Upper level parking to be completely screened.	Principal Use parking prohibited. No more than 50% of parking above grade. Ground level parking to be separated ROW by another use. Upper level parking to be completely screened.

Source: City of Seattle, 2017

The Preferred Alternative includes additional measures to address historic resources including a TDR program similar to the Pike/Pine neighborhood and removal of SEPA thresholds for purposes of determining landmark eligibility.

Exhibit 1-6 Preferred Alternative Development and Design Standards (cont.)



Standard	Class I Street	Class II Street	Class III Streets/Green Street
Minimum Façade Requirements	45 ft high	45 ft high	25 ft high
Mid-Block Connection	Required for projects on lots 40,000 sf or larger. Connection should average 25 ft in width with a minimum of 15 ft. No more than 35% of the length of the connection shall be covered or enclosed.	Required for projects on lots 40,000 sf or larger. Connection should average 25 ft in width with a minimum of 15 ft. No more than 35% of the length of the connection shall be covered or enclosed.	Required for projects on lots 40,000 sf or larger. Connection should average 25 ft in width with a minimum of 15 ft. No more than 35% of the length of the connection shall be covered or enclosed.
Blank Façade Limits	The maximum width of blank facades is 15 ft (exceptions permitted for garage doors). Total frontage of blank facades cannot exceed 30% of the façade frontage.	The maximum width of blank facades is 15 ft (exceptions permitted for garage doors). Total frontage of blank facades cannot exceed 30% of the façade frontage.	The maximum width of blank facades is 15 ft (exceptions permitted for garage doors). Total frontage of blank facades cannot exceed 30% of the façade frontage.
Open Space	For projects of 30,000 sf or greater, usable ground level open space equivalent to 15% of lot area is required.	For projects of 30,000 sf or greater, usable ground level open space equivalent to 15% of lot area is required.	For projects of 30,000 sf or greater, usable ground level open space equivalent to 15% of lot area is required.
Podium Requirements	For structures greater than 125 ft in height, floor plates limits do not apply below a height of 45 ft.	For structures greater than 125 ft in height, floor plates limits do not apply below a height of 45 ft.	For structures greater than 125 ft in height, floor plates limits do not apply below a height of 45 ft.
Floor Plate Limit	For structures taller than 125 ft, tower floor plate is limited to 12,500 sf above a height of 45 ft.	For structures taller than 125 ft, tower floor plate is limited to 12,500 sf above a height of 45 ft.	For structures taller than 125 ft, tower floor plate is limited to 12,500 sf above a height of 45 ft.
Lot Area	Structures greater than 125 ft in height, must have a lot area of twice the tower floor plate.	Structures greater than 125 ft in height, must have a lot area of twice the tower floor plate.	Structures greater than 125 ft in height, must have a lot area of twice the tower floor plate.
Tower Limits	One structure greater than 125 ft is permitted per block.	One structure greater than 125 ft is permitted per block.	One structure greater than 125 ft is permitted per block.

Source: City of Seattle, 2017



- ## Open Space and Recreation

Street Class

-  Class I Street
-  Class II Street
-  Class III Street
-  Green Street

Source: Seattle Department of Planning
and Development, 2017

All alternatives studied in this Seattle Uptown Rezone Draft EIS are compared in Exhibit 1-8. Alternative 1 No Action would not include rezones or height increases, and accordingly would have the least redevelopment potential. Sound Transit stations are not assumed under Alternative 1, though other multimodal improvements would be implemented; however, all alternatives are tested with and without the Sound Transit stations.

Alternative 2 Mid-Rise would include rezones and moderate height changes and be supported by all mobility and street character proposals; with moderate height changes, mid-range redevelopment levels are assumed.

Exhibit 1-8 Comparison of Alternative Features

Feature	Alternative 1 No Action	Alternative 2 Mid-Rise	Alternative 3 High-Rise	Preferred Alternative
Rezone of NC2, NC3, MR, LR3*, LR3-RC*, C1, and C2 to SM	Not Included	Included	Included	<u>Included with SM replacing NC and C1 zones and amendment of LR3, LR3-RC, MR and C2 with MHA recommendations (adding 1-2 stories)</u>
Height Increases	Not Included	Moderate	Greatest	<u>Moderate</u>
Development Standards	Current	New with SM Zone	New with SM Zone	<u>New with SM Zone</u>
Redevelopment Potential	Least	Moderate	Greatest	<u>Moderate</u>
Mobility Proposals	All except Sound Transit stations**	All Included	All Included	<u>All Included</u>
Street Character Proposals	None	Included	Included	<u>Included</u>

* LR3 and LR3-RC currently limit heights to 40 feet, whereas Alternatives 2 and 3 propose heights of 65 to 160 feet in different locations. Alternatives 2 and 3 propose one or more of the following options: amending LR3/LR3-RC standards, rezoning to MR, or rezoning to SM.

** For an apples to apples comparison the traffic analysis studies all alternatives with and without the stations.

Alternative 3 High-Rise would institute rezones and the greatest height changes, together with mobility and street character investments, creating the greatest redevelopment potential studied.

The Preferred Alternative is generally in the range of studied Draft EIS Alternatives. Similar to Alternatives 2 and 3, the Preferred Alternative rezones or amends commercial and residential zones to create a denser mixed use Urban Center and to require mandatory affordable housing. The Preferred Alternative proposes heights that are moderate, graduated near boundaries with less intensive uses to the north and northeast, and graduated from west to east considering views. The Preferred Alternative includes more extensive design and development standards to protect public views and to achieve greater compatibility with adjacent districts and uses. Because it has more moderate heights and floor area ratios, its development capacity is in the range of Alternative 1 No Action and Alternative 2 Mid-Rise. The Preferred Alternative supports mobility proposals, and transit-oriented development around stations, and would implement street character proposals. It classifies streets and provides for appropriate design standards to promote the public realm environment for pedestrians.

1.5 MAJOR ISSUES, SIGNIFICANT AREAS OF CONTROVERSY AND UNCERTAINTY, AND ISSUES TO BE RESOLVED

The major issues under review in this EIS include:

- The proposed heights, redevelopment, and potential effects of growth on land use compatibility and housing displacement;
- Potential for changes to public views, shade and shadow, and other aesthetic impacts due to increased heights;
- Effect of redevelopment on housing supply and affordability;
- Effect of redevelopment on potential historic and designated landmark sites;
- Effect of growth on transportation mobility and mode share goals;
- Addressing appropriate building design, streetscape treatments, and on-site and offsite parks and recreation space to serve the new population and create a pedestrian oriented design suited to a more intensive mixed-use environment; and
- Providing sufficient public services and utilities to meet the needs of the growing neighborhood.

Issues to be resolved include:

- Preparation of legislation including rezones, heights, and custom development and design standards that: 1) achieve the goals of the Comprehensive Plan and Queen Anne Neighborhood Plan and 2) optimally implement neighborhood character and form guided by the Uptown UDF.

1.6 SUMMARY OF IMPACTS AND MITIGATION MEASURES

This section contains an abbreviated version of Draft and Final EIS Chapter 3, which contains the full text of the Affected Environment, Significant Impacts, and Mitigation Measures sections; the Preferred Alternative's impacts are identified in Final EIS Chapter 3 and is in the range of the Draft EIS alternatives and as such the mitigation measures and overall conclusions of

the Draft EIS apply. Accordingly, readers are encouraged to review the more comprehensive discussion of issues in [Draft and Final EIS Chapter 3](#) to formulate the most accurate impression of impacts associated with the alternatives.

LAND USE

How did we analyze Land Use?

The EIS quantifies land use acres and densities based on Geographic Information System (GIS) data, aerial photos and site reconnaissance, and qualitative analysis of land use patterns and development character.



Queen Anne Avenue in Uptown

What impacts did we identify?

Each alternative would increase the density of households, population, and jobs in the Uptown Urban Center. Under all alternatives, the predominant land use pattern would be an increase in the density of mixed uses. Although Alternatives 2 and 3 and the [Preferred Alternative](#) represent a greater increase, Alternative 1 [No Action](#) calls for an increase to be consistent with the urban village strategy and the Comprehensive Plan classification as an Urban Center. Activity levels would increase across the Uptown Study Area with new residents, patronage at retail and cultural businesses, and new employment at offices and institutions. Growth in the Uptown Urban Center is expected to increase the number of households and jobs. All three [studied](#) alternatives are expected to result in the displacement of some existing business and jobs, though there would be sufficient building space to relocate them.

What is different between the alternatives?

Growth and Density. Under the range of alternatives, households would increase by 44 percent to 55 percent, and jobs would increase by 17 percent to 21 percent. Alternative 1 No Action is the least intensive and Alternative 3 the most intensive. [Both Alternative 2 and the Preferred Alternative would increase household and job growth in the range at 49 percent and 19 percent respectively.](#)

Height, Bulk, and Compatibility. Under **Alternative 1 No Action**, allowed heights would remain in the range of four to eight stories, or 40 to 85 feet; because existing development does not fully use

this capacity, redevelopment would likely occur at greater intensities than currently exist. Alternative 1 No Action would result in a land use pattern that is less likely to achieve proposal objectives, including the enhancement of the Arts and Culture District and production of new diverse and affordable housing choices, when compared to the other alternatives. Under Alternative 1, increased development intensity and the pace of neighborhood change may result in localized compatibility conflicts, but those conflicts could be managed by the application of existing development and design standards.

Under **Alternative 2 Mid-Rise** allowed heights would range from six to 12 stories, or 65 to 125 feet with most of the area allowed to grow to 85 feet; the greatest intensity would occur in the Uptown Triangle near one of the two transit centers. Alternative 2 supports the implementation of the Uptown UDF vision that would increase opportunities for market rate and affordable housing, jobs, cultural spaces, and arts activities as well as the future transportation improvements bringing light rail and more non-motorized connections to the Urban Center. Alternative 2 Mid-Rise would increase the bulk and scale of development over Alternative 1 No Action due to increases in height and intensity. Compatibility conflicts could occur within the Uptown Urban Center as a result of changes in land use and changes related to increased intensity, bulk, scale, and height of new development; two particular areas where there is potential for conflicts are the areas adjacent to the Uptown Park North and to the Mercer/Roy corridor.

The distribution of the intensity of the land uses could be the most uniform throughout the Uptown Urban Center in **Alternative 3 High-Rise** as compared to the other alternatives with the greatest extent of land planned for 16 stories or up to 160 feet in height. Consistent with Alternative 2 Mid-Rise, Uptown Park-North would receive modest height increase, from the current range of 40 to 65 feet to 65 feet, and northeast Seattle Center would increase from 85 feet to a maximum of 125 feet under Alternative 3. Yet within the rest of the Uptown Urban Center Alternative 3 High-Rise would increase the maximum height in nearly every subarea up to 160 feet. Height increases under Alternative 3 High-Rise add 75 to 95 feet to the heights allowed under Alternative 1 No Action and 45 to 75 feet over the heights allowed in Alternative 2 Mid-Rise for most of the Uptown Urban Center. These increases in bulk, scale, and height would produce considerably taller and more intense building forms, which may result in abrupt and pronounced changes in height between existing and new developments.

Under both Alternatives 2 and 3 the front, rear, and side setbacks would be eliminated in areas rezoned from LR3, LR3-RC, and MR and would alter the 25 percent minimum open space at the lot level to a standard requiring five percent of gross floor area to be open space. This would alter the development character of future development in those areas.

Under both Alternatives 2 and 3 the change in zoning from a variety of commercial and low- and mid-rise mixed uses zones to SM could impact the ability of certain businesses to operate in the Uptown Urban Center such as manufacturing. Any existing uses in these categories would be considered non-conforming and allowed to continue; the few manufacturing-style buildings in Uptown appear to contain craft and assembly operations, work lofts, office, and commercial uses.

Under the Preferred Alternative, allowed heights would range from 5-16 stories, or 50 to 160 feet with most of the area allowed to develop to 85 feet. See Exhibit 3.1-4B on page 3.6. This is an increase from the range of four to eight stories and 40 to 85 feet under Alternative 1 No Action. On the whole, it is a lesser increase than Alternative 3 High Rise and is more graduated west to east than Alternative 2 Mid-Rise near Seattle Center.

Proposed zoning changes under the Preferred Alternative would rezone all of the NC2, NC3, and C1 areas to a custom SM zone. There would be similar effects regarding non-conforming use allowances as for Alternatives 2 and 3 where the uses allowed in the NC zone are not carried forward to the new SM zone.

LR3, LR3-RC, and C2 zones would be retained but heights of an additional 1-2 stories allowed to implement MHA recommendations. Nearly all of these zone locations would have heights that are similar to or less than Alternative 2. Three areas in the northwest and central portion of the study area would add 10 to 15 feet in height above Draft EIS Alternatives (see "Height and Zoning" above). However, given current code height exceptions, limited redevelopment potential in these areas, the application of design standards and ability to review at the site-specific level through permits and SEPA review impacts would be minimized. See Chapter 3 and Appendix D for additional discussion.

Job Displacement. As the area develops, there may be displacement of existing jobs. Alternative 1 No Action has the potential to displace 376741 jobs on existing sites if growth occurred at the level ~~targeted~~ estimated. This is a greater potential displacement than the Action

Alternatives (~~282,549~~ with Alternative 2, ~~297~~ and ~~580~~ with Alternative 3, and 335 under the Preferred Alternative), since Alternative 1 No Action would implement lower heights requiring more properties to redevelop to achieve the target building space and growth needed to achieve the 20-year Comprehensive Plan growth estimate allocation. All alternatives would have capacity under target 20-year growth estimates or full build-out to accommodate relocated jobs.

What are some solutions or mitigation for the impacts?

Mitigation measures include:

- Application of adopted City procedures under SEPA and design review, as well as development and design standards addressing land use compatibility, height, and bulk.
- Uptown UDF principles and recommendations could be further implemented through code amendments to achieve greater land use compatibility within Uptown and along boundaries with other neighborhoods, such as abutting areas between Uptown and Queen Anne. Custom zoning standards could also address appropriate onsite open space in new development.

The Preferred Alternative proposes added development and design standards as identified in Section 1.4 and Chapter 2 of this Final EIS including upper story setbacks and ground floor open space, among others.

With mitigation, what is the ultimate outcome?

Under all alternatives, additional growth would occur in the Uptown Urban Center, leading to a generalized increase in building height and bulk and development intensity over time, as well as the gradual conversion of low-intensity uses to higher-intensity development patterns. This transition would be unavoidable but is not significant and adverse since this is an expected characteristic of a designated Urban Center.

In addition, future growth is likely to create localized land use compatibility issues as development occurs. The potential impacts related to these changes may differ in intensity and location in each of the alternatives. However, with the combination of existing and new development regulations, zoning requirements, and

design guidelines, no significant unavoidable adverse impacts are anticipated.

As the area develops, there may be displacement of existing jobs; however, there is sufficient employment space under any alternative to relocate the businesses and thus no significant unavoidable adverse impacts are anticipated.

RELATIONSHIP TO PLANS AND POLICIES

How did we analyze Relationship to Plans and Policies?

This EIS analyzes pertinent laws, plans, policies, and regulations that guide or inform the proposal. These include the Growth Management Act (GMA), Vision 2040, the King County Countywide Planning Policies (CPP), the City's current and draft prior and new Comprehensive Plan, and the Queen Anne Neighborhood Plan Element, which is adopted as part of the Comprehensive Plan. The alternatives were reviewed for consistency with each of these.

What impacts did we identify?

All alternatives are generally consistent with plans and policies. While not specifically inconsistent, proposed rezones related to Alternative 2 Mid-Rise and Alternative 3 High Rise and the Preferred Alternative would result in outdated references to zoning designations in the Queen Anne Neighborhood Planning Element. However, this would not impact consistency with overall policy direction.

What is different between the alternatives?

The plans and policies analysis found that the Uptown Rezone proposal considered in Alternatives 2 and 3 would be consistent with the guidance and requirements of the GMA, PSRC Vision 2040, King County CPPs, and Seattle Comprehensive Plan. Because the Preferred Alternative incorporates elements of Draft EIS Alternatives 1, 2, and 3, and growth estimate levels consistent with Alternative 2, consistency with plans and policies would be the same as discussed in the Draft EIS. No new impacts to consistency with plans and policies are anticipated.

The Preferred Alternative proposes a more complete set of development standards reviewed in this Final EIS. These standards

are consistent with adopted policy guidance which support human-scale development, pedestrian-friendly development, and increased connections.

What are some solutions or mitigation for the impacts?

The following mitigation measure addresses the one identified policy inconsistency:

- The Neighborhood Planning Element–Queen Anne Neighborhood and proposed zoning designations should be reviewed to ensure that internal references in the Neighborhood Planning Element are consistent with updated zoning designations.
- ~~Existing Queen Anne Neighborhood Planning Element policies applicable to the Uptown Urban Center should be reviewed to identify whether references to zoning designations should be updated to reflect changes proposed in the Action Alternatives.~~

With mitigation, what is the ultimate outcome?

With mitigation, the proposal would be consistent with state, regional, and local policy guidance and requirements.



Multifamily Housing in Uptown on John Street

HOUSING

How did we analyze Housing?

This EIS considers population and housing characteristics based on U.S. Census, American Community Survey, Puget Sound Regional Council, City of Seattle, and real estate industry data. The City's Growth and Equity Analysis is also considered. An analysis of target growth estimates for a 20-year period to 2035 and buildout growth and resulting effect on housing supply, affordability, and displacement is addressed.

What impacts did we identify?

Under all ~~three studied~~ alternatives, the defined growth areas have sufficient development capacity to accommodate planned levels of residential growth during the planning period.

Housing affordability would be a concern under all ~~three studied~~ alternatives. Ultimately, housing prices are likely to be driven by demand generated as a result of Seattle's strong job market and attractive natural and cultural amenities and Uptown's central location.

What is different between the alternatives?

The estimated net new housing units is 3,000 units for Alternative 1 No Action, 3,370 units for Alternative 2 Mid-Rise and the Preferred Alternative, and 3,745 units for Alternative 3 High-Rise.

Compared to other neighborhoods in Seattle, the City's Growth and Equity analysis determined that Uptown does not have a high concentration of population that is vulnerable to direct displacement or economic displacement. In all ~~three studied~~ Alternatives, the total estimated number of units that would be demolished due to likely redevelopment of sites is relatively low: between 42 and 66 units, or about two to three units per year during the 20-year planning period. Despite its higher growth ~~target estimate~~, Alternative 3 High-Rise is expected to result in the lowest number of demolished units due to the higher zoned capacity, enabling expected growth to be accommodated on fewer parcels compared to Alternative 1 No Action and Alternative 2 Mid-Rise and the Preferred Alternative. If full buildout is achieved on redevelopable parcels, it is possible that 303 units could be displaced under all alternatives (see updated Draft EIS Exhibit 3.3-17 in Final EIS Chapter 4 on page 3.84 under Full Buildout in Section 3.3 Housing).

Overall, focusing more growth in urban centers, such as Uptown, in combination with affordable housing requirements to either build onsite or make contributions to a housing fund, could help to increase housing choice in an area that is currently unaffordable to many. That said, there are challenges with respect to equity, potential displacement, and housing affordability with any alternative studied in this EIS.

What are some solutions or mitigation for the impacts?

Adopted regulations and programs, and other potential mitigation measures include the following:

Current Programs

- There are several sources of funding to preserve and build affordable housing in Seattle. The Federal low-income housing tax credit program is the primary source of funding for low-income housing development in Washington State. Locally, the City of Seattle uses voter-approved Seattle Housing Levy funds as well as cash contributions for affordable housing from developers in exchange for floor area beyond base limits through Seattle's incentive zoning program.
- The City of Seattle has a voluntary incentive zoning program whereby participating developers are able to achieve floor area beyond base density or height in their projects by either providing a modest number of affordable units onsite or by contributing to the City's housing development capital fund.
- The Multifamily Tax Exemption (MFTE) program incentivizes builders to set aside 20 to 25 percent of housing units in a new building as income- and rent-restricted, in exchange for a property tax exemption on the residential improvements. The rent restrictions must remain in place for as long as the tax exemption, which may be for up to 12 years. The number of affordable units incentivized through the MFTE program is expected to increase for all ~~three~~studied alternatives though these units do not provide long-term affordability

Potential Measures

- The Housing Affordability and Livability Agenda (HALA) was launched in late 2014 and is ongoing. The HALA Advisory Committee delivered a set of recommendations to the Mayor and City Council in 2015 that included a mandatory housing affordability (MHA) program for residential and commercial development. The MHA program has continued to evolve since 2015. The Seattle City Council amended the MHA-R framework legislation (Ordinance 125108) to include one additional consideration: "locating near developments that generate cash contributions." Mayor Murray has transmitted MHA-C framework legislation to City Council on October 25, 2016, which amends Ordinance 124895, and includes adding that location consideration factor for MHA-C. The proposed Mandatory Housing Affordability (MHA) program would ensure that new commercial and multifamily residential developments either include affordable housing units in the building or pay into a

fund to provide housing affordable to low-income households, in exchange for increases in development capacity.

- Some publicly-owned vacant and underutilized land can be used for affordable housing development and may be especially beneficial if located near transit, job centers, schools, or other amenities. Uptown has several publicly-owned parcels (see [Draft EIS](#) Exhibit 3.3-21 on page 3.91, the largest ones are part of Seattle Center) that could be assessed for their suitability for an affordable housing development.
- The City of Seattle, along with several other cities, nonprofit housing providers, unions, and advocates supported a state legislative bill (SB 6239) that would have enacted a local-option property tax exemption for existing rental homes. The bill was reintroduced and retained in present status and will presumably be picked up again next session. The Preservation Tax Exemption would create a local option in Washington for a 15-year tax exemption for property owners in the private market who agree to set aside 25 percent of their buildings for low-income tenants (earning less than 50 to 60 percent of area median income).
- The Mayor and Council are working to strengthen protections for renter households that live in substandard dwelling units and/or experience other prohibited landlord-led actions.
- The Mayor's Action Plan to address the affordability crisis recommends that the City partner with local employers to contribute to a City fund that builds and preserves affordable housing (Murray, 2015).

With mitigation, what is the ultimate outcome?

The Seattle 2035 Comprehensive Plan has a goal of adding or preserving 50,000 housing units by 2025, including 20,000 rent- or income-restricted housing units. Uptown will continue to face housing affordability challenges due to increasing demand, caused both by Seattle's population growth and Uptown's desirable, central location. Uptown has the development capacity to add significant numbers of new housing units; if combined with affordable housing requirements that the City already has in place and the potential measures recommended by the HALA initiative (described above), this would result in more affordable housing units in the area than exist currently, though it may still fall short of the Comprehensive Plan goal.



*An Example of Successful
Street Level Housing*

AESTHETICS AND URBAN DESIGN

How did we analyze Aesthetics and Urban Design?

An evaluation of protected views and public spaces has been developed, relying on three-dimensional modeling to illustrate potential impacts of each alternative. It is recognized that the assessment of aesthetic impacts is subjective and can vary between individuals based on perspectives and preferences. To provide a common basis for the discussion in this EIS section, the analysis assumes a baseline of existing conditions plus pipeline development (development already underway or which has begun the entitlement and permitting process). Modeling for each alternative distributed future target growth estimates and full buildout growth to the potential redevelopable properties in the study area, which are mapped in Exhibit 1-3 on page 1.12.

What impacts did we identify?

Neighborhood Character. All of the alternatives would result in a general increase in development density and intensity in the study area. Allowed building heights would be increased in most of the study area under the Mid-Rise and High-Rise Alternatives, and those areas where height limits would not be increased would experience increased development intensity due to infill construction and redevelopment of existing properties. Apart from the northeast corner with the KCTS building and stadium parking lot, Action Alternatives 2 and 3 would maintain existing height limits for the Seattle Center and the adjacent Gates Foundation campus. The Preferred Alternative would retain current heights for the Seattle Center campus and adjacent KCTS building and stadium parking lot, but evaluates the potential for increases in height as described under "Height and Growth" above. The Gates Foundation campus would have an increase of 10 feet in height.

Under all alternatives, increases in the level of development in the study area would create a more urban environment. While the alternatives differ in the scale of growth proposed, all alternatives would focus this future growth in the Mercer Street corridor, along the northern edge of Seattle Center between Warren Avenue N and 4th Avenue N. Along 5th Avenue N, the location of the existing KCTS building and the Memorial Stadium parking lot would be key development sites. As a result, this portion of the Mercer Street corridor would feature more prominently urban buildings than currently exist, with greater height and potentially greater site coverage.

Protected Views and Shading. All alternatives would result in some alteration of current protected views, though the impacts vary by location and alternative. All alternatives would result in some alteration of views from established scenic routes, though the impacts vary by location and alternative. Increased development under all alternatives would generate increase shade and shadows at street level. More buildings and more intense urban development would increase the level of artificial illumination in the study area under all alternatives.

What is different between the alternatives?

Neighborhood Character. Alternative 1 No Action would result in a moderate increase in development density and intensity as additional growth occurs in the study area, consistent with adopted growth ~~targets~~estimates and current land use regulations. Development under Alternative 2 Mid-Rise would result in a general increase in the intensity and density of development throughout the study area, beyond that anticipated for the No Action Alternative. While Uptown is already a highly urbanized neighborhood, widespread introduction of high-rise development under Alternative 3 High-Rise would fundamentally change the visual character of some portions of the study area.

Protected Views and Shading. The City of Seattle Municipal Code Section 25.05.675 P contains SEPA policies related to public view protection, stating:

It is the City's policy to protect public views of significant natural and human-made features: Mount Rainer, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water including Puget Sound, Lake Washington, Lake Union and the Ship Canal, from public places consisting of the specified viewpoints, parks, scenic routes, and view corridors...

—SMC 25.05.675 P2a.i.

In addition, the City has specific policies within its code to protect public views of the Space Needle:

It is the City's policy to protect public views of the Space Needle from the following public places. A proposed project may be conditioned or denied to protect such views...

**Exhibit 1-9** Viewpoint Locations

- Uptown Urban Center Boundary
- Open Space and Recreation
- Seattle Center Management Area (Non Open Space and Recreation)
- Viewpoint Location

Source: City of Seattle, BERK Consulting 2016

Listed locations in subsections c.1 to c.x: Alki Beach Park (Duwamish Head); Bhy Kracke Park; Gasworks Park; Hamilton View Point; Kerry Park; Myrtle Edwards Park; Olympic Sculpture Park; Seacrest Park; Seattle Center; Volunteer Park.

—SMC 25.05.675 P2c.

Exhibit 1-9 identifies public viewpoints in and adjacent to the study area that relate to these policies.

There are numerous scenic routes that are either within or border the study area. (See Exhibit 1-10).

Exhibit 1-11 on page 1.34 provides a summary of each alternative's consistency with City policies regarding public view protection and

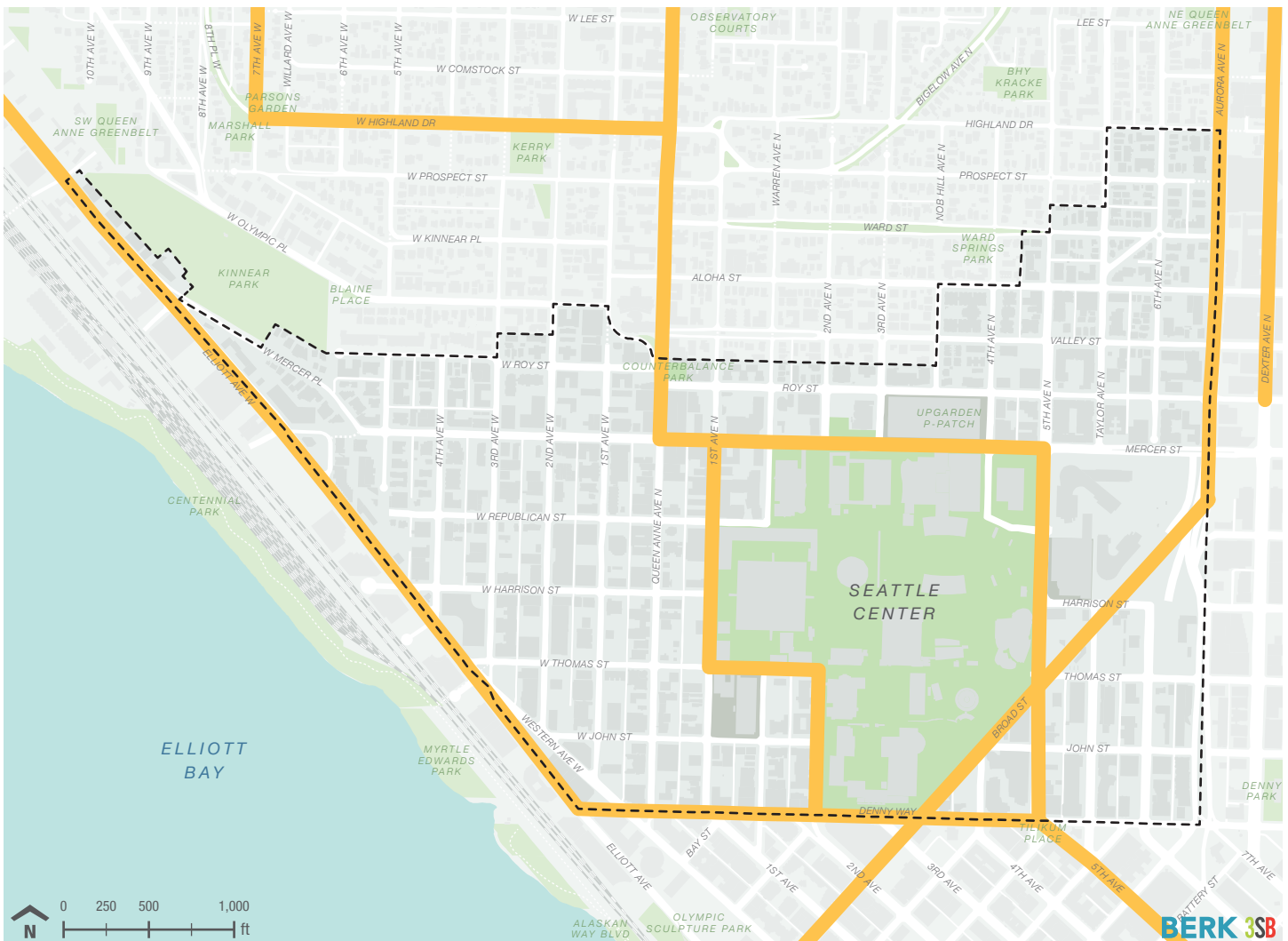


Exhibit 1-10 Scenic Routes in Uptown Study Area

- Uptown Urban Center Boundary
- Open Space and Recreation
- Seattle Center Management Area (Non Open Space and Recreation)
- Scenic Route

Source: City of Seattle, BERK Consulting 2016

shading of public spaces. Overall, Alternative 3 High-Rise would have the greatest impact on protected views, and Alternative 2 moderate impacts on views, though Alternative 2 would have greater impacts in specific locations. The Preferred Alternative would have impacts similar to Alternative 2. Locations most affected include:

- Mercer Street and 5th Avenue (South): Future development would affect views from a scenic route and obstruct the view of the Space Needle to a moderate (Alternative 1) or high (Alternatives 2 and 3) degree. Similar to Alternative 2 Mid-Rise, the Preferred Alternative evaluates building heights of 95-125 feet, an increase over current conditions and the current maximum building height of 85 feet. However, the Preferred Alternative would incorporate upper-story setbacks for floors above 45 feet; upper-story setbacks reduce the

Exhibit 1-11 Summary of Aesthetic and Urban Design Impacts

Exhibits		Alt 1 No Action	Alt 2 Mid-Rise	Alt 3 High-Rise	Preferred Alternative
Street-Level Views (SMC 25.05.675.P.2a. significant natural and human-made feature: downtown skyline, Puget Sound, scenic routes)					
Queen Anne Avenue and Mercer Street (South)	Exhibit 3.4-7 to Exhibit 3.4-11 (page 3.36)				
Mercer Street and Warren Avenue (East)	Exhibit 3.4-12 to Exhibit 3.4-16 (page 3.38)				
5th Avenue and Mercer Street (West)	Exhibit 3.4-17 to Exhibit 3.4-21 (page 3.40)				
Mercer Street and 5th Avenue (South)	Exhibit 3.4-22 to Exhibit 3.4-26 (page 3.42)				
Thomas Street and Aurora Avenue (West)	Exhibit 3.4-27 to Exhibit 3.4-31 (page 3.44)				
Protected Space Needle Views (SMC 25.05.675.P.2c public views of Space Needle from public places)					
Bhy Kracke Park	Exhibit 3.4-32 to Exhibit 3.4-36 (page 3.48)				
Kerry Park	Exhibit 3.4-37 to Exhibit 3.4-41 (page 3.50)				
Myrtle Edwards Park	Exhibit 3.4-42 to Exhibit 3.4-46 (page 3.52)				
Olympic Sculpture Park	Exhibit 3.4-47 to Exhibit 3.4-51 (page 3.54)				
Shading and Shadows (SMC 25.05.675.Q2.a shadows on publicly owned parks)					
Seattle Center	Exhibit 3.4-62				
Counterbalance Park	Exhibit 3.4-63 and Exhibit 3.4-64				
Kinnear Park					
Kinnear Place	Exhibit 3.4-65				
Myrtle Edwards Park					

- Consistent with policies for public view protection and shadows on public spaces
- Partially consistent with policies for public view protection and shadows on public spaces (e.g., limited view obstruction, increased blockage of a partially-obstructed view, partial site shading, etc.)
- Inconsistent with policies for public view protection and shadows on public spaces

bulk and visual mass of buildings, obstructing less of the sky from street level and reducing the “canyon” effect for pedestrians and drivers.

- Along other locations of Mercer Street there would be moderate view impacts of both Action Alternatives and the Preferred Alternative, except that at Queen Anne Avenue and Mercer Street (south) Alternative 2 would have a greater impact than Alternatives 1 and 3 and the Preferred Alternative. At Queen Anne Avenue and Mercer Street (south) Alternative 2 assumes greater growth and therefore more development than Alternative 1. Alternative 3 growth levels can be accommodated on fewer sites than Alternatives 1 and 2 given the greater heights allowed. The Preferred Alternative would result in building forms and heights along Queen Anne Avenue similar to Alternative 2 Mid-Rise. However, the Preferred Alternative would incorporate additional upper-story setbacks for floors above 45 feet, pulling the upper portion of the building façade away from the street and allowing greater access to light and air at street level. Height and bulk impacts under the Preferred Alternative would therefore be reduced relative to Alternative 2 Mid-Rise, though the Preferred Alternative would be likely to result in greater building heights at this location than Alternative 3 High-Rise or Alternative 1 No Action.
- Alternative 3 would be the only alternative to moderately impact views of the Space Needle from Bhy Kracke Park.
- Seattle Center and Counterbalance Park would be subject to shadows of moderate ~~impact to high impact respectively~~ under Alternatives 2 and the Preferred Alternative, and subject to shadows of high impact under Alternative 3. Kinnear Place would have a moderate impact in terms of shade and shadows under all alternatives.

Three locations propose increases in height than studied in the Draft EIS to implement MHA recommendations to provide incentives for affordable housing: C2-40 to 50 feet north of Mercer Street, MR 60 to 80 north of Mercer Street, and NC3-85 to SM-95. These differences in heights are considered to be minor for several reasons. Current zoning in these locations allows increases in base heights of between 4 and 15 feet for various purposes already. There are limited redevelopment sites identified in these locations (see Redevelopment above). A site-specific SEPA review process allows the City to examine consistency with public view

policies and other environmental policies (SMC 25.05.675) should redevelopment occur regardless of whether a site has been identified as redevelopable or not. Additionally, there would be increased design standards with the Preferred Alternative. Analysis of the Preferred Alternative with these changes is conducted cumulatively in Chapter 3 of this Final EIS, with additional analysis in Appendix D.

What are some solutions or mitigation for the impacts?

Aesthetic and urban design impacts could be mitigated by a combination of adopted or amended development and design standards addressing ground level and upper story setbacks, street level pedestrian treatments, streetscape and landscaping and other standards. Project-level studies of shade and shadows near parks or public spaces could be conducted to determine appropriate conditions related to height and bulk.

With mitigation, what is the ultimate outcome?

Under all alternatives, increased development in the Uptown study area would have the effect of creating a more urban character and more intensive development pattern, and public spaces would experience increased shading from taller buildings. More intense development in the study area would affect neighborhood character in Uptown, particularly under Alternative 3. Counterbalance Park and Kinnear Place Park would experience increased shading conditions, particularly under Alternative 3.

With the incorporation of proposed mitigation, all alternatives would be consistent with the City's policies in SMC 25.05.675P and Q regarding protection of public views and shading of public parks and open spaces. Thus, based on thresholds of significance and proposed mitigation, no significant unavoidable adverse impacts are identified.

Under all alternatives, some private territorial views could change as a result of increased development and building heights and some persons may consider a change in their view to be a significant adverse aesthetic impact. City view protection policies focus on public views. The City attempts to address public and private views generally through height and bulk controls.

HISTORIC AND CULTURAL RESOURCES

How did we analyze Historic and Cultural Resources?

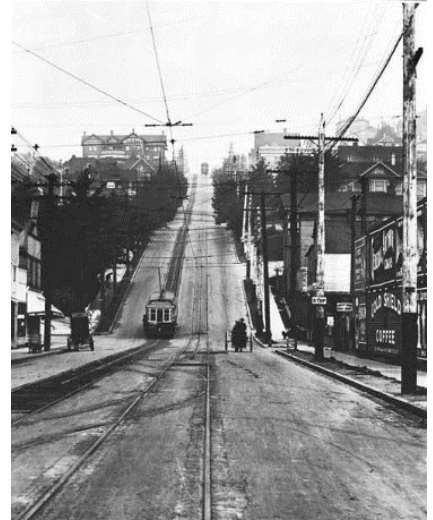
This Draft EIS addresses two main types of historic and cultural resources: (1) historic properties; and (2) recorded and potential archaeological resources. The EIS consultant team conducted research to identify recorded historic and cultural resources located within the Uptown Urban Center. Research focused on collecting and summarizing data on previously recorded resources, and it did not include fieldwork or evaluation of recorded resources.

What impacts did we identify?

All alternatives could affect established or potential historic register properties, districts, or landmarks. For above-ground resources, potential impacts may result from rezoning that encourages visual changes to established register properties or potentially register eligible properties or districts, or demolition of potential landmark or register sites. Redevelopment around historic properties could also change the visual context of historic resources, affecting both the locations where a resource may be viewed from and the setting, which can affect the eligibility of a structure. Rezoning may also encourage preservation efforts and the nomination of historic properties, districts, or landmarks.

Several redevelopment projects are expected within the Uptown area in the future with or without the rezone. Properties currently identified for redevelopment include three register-listed structures: Wilson Machine Works, Memorial Stadium, and Sheet Metal Works and Roof Company. Depending on how these properties are redeveloped (e.g., if the structures are demolished or incorporated into a new building design), impacts could be significant.

A statewide predictive model classifies the Uptown area as moderate to very high risk for containing Precontact archaeological sites. Any ground disturbance has the potential for significant, irreversible impacts to below-ground cultural resources because of damage, destruction, or loss of integrity.



*Looking up the Counterbalance
on Queen Anne Avenue*

What is different between the alternatives?

Compared to Alternative 1 No Action, increases in allowable heights under Alternative 2 Mid-Rise and Alternative 3 High-Rise would have the potential to impact more eligible or potentially-eligible historic properties in and around the Uptown area, as viewsheds and neighborhood character, particularly of the residential blocks, are affected by a changing skyline.

Increased height limits may incentivize the demolition of register-listed or potentially-eligible properties in an effort to increase density and commercial development in the Uptown Study Area. Similarly, increased height limits may promote development that could adversely impact the character of adjacent and nearby landmarks, register listed properties, and potentially register eligible properties. For example, under Alternative 2 Mid-Rise, the height limits of several blocks that include register-listed buildings are proposed to be raised 20 to 45 feet, potentially altering some characteristics that make those properties eligible.

Under Alternative 3 High-Rise, the height limits of several blocks that include register-listed buildings are proposed to be raised substantially, potentially altering some characteristics that make those properties eligible. In addition to impacts described for Alternative 2, Alternative 3 could also affect the Queen Anne Post Office, where height limits would increase from 65 feet to 160 feet. One of the characteristics of this building that makes it eligible is how its architecture and landscaping was designed to blend with Seattle Center on the opposite side of 1st Avenue N. If the height limits are increased, buildings that extend 95 feet over the existing Post Office have the potential to diminish those characteristics.

Increases in height allowances also have the potential to impact more eligible or potentially-eligible historic properties in and around the Uptown area (see [Exhibit 3.5-2 on page 3.84](#) ~~Exhibit 3.5-7 on page 3.187~~), as viewsheds and neighborhood character, particularly of the residential blocks, are affected by a changing skyline. As described in Section 3.1 Land Use, floor area ratio (FAR) limits on buildings coupled with the distance to the Center itself, may reduce impacts to register listed or potentially-register listed properties from significant to low or moderate.

The Preferred Alternative provides for a mix of moderate height increases within the range of height increases considered under Alternatives 2 and 3, though with reduced heights in certain areas

where historic properties are located. Increased height limits would occur on seven blocks containing National Register of Historic Places (NRHP), Washington Heritage Register (WHR), or Seattle City Landmark properties. In addition, increased heights of 10 feet are proposed on the Seattle Center campus which has several designated historic properties. However, no redevelopable properties are evaluated in this analysis for the main Seattle Center campus under any studied Alternative. Should redevelopment or alteration be proposed it would be subject to the regulations and commitments identified below and in Draft EIS Chapter 3.5. Further, prior to authorization, changes would be addressed in the Seattle Center Master Plan and evaluated appropriately under SEPA.

What are some solutions or mitigation for the impacts?

Solutions or mitigation for impacts to above-ground historic properties resulting from redevelopment under any of the alternatives may include going through the Certificate of Approval (COA) process for Seattle City Landmark buildings, and construction of new buildings in keeping with the neighborhood's architectural character to reduce visual impacts, ~~and Landmark eligibility review for those buildings that meet the minimum threshold for consideration.~~

Additional mitigation identified for the Preferred Alternative includes development of a TDR program similar to the City's Pike/Pine TDR program, which would help to reduce impacts by providing incentives for property owners to retain existing historic structures. In addition, the Preferred Alternative includes removing SEPA review thresholds for purposes of determining Landmark eligibility ~~could include establishing a process for identifying and nominating structures for Landmark listing for projects that fall under established SEPA review thresholds.~~ This would ensure that any structure that is subject to demolition has been assessed for Landmark eligibility and allow opportunity to identify appropriate mitigation before demolition occurs.

~~Implementation of UDF recommendations to preserve landmarks through transfer of development rights would help avoid impacts.~~

Solutions or mitigation for identified, protected below-ground resources may include archaeological excavation, interpretive panels, or public education.

With mitigation, what is the ultimate outcome?

Both Alternatives 2 and 3 establish height increases and other zoning changes that could result in significant unavoidable adverse impacts to above-ground historic properties. These adverse impacts would occur if redevelopment substantially impacts the character of an adjacent designated landmark, or if the development alters the setting of the landmark, and the setting is a key component of that landmark's eligibility. The Preferred Alternative establishes height increases and other zoning changes that could result in significant unavoidable adverse impacts to some aboveground historic properties, though in most areas there would be a reduced potential for adverse impacts compared to Alternative 3 and more graduated height increases in other areas compared to Alternative 2. Redevelopment of potential landmarks could be a significant impact if the regulatory process governing the development does not require a consideration of that structure's eligibility as a Seattle City Landmark such as those projects under SEPA thresholds. If mitigation requiring assessment of these structures were implemented, as proposed with the Preferred Alternative, this impact could be avoided.

A significant impact may result from development of a site when that development does not require an assessment of below-ground cultural resources. However, it is assumed that any impact to a below-ground cultural resource would occur during construction and would be mitigated during the construction phase. Thus, significant unavoidable adverse impacts to below-ground cultural resources are considered unlikely.



RapidRide Bus

TRANSPORTATION

How did we analyze Transportation?

Future transportation was evaluated for all modes of transportation across screenlines throughout the study area. Screenlines are theoretical lines across multiple transportation facilities where trips can be measured and compared. Additionally, operations on key corridors, specifically travel times, were evaluated including the Mercer Street and the Queen Anne/1st Avenue couplet. To forecast and test different land use alternatives, the citywide 2035 travel demand model was employed, testing the medium and high land

use compared to No Action. As an option, High Capacity Transit in the form of two new light rail stations as proposed in the Sound Transit 3 long-range plan, were tested in Uptown assuming higher access to transit. A methodology memorandum is included in Appendix B.

What impacts did we identify?

Each action alternative increases overall trips over the No Action Alternative and specifically increases number of resulting vehicular trips as compared to the no action alternative. Within the draft Comprehensive Plan Transportation Element for the Uptown neighborhood, the current proportion (mode split) of work related trips that are other than driving alone are currently 48 percent. The target for 2035 is identified as 60 percent, which this rezone would meet for all alternatives. The mode split for non-work-related, other than driving trips is currently 82 percent and the 2035 goal is 85 percent. It is anticipated that non-work related trips will not meet this target in 2035, though high capacity transit serving the area may assist in increasing the non-SOV mode split in the future. A comparison of alternatives used in this study is found in Exhibit 3.6-4 on page 3.90 ~~Exhibit 3.6-17 on page 3.220.~~

What is different between the alternatives?

From a transportation perspective, the alternatives generate different levels of trips, with the Alternative 3 High-Rise alternative generating substantially higher total trips. Even with anticipated lower proportions (or mode split) of drive alone and carpool trips in the future as compared to current conditions, the number of total vehicle trips is expected to increase over current trips. The highest amount of vehicle trips is expected to be generated by the Alternative 3 High-Rise land use alternative. The analysis also included an assessment of new high capacity transit as proposed as part of the ST3 package. A new HCT alignment, comprised of a light rail extension from downtown to Ballard with two stations serving Uptown increases transit capacity, specifically for non-work trips.

~~Both Action~~ The Alternatives will result in some minor increase in vehicular trips and vehicle miles of travel on the network; however, screenlines will operate with adequate capacity and corridors will operate similar for all action cases in terms of travel time. Potential impacts are summarized in Exhibit 1-12.

Exhibit 1-12 Summary of Transportation Impacts

Standards	Alternative 1 No Action	Alternative 2 Mid-Rise and Preferred Alternative	Alternative 3 High-Rise
Trip Generation	As compared to existing conditions, person trips nearly double	As compared to No Action, person trips increases less than 5%	As compared to No Action, person trips increases less than 10%
Mode Split	As compared to existing conditions, mode split dramatically changes with drive alone trips halved	As compared to No Action, mode split is similar with no new Light Rail Stations New Light rail stations would increase the transit mode by almost 10%	As compared to No Action, mode split is similar with no new Light Rail Stations New Light rail stations would increase the transit mode by 10%
Screenlines	Overall screenlines operate within the volume to capacity criteria.	Overall screenlines operate within the volume to capacity criteria.	Overall screenlines operate within the volume to capacity criteria.
Corridors	Overall congestion on key corridors increases on Mercer Street by 4 minutes as compared to Existing Congestion on the Queen Anne (southbound) and 1st Avenue (Northbound) corridors increase by 2.5 minutes and less than a minute, respectively, as compared to existing	As compared to No Action, Congestion is expected to increase only slightly—less than a minute for each corridor.	As compared to No Action, Congestion is expected to increase only slightly—less than a minute for each corridor
Parking	As compared to existing, the No Action Alternative is anticipated to increase weekday hourly parking demand by an average of 3%	As compare to No Action, weekday hourly parking demand is expected to increase by 1% or less	As compared to No Action, weekday hourly parking is expected to increase by 3% or less

Source: City of Seattle, 2016

What are some solutions or mitigation for the impacts?

Anticipated increased transit service, and bicycle and pedestrian connections may further reduce the amount of drive alone and carpool trips in the area. New and emerging technologies to enhance shared use of transportation facilities including real-time information regarding on-street and off-street parking, Transportation Network Companies (TNCs), and parking regulations could also mitigate increased vehicle trips.

Mitigation measures that could be implemented to lessen the magnitude of the pedestrian, bicycle, transit, and parking impacts

identified in the following sections. Although no significant auto impacts were identified for Alternatives 2 or 3 or the Preferred Alternative (as compared to Alternative 1 No Action) some of the mitigation strategies included here would help encourage use of non-SOV modes, reducing auto congestion.

With mitigation, what is the ultimate outcome?

No significant unavoidable adverse impacts are anticipated. All future ~~a~~Action ~~a~~Alternatives will increase the number of drive alone vehicles and, as a consequence, increase vehicle miles travelled (VMT). A discussion of increased VMT is provided in the Air Quality analysis. Additionally, increased drive alone trips would likely result in increased number of private vehicles and as a result increased the demand for parking. However, the threshold of significance is based on the percentage change from Alternative 1 screenline results. ~~Both~~ Action Alternatives 2 and 3 and the Preferred Alternative will result in some minor increase in vehicular trips and VMT on the network; however, screenlines will operate with adequate capacity and corridors will operate similar for all action cases. Adequate publicly available parking capacity exists to accommodate future anticipated demand for all alternatives.

GREENHOUSE GAS EMISSIONS

How did we analyze Greenhouse Gas (GHG) Emissions?

GHG emissions were estimated for operations associated with future development under the Uptown Rezone Alternatives resulting from changes in vehicle travel of residents and employees, increased electrical and natural gas usage, and solid waste generation. GHG emissions from vehicle travel were calculated based on estimated increases in vehicle miles travelled (VMT) predicted in the transportation analysis (Section 3.6 Transportation) and emission factors reflecting future improvements to the vehicle fleet.

The growth in square footage and number of households was used to forecast 2035 energy GHG emissions using the CalEEMod land use model (version 2013.2.2). This model is recognized by the Washington State Department of Ecology as an estimation tool (Washington State Department of Ecology, 2011). These emissions were then adjusted to account for increased efficiency



*Cycling Instead of Driving Helps
Reduce GHG Emissions*

implemented through performance requirements fostered by the *City of Seattle 2013 Climate Action Plan (CAP)* (City of Seattle, 2013). Emissions from existing uses to be removed were also calculated. The increase in residents and employees under each alternative was used to estimate emissions from the increase in solid waste generation using waste generation rates and existing and future diversion rates published in the technical appendix to the 2013 CAP.

What impacts did we identify?

Greenhouse Gas (GHG) emissions related to transportation and land uses under the Uptown Rezone Alternatives would combine with emissions across the state, country, and planet to cumulatively contribute to global climate change. Transportation systems contribute to climate change primarily through the emissions of certain greenhouse gases (carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O)) from nonrenewable energy (primarily gasoline and diesel fuels) used to operate passenger, commercial, and transit vehicles. Land use changes contribute to climate change through construction and operational use of electricity and natural gas, water demand, and waste production.

A potential impact is also identified with respect to consistency with applicable goals and policies of the City of Seattle Comprehensive Plan and 2013 CAP. Preeminent of these is the City's goal to reduce emissions of CO₂ and other climate-changing greenhouse gases in Seattle by 30 percent from 1990 levels by 2020, and become carbon neutral by 2050. While the City is well on its way to achieving the 2020 reduction goal, the goal of carbon neutrality by 2050 would require future development to be as efficient as possible.

The proposal and alternatives would support more efficient growth patterns, consistent with regional planning as well as the long-term planning goals of the City's Comprehensive Plan and 2013 CAP, which are expected to assist in controlling GHG emissions. The alternative would help Seattle achieve its goals for accommodating residential growth in areas that are well served by transit and within walking distance to a broad range of services and employment opportunities. However, because the proposal and alternatives would result in a net increase in GHG emissions generated in the Uptown area, mitigation measures implementing GHG reduction measures of the 2013 CAP are warranted to maintain consistency with the long-term planning goals.

What is different between the alternatives?

While all three studied alternatives would have GHG-related impacts, the relative difference in the magnitude of these impacts is directly attributable to the density of growth. For example, Alternative 2 Mid-Rise would provide more residential units and more commercial space and hence accommodate more people. Therefore, the operational GHG emissions resulting from this alternative would be marginally greater than those of Alternative 1 No Action. Similarly, Alternative 3 High-Rise would provide more residential units and commercial space than either Alternatives 1 or 2. The Preferred Alternative would have building heights and densities that are primarily a mix of those identified for Alternative 1, Alternative 2, and Alternative 3. Twenty-year growth estimates considered in the GHG analysis would be similar to Alternative 2.

As a component of net GHG emissions, Alternatives 2 and 3 and the Preferred Alternative are anticipated to increase transportation-related GHG emissions over Alternative 1 No Action. It should be noted that, with the increase in VMT, the pedestrian, bicycle, and transit mode share is projected to increase substantially as compared to the existing mode share, resulting in a lower auto mode share percentage as compared to existing conditions. Not considered in the quantification of GHG emissions is the fact that if growth accommodated in the proposal and alternatives were to be developed in other peripheral areas of the city or region with fewer transit options, overall transportation-related GHG emissions would likely be far greater.

While Alternative 1 No Action would result in the smallest net increase in GHG emissions when compared to the Action Alternatives, it would contribute the least towards achieving goals and policy-driven actions related to supporting growth and development near existing and planned high capacity transit ("Complete Communities"). Growth that might otherwise be accommodated in Uptown would occur in other areas of the city or region where there are fewer jobs and services in close proximity. This suggests that there would be less progress towards reducing overall transportation-related GHG emissions.

What are some solutions or mitigation for the impacts?

The alternatives would effectively implement Policy E15.3 of the City's Comprehensive Plan and policy-driven actions of the 2013 CAP related to creation of "Complete Communities." These policies and actions recognize the value of planning for the type and density of future housing and jobs as a way to reduce the need for future residents and workers to travel by automobile, thereby reducing transportation-related GHG emissions.

Future development under the alternatives would be implemented in compliance with the Seattle Energy Code which regulates the energy-use features of new and remodeled buildings, including requirements with respect to building envelopes for roofs, walls, and windows; heating, ventilation and air conditioning efficiency mandates; water heating equipment efficiency; the number and type of lighting fixtures and controls; and metering, plug load controls, transformers, motors, and renewable energy.

Other mitigation measures related to waste diversion, green building standards, and building demolition waste reduction are recommended to ensure consistency with the City's Comprehensive Plan and 2013 CAP.

With mitigation, what is the ultimate outcome?

With identified mitigation, the proposal and alternatives would be consistent with GHG reduction and climate change planning in the City of Seattle, reducing the severity of the identified moderate adverse impact. While the residual impact of all alternatives would still be a net increase in GHG emissions generated from growth and development in the Uptown area, the regional benefit of capturing development that might otherwise occur in other areas of the city or region would serve to offset these impacts. No significant unavoidable adverse impacts related to greenhouse gas emissions are anticipated.

OPEN SPACE AND RECREATION

How did we analyze Open Space and Recreation?

EIS authors reviewed existing open space and recreation services provided to the study area by Seattle Parks and Recreation and other providers. The current level of service was evaluated for this Final EIS based on the goals/guidelines for open space and recreation in the Seattle Parks and Recreation (SPR) 2011 Development Plan. These guidelines are recognized by Policy P1.2 in the City's 2035 Comprehensive Plan, which was adopted in October 2016 (and effective in November 2016) and replaced the goals for open space and recreation services in the prior comprehensive plan. The 2035 Comprehensive Plan also includes language recognizing that there are not many opportunities to acquire new land for open spaces because Seattle is already very developed, and that meeting demand for open space and recreation services as the city grows will require new strategies (pg. 134). The current SPR guidelines noting that these are likely to change in the near future through the City's review and adoption of an updated SPR Development Plan Council review and adoption of the Executive's Seattle 2035 proposal. Planning documents addressing future open space and recreation services in the study area were also reviewed.



Kinnear Lower Kerry Park, Courtesy of Seattle Parks & Recreation

What impacts did we identify?

The City's current aspirational goals/guidelines for distribution of open space and recreation facilities and for the number of community centers in Urban Centers gardens per capita are currently not being met in the Uptown study area and have been addressed through proposed language in the Executive's Seattle 2035 proposal. Under all alternatives, more people would be impacted by the service area gaps and by the lack of a the number of community gardens center, per capita could decrease depending on actual redevelopment. The City's current open space and recreational goals/guidelines were are aspirational in nature and failure to achieve them does not constitute a deficiency in service; they will are planned to be replaced by the proposed Parks and Open Space Element that recognizes that there are not many opportunities to acquire new land for open spaces because Seattle is already very developed and offers new strategies new

guidelines in an updated SPR Development Plan that is currently under development and will take into consideration the guidance for open space and recreation services that is provided in the 2035 Comprehensive Plan.

What is different between the alternatives?

The total amount of open space within the study area exceeds the current SPR Comprehensive Plan open space goalsguidelines for Uptown under the growth envisioned in all alternatives.

~~While there is overall capacity within the open space and recreation system in the study area, the City is currently not meeting its Uptown targets for community gardens. (Urban Village Appendix, Figure A-2, current Comprehensive Plan) The amount of community gardens per capita decreases under the growth projections for all alternatives, with the greatest decreases under the Action Alternatives. In addition to population growth impacts, the Mercer Street Garage site is identified as a possible redevelopment site under all alternatives and is planned for redevelopment in the Seattle Center Century 21 Master Plan. Redevelopment of this site would likely result in the loss of UpGarden, the only community garden in Uptown, increasing the need for community gardens in the study area. There are currently no plans to create a new community garden in Uptown.~~

The City is not meeting the current SPR guidelines~~its current Comprehensive Plan goals~~ for distribution of open space or for the number of community centers in Uptown; however, these goals~~guidelines~~ are proposed to be revised as part of the update to SPR's Development Plan~~Seattle 2035~~. As population grows in the study area, the gaps in Village Usable Open Space service areas and the lack of a community center would affect a greater number of people. This would occur under all alternatives, but be more pronounced under the population increases anticipated under the Action Alternatives.

Under all alternatives, the proposed mobility measures would likely have positive impacts on open spaces and recreation such as increased pedestrian and bicyclist access to parks. Positive impacts would likely be greatest under the Action Alternatives. Street character improvements proposed under the Action Alternatives 2 and 3 include landscaping and streetscape improvements

that could increase the amount of small and linear open spaces, consistent with suggestions in the Uptown UDF.

What are some solutions or mitigation for the impacts?

The following mitigation measures are recommended to have positive impacts on open space and recreation services in the study area:

- Consider developing new open space and recreational facilities to fill parks distribution gaps shown in Exhibit 3.8-3 on page 3.273 of the ~~(see Section 3.8 Open Space and Recreation of this Draft EIS).~~
- ~~Explore options for replacing the UpGarden community garden before the site is redeveloped, and consider developing one or more additional community gardens in Uptown.~~

With mitigation, what is the ultimate outcome?

No significant unavoidable adverse impacts to open space and recreation services are anticipated.

PUBLIC SERVICES

Fire Protection

How did we analyze Fire Protection Services?

Fire and emergency medical services provided to the study area by the Seattle Fire Department were reviewed. The current level of service based on the Department's adopted response standards, which are described in the Seattle Fire Department 2014 Emergency Response Report, were evaluated. Also reviewed were Department plans that guide provision of fire and emergency medical services in the study area.

What impacts did we identify? What is different between the alternatives?

Population growth in the study area anticipated under all alternatives is expected to lead to an increased number of calls for emergency services. Growth would occur incrementally under all alternatives; as individual development projects are constructed.

There could be a slightly greater increase in demand for fire services under the Preferred Alternative and Alternative 2 compared to Alternative 1, and slightly greater increase in demand for fire services under Alternative 3 compared to the Preferred Alternative and Alternative 2.

What are some solutions or mitigation for the impacts?

The Seattle Fire Department would attempt to maintain response times consistent with current performance levels as the population grows in the study area. Over time, additional staffing and equipment may be required in order to maintain performance levels.

The following mitigation measures are anticipated to address potential impacts to fire services:

- All potential new development in the study area would be constructed in compliance with the City of Seattle Fire Code.
- All potential new street improvements in the study area would be constructed in compliance with the Seattle Right of Way Improvement Manual, or the Seattle Fire Code Section 503 and Appendix D. Public street improvements are required to meet the requirements of the Seattle Right of Way Improvement Manual. Private roads must be in accordance with Section 503 and Appendix D of the Seattle Fire Code.
- ~~The Seattle Department of Construction & Inspections provides the Seattle Fire Department with the opportunity to reviews plans for building construction and street improvements.~~
- The Seattle Fire Department has the ability to move traffic out of the way using sirens and lights.
- Ongoing City operational and capital facilities planning efforts are anticipated to address incremental increases and other changes in demand for fire services.
- A portion of the tax revenue generated from potential redevelopment in the study area would accrue to the City of Seattle and could be used to help fund fire services.

With mitigation, what is the ultimate outcome?

No significant unavoidable adverse impacts to fire and emergency medical services were found.

Law Enforcement

How did we analyze Law Enforcement Services?

Law enforcement services provided to the study area by the Seattle Police Department were reviewed. The current level of service based on the Department's most recently adopted emergency response time target were evaluated per the Seattle Police Department 2008-2012 Neighborhood Staffing Plan. Also reviewed were Department plans that guide provision of law enforcement services in the study area.

What impacts did we identify? What is different between the alternatives?

No significant impacts to law enforcement services were found related to the alternatives. The Department has identified existing needs to increase staffing and improve facilities and is currently working to accomplish these things through Departmental planning processes and the City's budgeting and capital facilities planning processes. Under all alternatives, the Department would continue these efforts and would work to achieve response times consistent with its performance standards.

What are some solutions or mitigation for the impacts?

The following mitigation measures are anticipated to have positive impacts on law enforcement services in the study area:

- Ongoing Seattle Police Department processes to evaluate where to best focus its resources are anticipated to help address future changes in demand for police services in the study area.
- Ongoing City capital improvement planning and budgeting efforts are anticipated to address police facility needs, including potential needs for future improvements to the West Precinct station.
- The Seattle Police Department has the ability to move traffic out of the way using sirens and lights.
- A portion of the tax revenue generated from potential redevelopment in the study area would accrue to the City of Seattle and could be used to help fund police services.
- Crime Prevention Through Environmental Design (CPTED) measures could be used to help reduce criminal activity and

calls for service, such as orienting buildings towards the street, providing public connections between buildings, and providing adequate lighting and visibility.

With mitigation, what is the ultimate outcome?

No significant unavoidable adverse impacts to law enforcement services are anticipated.

Schools

How did we analyze School Services?

Existing school services provided to the study area by Seattle Public Schools and by nearby private schools were reviewed. Current levels of public school services were evaluated based on the District's most recently published student enrollment and school capacity projects, which are for year 2020 and take into account the educational specifications established in the District's Revised 2012 Facilities Master Plan. Also reviewed were the District planning information that addresses future school services in the study area.

What impacts did we identify? What is different between the alternatives?

Population growth associated with the proposal could result in impacts on school capacity under all alternatives. The District estimates enrollment projections based on a cohort survival model that does not explicitly include consideration of household growth and housing types, and for this reason it is not possible to quantitatively estimate the impact of study area population growth on future school capacity. There currently is a low proportion of school aged children and young adults in the study area; however, location of a school in the Urban Center could attract families. Growth in Uptown would likely result in incremental increases in the public school student population and associated incremental impacts on public schools. These incremental increases would allow the District to respond through ongoing capacity management planning. Significant impacts associated with the proposal are not anticipated.

What are some solutions or mitigation for the impacts?

The following mitigation measure is anticipated to address potential impacts to public school services:

- Ongoing Seattle Public Schools capital facilities management planning is anticipated to be sufficient to address increases in student population.

With mitigation, what is the ultimate outcome?

No significant unavoidable adverse impacts to public schools services were identified.

UTILITIES**How did we analyze Utilities?**

Baseline information on utilities systems was obtained through a review of geographic information system (GIS) data and relevant utility provider plans. Additional information on utilities systems was obtained through interviews with representatives of utility providers.

For utilities, impacts were assessed based on the potential for localized or widespread increases in demand to affect service levels. For this analysis, significant impacts were identified if any of the alternatives would result in either of these conditions:

- Inconsistency with utility system planned growth and capital plans.
- Potential to require major new projects or initiatives for utility system upgrades to accommodate redevelopment.

Wastewater**What impacts did we identify?**

The growth in residential and employment population could result in greater demands on the local wastewater collection system and on the downstream conveyance and treatment facilities. Although there would be a greater overall need for wastewater facility capacity with increased density, new development can reduce per-capita demand, as newer, low- or no-flow plumbing fixtures and equipment replaces older, less efficient, installations.

While there would be increased demand on the wastewater system under any of the alternatives, existing plans and programs are in place to identify and implement projects to address system capacity issues and to incorporate improvements and repairs in association with major redevelopment and projects. As a result of ongoing planning and programs, increased demand for wastewater service under any of the alternatives is not considered a significant impact.

What is different between the alternatives?

The growth in residential and employment population would increase the demand for wastewater services under any of the alternatives. While all ~~three~~two studied alternatives would have wastewater-related impacts, the relative difference in the magnitude of these impacts is directly attributable to the amount of growth. Of the ~~two~~two studied Action Alternatives, Alternative 3 would generate the most demand. Therefore, the utilities-related impacts would be marginally greater than those of Alternative 2 or the Preferred Alternative. Because of ongoing planning and programs to address system capacity issues, increased demand for wastewater service under any of the alternatives is not considered a significant impact.

What are some solutions or mitigation for the impacts?

Future development under any of the alternatives would be implemented in compliance with the City of Seattle Stormwater Code (2016 Stormwater Code and Manual), which require redeveloped sites that discharge to the combined sewer system to provide on-site stormwater management. These methods help control peak rates of stormwater through the combined system.

Developer sewer improvements would be required to demonstrate that the downstream system has sufficient capacity for additional flow. Some parts of the Uptown area are served by sewers that are less than 12-inch diameter. These areas are likely at or near their capacity and downstream pipes from new development would have to be upgraded to a minimum 12-inch diameter. Redevelopments may also reduce per-capita sewer demand, as newer, low- or no-flow plumbing fixtures and equipment replaces older, less efficient, installations. These practices would help reduce the overall impact to the wastewater system.

SPU regularly plans and improvements projects as needed as part of the City's 6-year Capital Improvement Program (CIP) process.

Through the CIP, SPU identifies candidate capital projects which the City implements independent of private development. SPU uses a hydrologic/hydraulic model and an asset management system to plan for development and address capacity constraints.

Other mitigation measures include water conservation measures implemented as part of redevelopment projects (use of newer, low- or no-flow plumbing fixtures and equipment) and may reduce per-capita water demand (and therefore, wastewater service demand).

With mitigation, what is the ultimate outcome?

With identified mitigation, no significant unavoidable adverse impacts on wastewater systems are anticipated. The studied alternatives are consistent with the utility system planned growth and no major upgrades are anticipated to be needed to serve the alternative levels of development.

Stormwater

What impacts did we identify?

As redevelopment occurs under all alternatives, the amount of stormwater runoff generated on the projected development sites would increase as compared to existing conditions. Increases in peak flow and total runoff would create increased demand on the combined system and drainage system. As a result of City of Seattle requirements for on-site stormwater management, given that the existing development sites most likely do not provide detention, it is expected that there would be a reduction in uncontrolled runoff in the Uptown area under all of the alternatives where new construction is anticipated in the future.

Under all scenarios, including Alternative 1 No Action, implementation of on-site stormwater management and continuation of retrofit incentives would continue to reduce adverse impacts on both the combined sewer system and the drainage system. No significant adverse location-specific impacting conditions were identified in this review.

What is different between the alternatives?

Potential impacts of future, specific development proposals on the stormwater system would be addressed through implementation

of the regulations and project specific environmental review as appropriate. As sites redevelop, implementation of on-site stormwater management required under the Stormwater Code would continue to reduce adverse impacts that would otherwise occur under existing conditions. There would potentially be less redevelopment and less implementation of on-site stormwater management under Alternative 1 No Action. ~~Both Alternative 2 Mid-Rise, and Alternative 3 High-Rise~~ and the Preferred Alternative would reduce adverse impacts that would otherwise occur under existing conditions through implementation of on-site stormwater management. Of the two Action Alternatives, redevelopment under Alternative 3 would likely affect more sites with uncontrolled runoff.

What are some solutions or mitigation for the impacts?

New development in the study area would be required to meet the *2016 Seattle Stormwater Code and Manual*. Current code requires new development and redevelopment to mitigate new impervious surfaces and pollution generating surfaces with flow control and/or water quality treatment. On-site stormwater management and detention requirements help control peak rates of stormwater through the local combined sewer system, reducing the potential for street flooding from the local collector pipes. Redevelopment that replaces existing impervious surface and provides flow control can reduce runoff rates even below current levels. New development that complies with these regulations, standards, and practices would help reduce the overall impact to the drainage system.

With mitigation, what is the ultimate outcome?

No significant unavoidable adverse impacts on the stormwater system are anticipated. New development allowed under any studied alternative would be required to meet City stormwater codes that would offer improved stormwater management over existing conditions.



Seattle Center Fountain

Water

What impacts did we identify?

The growth in residential and employment population could result in greater water system demands. Redevelopments may reduce per-capita water demand when newer, low- or no-flow

plumbing fixtures and equipment replaces older, less efficient, installations, but overall system demands would still increase under all alternatives.

Fire suppression is currently adequate within the Uptown area, but additional demand on the system could prevent water mains from producing adequate fire suppression in the future. If new development requires a higher level of fire suppression, these pipes may need to be upsized. Similarly, if new development causes water pressure levels to fall below SPU's regulatory required minimum, upgrades may be needed.

Through their water forecasting, asset management framework, and CIP, SPU employs a variety of strategies that allow them to anticipate and adjust to changing demands. SPU updates their hydraulic model in congruence with their Water System Plan to determine exact upsizing and necessary improvements required to serve the forecasted population and land use. While some capacity upgrades would likely be required under all alternatives, no major new projects or initiatives to accommodate redevelopment are anticipated. As a result, no significant adverse impacts have been identified for any of the alternatives.

What is different between the alternatives?

While all three alternatives would increase water system and fire flow demand, the relative differences in the magnitude of these impacts is directly attributable to the amount of growth. Of the ~~two~~ studied Action Alternatives, Alternative 3 High-Rise would generate the most demand. Therefore, the water system related impacts, and potential need for capacity improvements, would be marginally greater than those of Alternative 2 or the Preferred Alternative. Because of ongoing planning and programs to address system capacity issues, increased demand for water service under any of the alternatives is not considered a significant impact.

What are some solutions or mitigation for the impacts?

SPU design standards indicate that fire flow is determined based on the City's Fire Code and considered when issuing Water Availability Certificates. SPU will determine availability of services at the time of development (i.e. Certificates of Availability). SPU uses a hydraulic network model to evaluate capacity and make a determination of

water availability. If there is a gap between what the existing system can provide and what a development needs, the developer is required to upgrade the existing system to meet demand. Upgrades may include replacing existing water mains when the existing system does not have sufficient fire flow capacity and/or the water mains are not sufficiently sized for the domestic and/or fire services needed for the development. Developers may also be required to install a fire hydrant. New development and redevelopment is required by the plumbing code to include efficient plumbing fixtures. This requirement would reduce the overall impact to water demand resulting from the proposed alternatives.

Other mitigation measures include water conservation measures that may be implemented to reduce per-capita water demand, such as newer, low- or no-flow plumbing fixtures and equipment. Also, reuse measures such as collection and re-use of stormwater for non-potable uses (irrigation, toilet flushing, mechanical make up water, etc.) would reduce demand on the public water supply.

With mitigation, what is the ultimate outcome?

With mitigation measures to assure adequate facilities at the time of development, no significant unavoidable adverse impacts on the water supply system are anticipated.

Electric Power

What impacts did we identify?

Under all alternatives, including the No Action Alternative, future growth and development would increase demand for electrical energy. With the completion of the Denny Substation project, the existing Broad Street Substation and transmission infrastructure is expected to meet future needs through 2035.

Under any alternative, the local distribution system may need improvements or reconfiguration to meet future growth needs. Specific improvements would be addressed on a project by project basis. No significant adverse impacts have been identified for any of the alternatives.

What is different between the alternatives?

The growth in residential and employment population would increase the demand on the electric power system under any of the alternatives. While all three ~~studied~~ alternatives would have wastewater-related impacts, the relative difference in the magnitude of these impacts is directly attributable to the amount of growth. Of the two Action Alternatives, Alternative 3 High Rise would generate the most demand. Therefore, impacts would be marginally greater than those of Alternative 2 Mid-Rise or the Preferred Alternative. Because of recent upgrades at the Broad Street Substation, and ongoing planning and programs to address system capacity issues, increased demand for electric power service under any of the alternatives is not considered a significant impact.

What are some solutions or mitigation for the impacts?

Seattle's commercial and residential energy codes are some of the most advanced in the country. They set a baseline for energy efficiency in new construction and substantial alterations.

In 2017, Seattle City Light will complete deployment of Advanced Meter Infrastructure to replace the existing manually read analog meters. Advanced Metering will give customers the option of seeing their energy use in near-real time. Not only can this help control energy use, it may be able to help customers identify problems with their electrical system, such as a malfunctioning electric water heater, that would only show up when they received an unusually high bill.

The Energy Benchmarking and Reporting Program adopted in 2010 and administered by the City's Office of Sustainability & Environment, requires owners of non-residential and multifamily buildings (20,000 square feet or larger) to track energy performance and annually report to the City of Seattle. This allows building owners to understand and better manage their building's energy usage.

Seattle City Light's *Six-Year Strategic Business Plan* (updated every two years) and state-mandated Integrated Resource Plan (updated every two years) provides the utility the capacity to establish a roadmap for insuring adequate retail revenue, and necessary physical infrastructure and energy resources to meet the City's demand due to projected economic or population growth.

Other mitigation measures to reduce impacts may include the installation of photovoltaic and other local generating technologies, construction of LEED compliant (or similar ranking system) buildings, and the use of passive systems and modern power saving units would reduce the use of power in building heating and cooling.

With mitigation, what is the ultimate outcome?

With mitigation measures to reduce electric power demand, no significant unavoidable adverse impacts on the electrical system are anticipated. Recent SCL investments in the power system are anticipated to meet growth needs through 2035 addressing the level of growth under all studied alternatives.



2

CHAPTER TWO / Alternatives

2.1 PURPOSE AND INTRODUCTION

The City of Seattle has developed an urban village strategy in its Comprehensive Plan to promote sustainable housing and employment growth with quality services and amenities. The strategy includes a hierarchy of village types:

- Urban centers
- Manufacturing/industrial centers
- Hub urban villages
- Residential urban villages

The Uptown neighborhood is designated an urban center, which means it is one of the densest Seattle neighborhoods, and serves as both a regional center and as a neighborhood with diverse mixes of uses, housing, and employment. (City of Seattle, 2015a) Uptown is also a cultural center for the whole of Seattle: Seattle Center is the city's top tourist attraction offering arts, culture, sporting, and festival attractions and events. Over 12,000 events are held annually at Seattle Center.

Currently, Uptown contains nearly 15,000 jobs and 9,400 residents housed in about 7,000 dwellings. Under current plans and zoning, households would increase by 44 percent and jobs by 17 percent by 2035.

Anticipating expected growth, the Uptown Urban Design Framework (UDF) sets forth a community vision for the neighborhood character and urban form that would take shape as Uptown grows. The vision includes:

- Affordable housing
- A multimodal transportation system
- Community amenities (community center, new schools, open space)
- An arts and culture hub
- A strong retail core
- A welcoming urban gateway to Seattle Center

The UDF recommendations include developing Uptown rezone legislation, which could change building heights and development standards to advance community goals.

This Chapter presents the Uptown rezone alternatives evaluated in this ~~Draft~~ Environmental Impact Statement (~~Draft~~ EIS). The ~~three~~four alternatives are:

- **Alternative 1 No Action:** Continue current zoning and associated height limits. This is a required alternative under the State Environmental Policy Act (SEPA).
- **Alternative 2 Mid-Rise:** Rezone Uptown to allow moderate height increases subject to mandatory affordable housing, while adding design and development standards.
- **Alternative 3 High-Rise:** Rezone Uptown to allow greater height increases with mandatory affordable housing, and add design and development standards.
- **Preferred Alternative:** Rezone Uptown to allow moderate and graduated height increases with mandatory affordable housing, and add design and development standards.

Alternative 1 No Action retains current zoning, largely consisting of Neighborhood Commercial 3 (NC3) with smaller areas of NC2, Low-rise 3 and Low-rise 3-Residential Commercial (LR3 and LR3-RC), Midrise (MR), Commercial 1 (C1), Commercial 2 (C2), and Seattle Mixed (SM). Alternatives 2 and 3 consider rezoning the Uptown Urban Center to a customized SM zone replacing the full range of MR, NC, and C zones. In areas zoned LR, options include one or more of the following: amending the LR3/LR3-RC zone standards, rezoning to MR, or rezoning to SM. The Preferred Alternative would replace the NC2, NC3, and C1 zones with a custom SM zone and amend the LR3, LR3-RC, MR, and C2 zones to allow greater heights of 1-2 stories based on Mandatory Housing Affordability (MHA) recommendations.

These alternatives are intended to support:

- Implementation of the **Seattle Comprehensive Plan**.
- Implementation of the **Queen Anne Plan vision**, June 1998, that applies to the study area. The neighborhood plan encourages varied housing opportunities, walking and bicycling, convenient access by transit and car, vital commercial areas, and a vibrant Seattle Center.
- Implementation of an Uptown-specific vision and urban design concept expressed in the **Uptown UDF** to create an active and dynamic neighborhood.
- The Mayor's **housing affordability and livability** initiatives.
- Opportunities for **redevelopment** throughout neighborhood, including the Northeast Quadrant of the Seattle Center.
- Creation of the **Uptown Arts and Culture District** along the Mercer/Roy corridor and its intersect with Queen Anne Avenue N and 1st Avenue N.
- Greater **transportation mobility** by advancing planned bus corridors and transit stations, reconnecting the street grid, and improving the bicycle network.

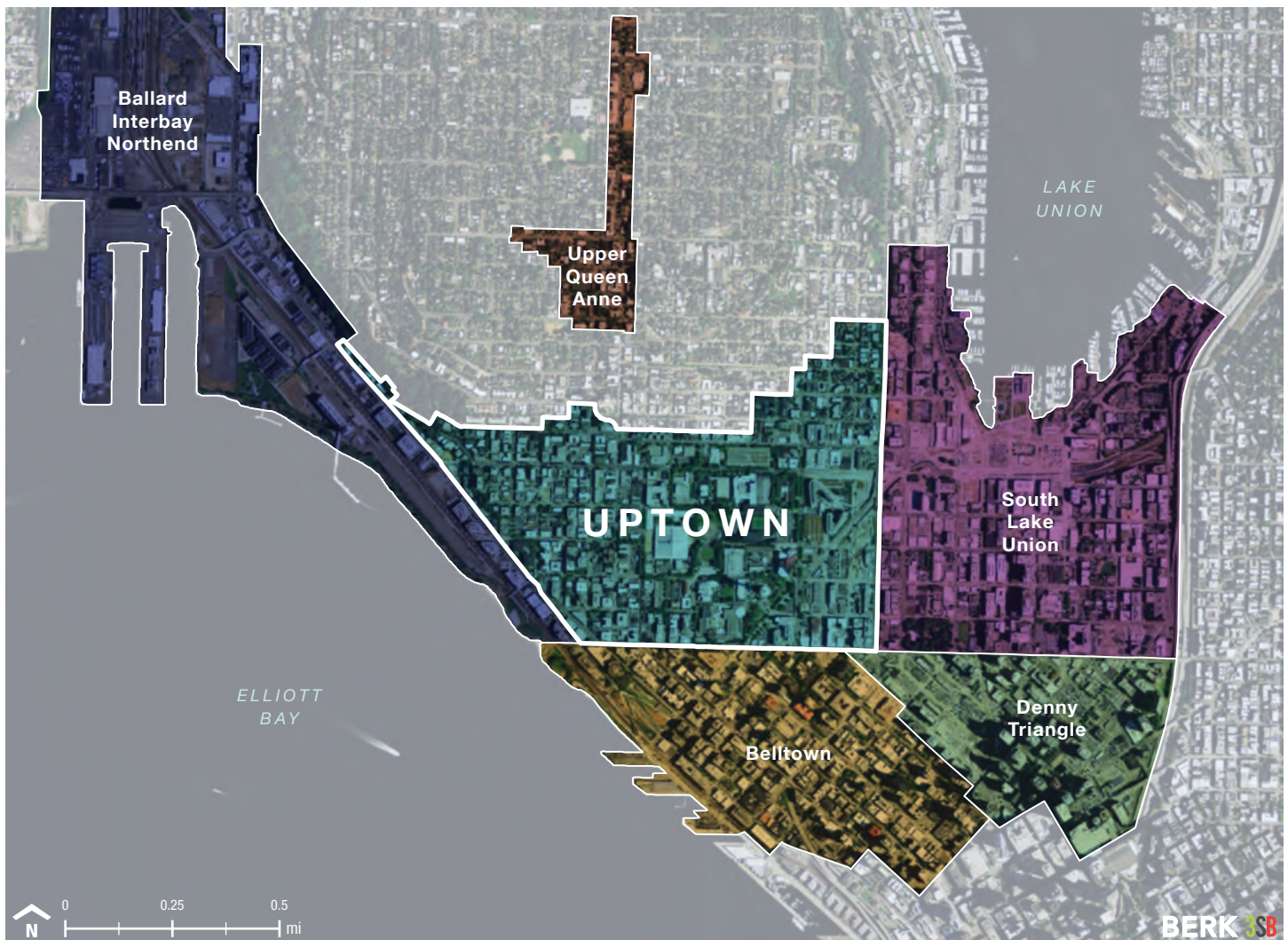


Exhibit 2-1 Uptown Study Area and Adjacent Neighborhoods

- Ballard-Interbay Northend
- Belltown
- Denny Triangle
- South Lake Union
- Upper Queen Anne
- Uptown

Source: Google Earth, BERK Consulting 2016

2.2 DESCRIPTION OF THE STUDY AREA

The Uptown Urban Center is approximately 297 gross acres in size and encompasses the Seattle Center. Uptown lies adjacent to the Queen Anne neighborhood to the north, South Lake Union to the east, Belltown to the south, and Ballard-Interbay-Northend (Elliott Avenue) to the west. See Exhibit 2-1.

2.3 OBJECTIVES AND ALTERNATIVES

PROPOSAL OBJECTIVES

The objective of the Uptown Urban Center Rezone Proposal is to implement the Seattle Comprehensive Plan. Each alternative is evaluated in terms of this objective and related objectives below.

Related Objectives

- Implement the Seattle Comprehensive Plan, Queen Anne Neighborhood Plan, and the UDF recommendations for Uptown.
- Accommodate planned growth.
- Increase housing diversity and the availability of affordable housing provided through private development.
- Create neighborhood-specific design standards.
- Create a residential, commercial, and cultural center with a mix of uses reflecting a broad constituency in the neighborhood, including traditionally underrepresented populations.
- Improve connectivity around Uptown.
- Encourage community improvements through planning and capital investment efforts in the area.
- Physically and culturally integrate Seattle Center with the surrounding neighborhood.
- Promote business district health and development including support for local businesses year round.
- Encourage employment to bring people to the neighborhood during the day.
- Promote living and working without a car.
- Create a vibrant and safe public environment.

DESCRIPTION OF ALTERNATIVES

Alternatives Overview

As described in the Purpose and Introduction above, Alternative 1 No Action would retain current zoning and associated building heights. Alternatives 2 and 3 would amend the Uptown area zoning

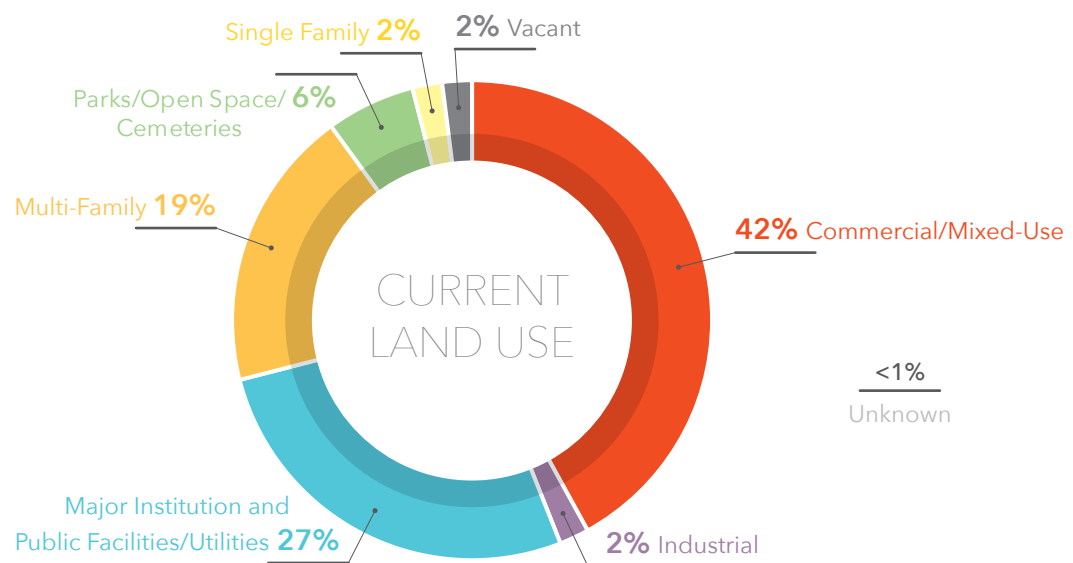
districts, building heights, and associated design and development standards to accommodate projected growth and realize public benefits such as affordable housing. The Preferred Alternative would increase heights in a graduated pattern, and include new design and development standards including measures addressing affordable housing. These zoning changes may result in different levels of growth and redevelopment in the neighborhood, and different support for transportation mobility.

Land Use, Zoning, and Heights

Current Land Use

The Uptown Urban Center is largely developed with commercial and mixed uses, and multifamily residential; it contains a small amount of single-family residential, industrial, and vacant land. See Exhibit 2-2.

Exhibit 2-2 Current Land Use



Source: King County Assessor, City of Seattle, BERK Consulting 2016

Future Land Use

The No Action Comprehensive Plan Future Land Use map identifies the Urban Center designation including various commercial and

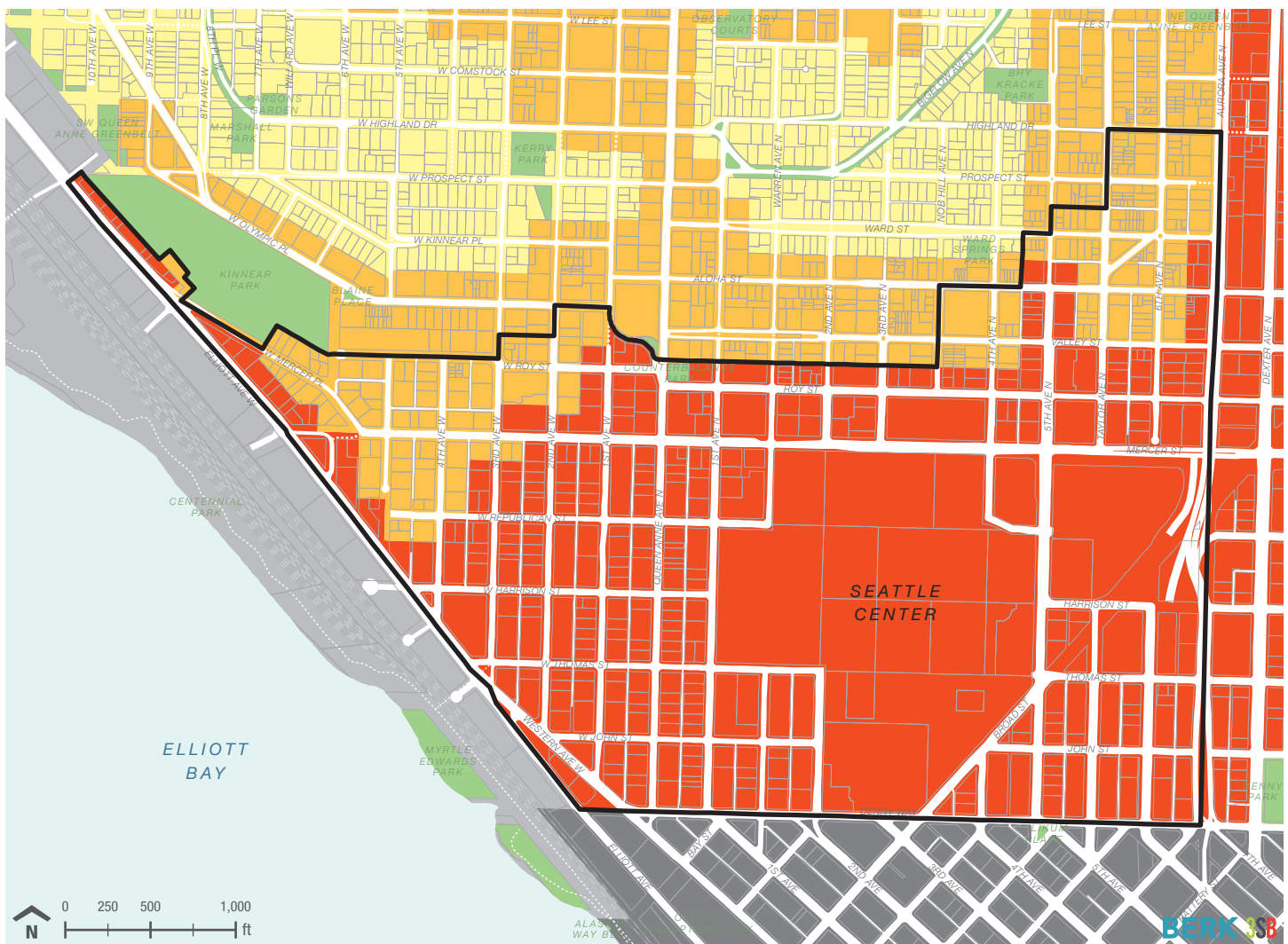


Exhibit 2-3 Future Land Use Map, 2015

— Uptown Urban Center Boundary

Current Future Land Uses

- City-Owned Open Space
- Single Family Residential Areas
- Multi-Family Residential Areas
- Commercial/Mixed-Use
- Downtown Areas
- Industrial Areas

mixed uses and multifamily residential areas, effective prior to November 28, 2016. See Exhibit 2-3.

As of November 28, 2016, the City has amended the The City is proposing to update its Future Land Use Map with its Comprehensive Plan Update due for adoption in 2016. If approved, designating the entire study area would be designated as "Urban Center."

Source: City of Seattle, BERK Consulting 2015

Any of the studied alternatives would implement the City's Comprehensive Plan Future Land Use Map and intent for a dense Urban Center.

Zoning

Alternative 1 No Action zoning in the study area is predominantly NC3. See Exhibit 2-4 ~~on the following page~~. NC3 promotes larger pedestrian-oriented shopping areas for the neighborhood and citywide customers. A small pocket of NC2 intended for moderate-sized pedestrian-oriented retail is found along 5th Avenue N at Aloha Street.

The Uptown triangle between Broad Street, SR 99, and Denny Way is zoned SM 85, promoting mixed uses in urban centers or villages.

Blocks west of Queen Anne Avenue and south of Valley Street and blocks along Taylor and Aloha close to SR 99 are zoned LR3 or LR3-RC promoting multifamily structures of moderate scale, predominantly apartments, townhouses, and rowhouses; with LR3-RC, limited ground-floor commercial is allowed. A pocket of MR zoning is located south of West Mercer Place and west of 3rd Avenue West; it allows apartments with no density limit and some limited ground-floor commercial.

C1 is located west of Aurora Avenue N between Ward Street and Mercer Street and is intended to allow for auto-oriented commercial areas with retail/service uses predominating. C2 is found along Elliott Avenue W south of W John Street and north of W Harrison Street, and promotes auto-oriented, primarily non-retail commercial and industrial uses.

Proposed Zoning and Height Changes

Action Alternatives 2 and 3 would rezone NC3 areas, currently the predominant zone, to a customized SM zone that alters proposed heights, development standards, and incentives to achieve the UDF vision and character. NC2, MR, C1, and C2 would also be rezoned to the SM zone. See Exhibit 2-5 on page 2.10 for proposed heights of Alternatives 1, 2, and 3. LR3/LR3-RC would change under Alternatives 2 and 3 by one or more of the following

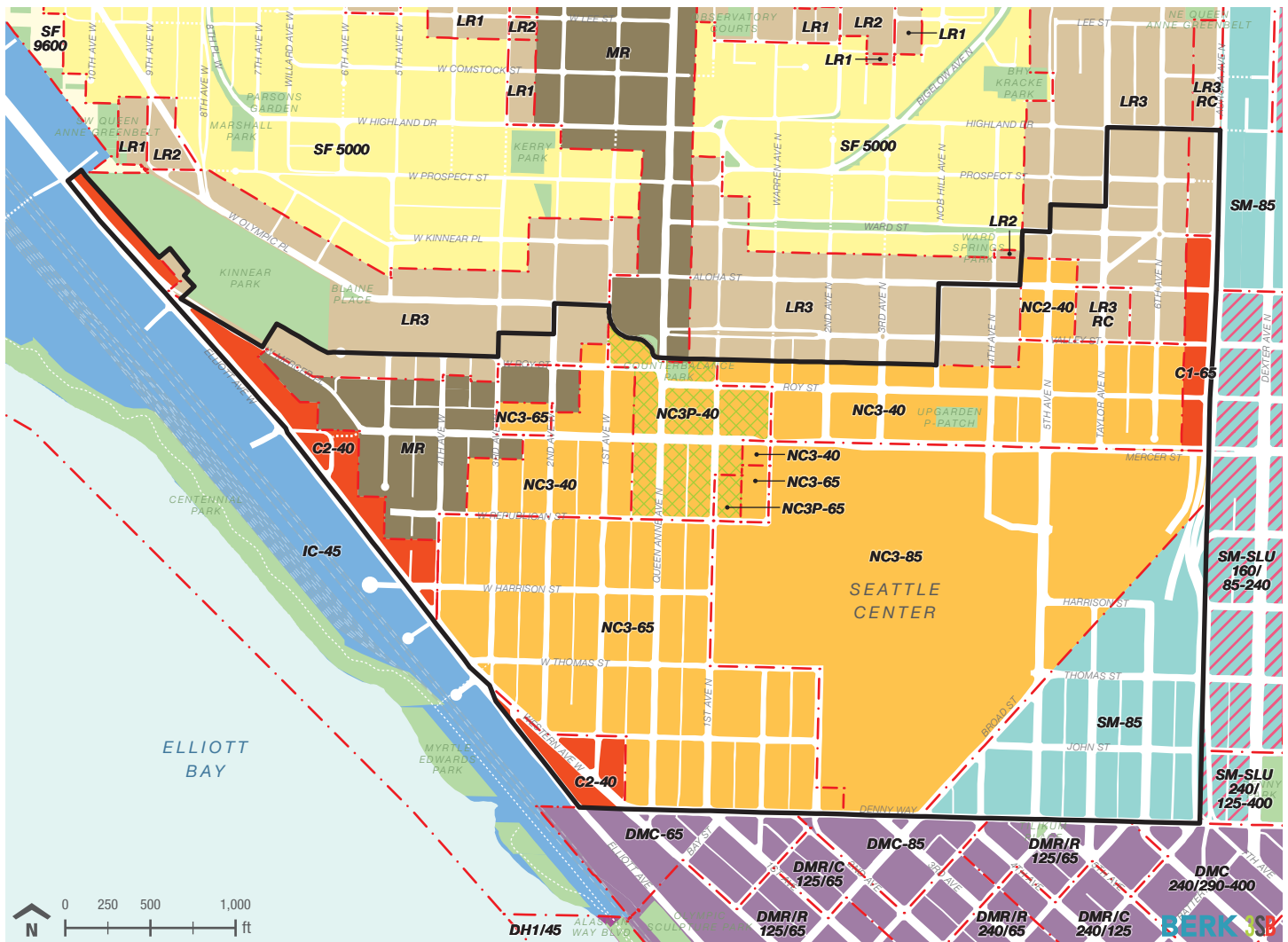


Exhibit 2-4 Current Zoning Map, 2016

options to achieve the height proposals: amending LR3/LR3-RC zone standards, rezoning to MR, or rezoning to SM. The Preferred Alternative is illustrated in Exhibit 2-5A on page 2.11.

Alternative 1 No Action would maintain a range of 40 to 65 feet in residential areas and 40 to 85 feet in commercial and mixed-use areas. Alternative 2 Mid-Rise would raise some heights in residential areas to 65 to 85 feet and commercial and mixed-use areas from 85 to 125 feet. Alternative 3 High Rise would have similar residential

— Uptown Urban Center Boundary

Current Zoning

- Incentive Zones
- Pedestrian Areas
- Single Family 5000
- Single Family 9600
- Low-Rise
- Mid-Rise
- Seattle Mixed
- Neighborhood Commercial
- Commercial
- Downtown Harborfront
- Downtown Mixed
- Industrial Commercial

Source: City of Seattle 2016

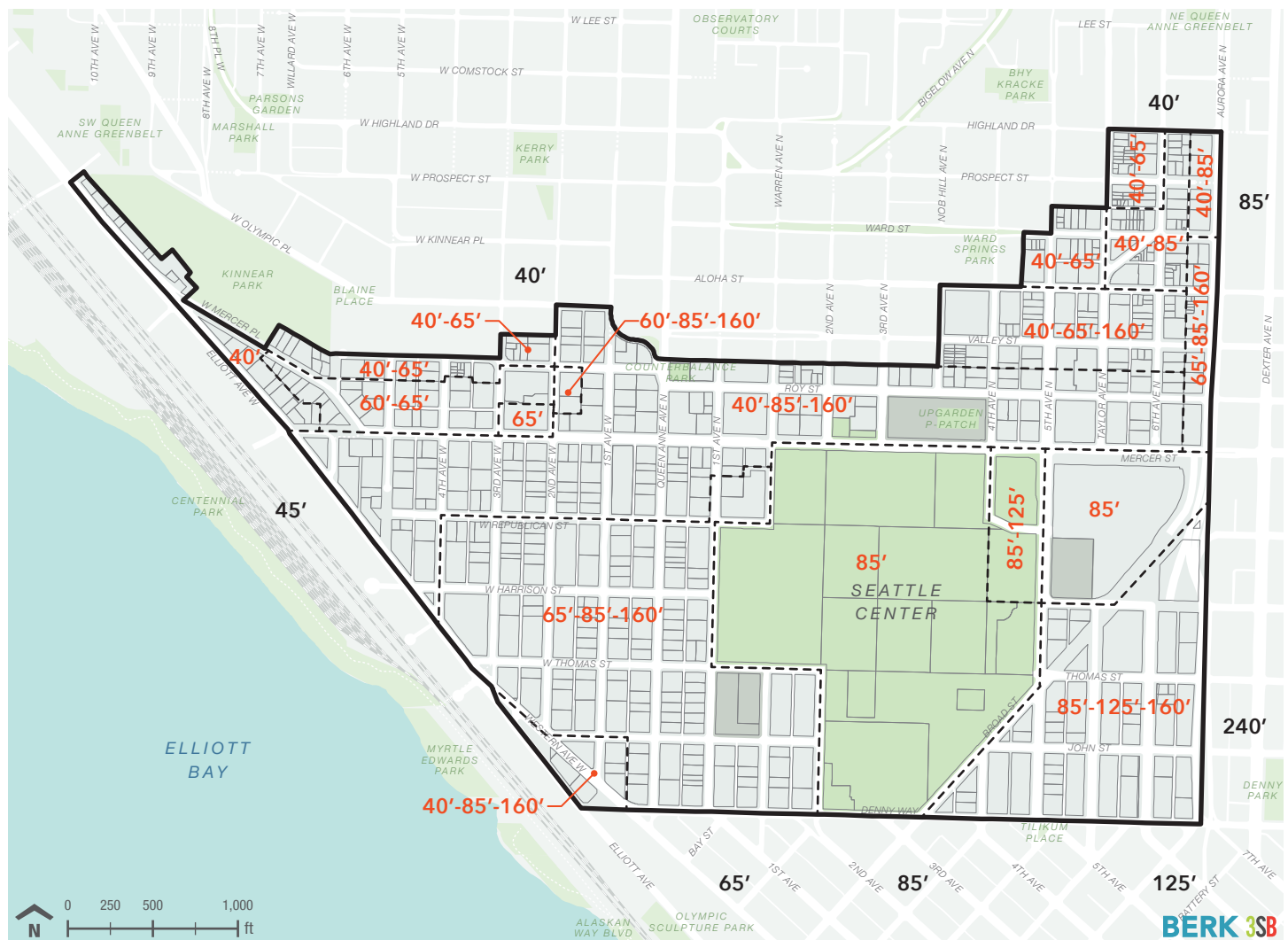


Exhibit 2-5 Alternative Height Proposals

Note: Height maximums in feet are presented from left to right: Alternative 1, Alternative 2, and Alternative 3. Where one number is presented, that height applies to all alternatives. Where two numbers are presented, Alternative 1 is represented by the left-most number and Alternatives 2 and 3 by the right-most number.

- Uptown Urban Center Boundary
- Open Space and Recreation
- Seattle Center Management Area (Non Open Space and Recreation)

Alternative Heights

- Alternative Height Proposals

XX-XX-XX Recommended Zoning Height Changes

XX No Change to Existing Zoning

Rezones to Seattle Mixed Zoning subject to affordable housing requirements and other public benefit requirements.

Source: City of Seattle, 2016 and 2017

heights as Alternative 2 at 65 to 85 feet, with commercial and mixed-use areas ranging from 85 to 160 feet, the greatest height studied.

The Preferred Alternative would:

- Allow 1-2 additional stories in northwestern and northeastern Urban Center to integrate MHA recommendations.

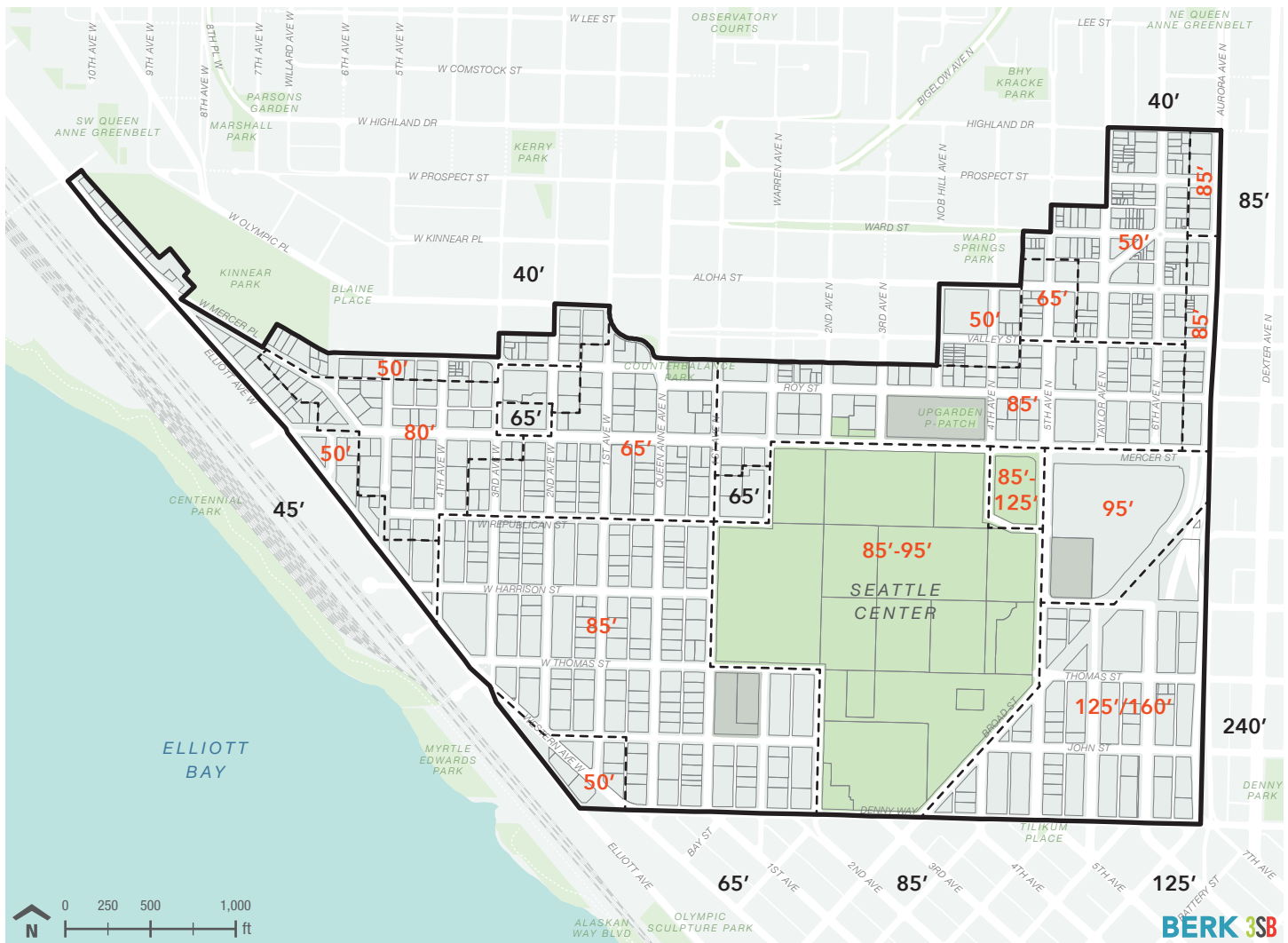


Exhibit 2-5A Preferred Alternative Height Map

- West of Seattle Center, and moving north to south, include graduated moderate to greater heights.
- Along Mercer Street north of Seattle Center and Aurora Avenue N, apply height increases similar to Alternative 2.
- Propose the greater heights in triangle south east of Seattle Center in the range of Alternatives 2 and 3.

- Uptown Urban Center Boundary
- Open Space and Recreation
- Seattle Center Management Area (Non Open Space and Recreation)

Preferred Alternative Heights

- Preferred Alternative Height Proposals
- XX Recommended Zoning Height Changes
- XX No Change to Existing Zoning

Rezones to Seattle Mixed Zoning subject to affordable housing requirements and other public benefit requirements.

Source: City of Seattle, 2017

In areas bordering Queen Anne neighborhood, and in most of the western study area, lesser heights or heights in the range of the Action Alternatives are proposed. See Exhibit 2-5B.

Three locations propose increases in heights compared to Alternatives studied in the Draft EIS, in order to provide capacity for housing and to implement the MHA program that has evolved since the Uptown Rezone efforts began:

- **Northwestern Study Area–C2 Zone:** Downslope along Elliott Avenue W north of West Mercer St, C-2-40 zone heights would be 50 feet. With the three Draft EIS Alternatives, 40 feet were modeled.
- **Northwestern Study Area–MR Zone:** The Preferred Alternative considers 80 foot heights for an MR zoned area between W Roy St on the north and W Mercer St on the south and between the C-2 zone on the west and 3rd Ave W on the east. In this location, the studied height was 60 feet under No Action Alternative and 65 feet under Alternatives 2 and 3.
- **Southeastern Study Area–SM-95 Zone:** For the Gates Foundation property, the Preferred Alternative applies SM-95. In this location the studied height in the Draft EIS was 85 feet.

Under the Preferred Alternative, the heights on the Seattle Center campus as well as the abutting KCTS site and SPS stadium parking site are retained at 85 feet in height. However, the EIS studies additional heights for these public properties in order to treat the sites similar to privately held sites and to consistently consider the potential application of the MHA program. Given there are no specific development proposals at this time for the public properties, retaining current heights is part of the Preferred Alternative at this time. Heights may be increased in the future through the MHA program or through contract rezones.

For a cumulative evaluation and to transparently convey the results of the evolving MHA program with the Uptown Rezone initiative, this Final EIS evaluates these differences in heights. The EIS evaluation studies the ranges of heights in the context of the following conditions and mitigation measures:

- Current zoning in these locations allows increases in base heights of between 4 and 15 feet for various purposes already.
- There are limited redevelopment sites identified in these locations (see Redevelopment below). The permit review process allows the City to examine consistency with public view policies

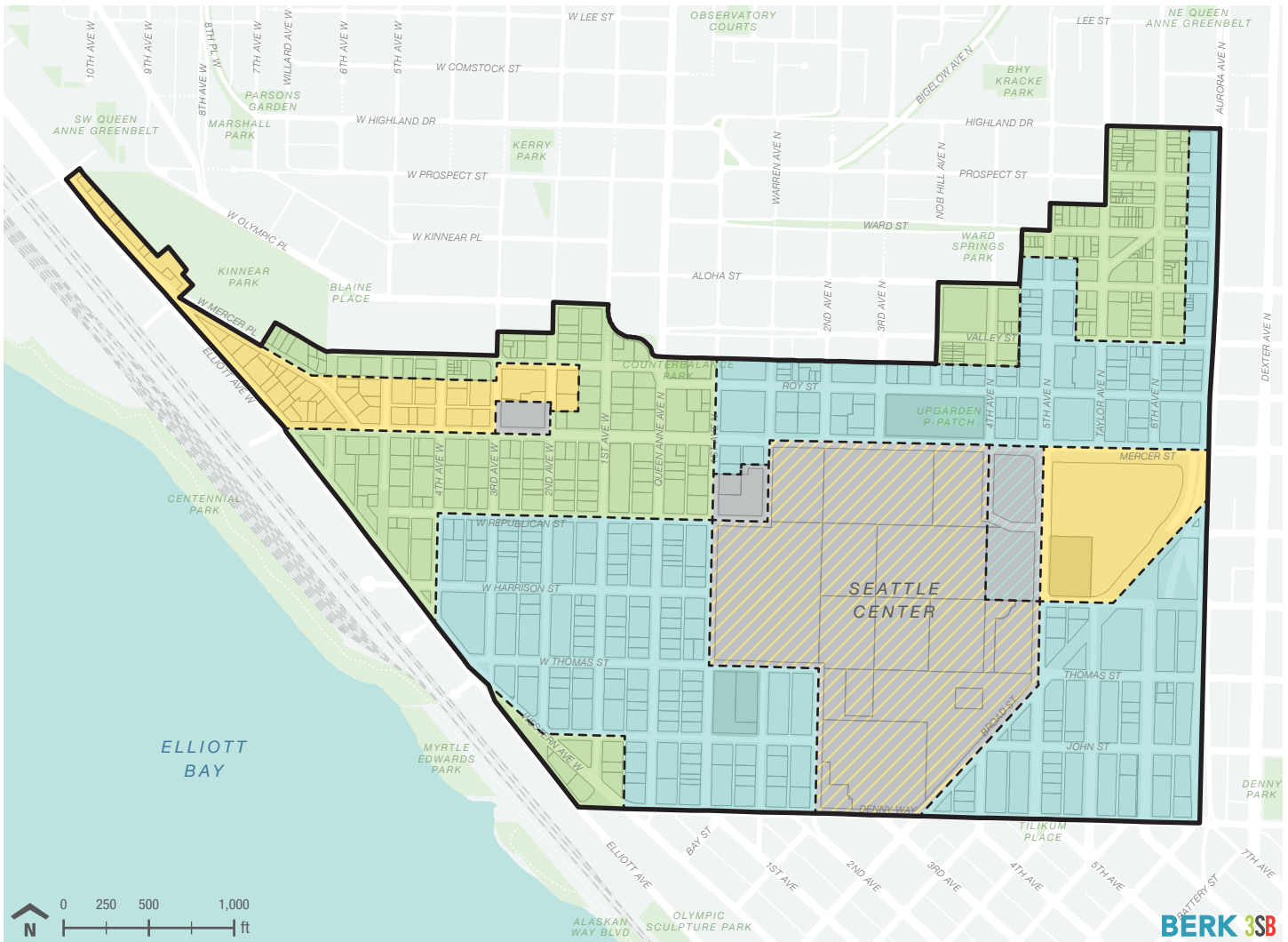


Exhibit 2-5B Preferred Alternative Heights in Relation to Action Alternatives







and other environmental policies (SMC 25.05.675) should redevelopment occur regardless of whether a site has been identified as redevelopable or not.

- Mitigation identified in the Final EIS including expanded design and development standards and landmark review procedures would be employed with the Preferred Alternative.

Analysis of the Preferred Alternative with these changes is conducted cumulatively in Chapter 3 of this Final EIS, with additional analysis in Appendix D. Based on the evaluation, the Preferred Alternative impacts are considered in the range of the Draft EIS Alternatives.

— Uptown Urban Center Boundary

Preferred Alternative Height Changes

-  Lesser Height than Action Alternatives
-  Increased Height Compared to Action Alternatives
-  Height in Range of Action Alternatives
-  No Change in Height
-  Greater Height Evaluated in Final EIS/MHA Implementation
-  Greater Height Evaluated in Draft EIS/MHA Implementation

Source: City of Seattle, 2017

Development Character

The Uptown UDF identifies the desired character and intent of height increases by subareas. See the map in Exhibit 2-6 and table in Exhibit 2-7. Alternative 1 No Action maintains a four- to eight-story maximum height range across the study area. Alternative 2 Mid-Rise promotes six- to twelve-story heights across Uptown. Alternative 3 High-Rise allows six- to sixteen-story heights. The Preferred Alternative mixes features of all alternatives and proposes a pattern of five to eight stories in most of the area, with heights of twelve to sixteen stories in the Uptown Triangle southeast of Seattle Center. Under all alternatives, lower heights are proposed north and west where the Uptown neighborhood abuts the upper Queen Anne neighborhood. Greater heights are allowed in the south and east as the area transitions to the South Lake Union and Belltown neighborhoods.

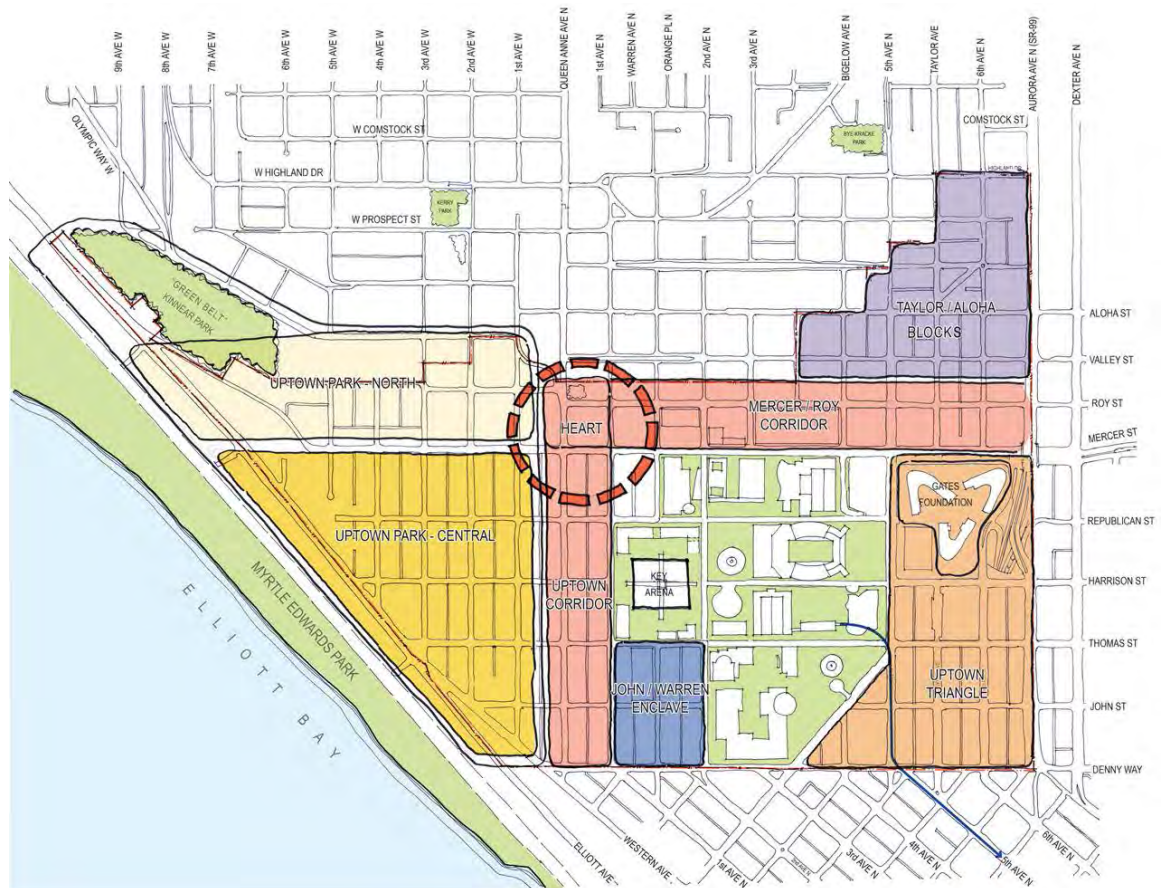


Exhibit 2-6 Neighborhood Character Map

Source: City of Seattle Office of Planning and Community Development, 2015a

Exhibit 2-7 Neighborhood Character and Proposed Heights

Neighborhood District / Intent	Height Range in Feet
Uptown Park North and Central <p>Mid and southern portion of Uptown Park—more employment related development. Transitioning to a more residential feel in the north. Increasing height could increase residential and employment density, and also advance neighborhood goals of providing diversity of housing opportunities, support for the emerging Arts and Culture District by providing housing and cultural space, and potentially providing other neighborhood amenities.</p>	Uptown Park-North <p>Alternative 1: 40-65 Alternatives 2 and 3: 65 <u>Preferred: LR 50 and MR 65-80</u></p> Uptown Park-Central <p>Alternative 1: 40-65 <u>Preferred: 50-85</u> Alternative 2: 85 Alternative 3: 160</p>
Heart of Uptown <p>The heart of Uptown anchors the neighborhood, serving as both a transportation crossroads and the focus of pedestrian and retail activity. Developers should be encouraged to develop sites to their full potential with a mix of commercial, residential, and cultural spaces.</p>	<p>Alternative 1: 40 <u>Preferred: 65-85</u> Alternative 2: 85 Alternative 3: 160</p>
Mercer / Roy Corridor <p>Redevelopment should encourage new commercial uses oriented toward Mercer Street. Residential uses should be oriented toward Roy Street. The elimination of the Mercer/Roy couplet in favor of new 2-way streets and future implementation of the Seattle Center Master Plan would encourage new civic, housing, and commercial uses in this subarea, reinforcing Uptown as a prominent Arts and Culture District. Increasing height could be one way to provide additional affordable housing and uses that reinforce growth of the theater district into a neighborhood-wide Arts and Culture District.</p>	<p>Alternative 1: 40 Alternative 2 <u>and Preferred</u>: 85 Alternative 3: 160</p>
Taylor Aloha <p>This area is emerging as a truly mixed-use area featuring residential and commercial uses. Taylor Avenue is an active transit corridor connecting Uptown and the Queen Anne neighborhood to downtown Seattle. Future development should include greater density of residential uses and residential-serving commercial uses.</p>	<p>Alternative 1: 40-85 <u>Preferred: 50-85</u> Alternative 2: 65-85 Alternative 3: 65-160</p>
Uptown Triangle <p>This subarea is home to a number of hotels and commercial uses, the Gates Foundation, and the north terminal of the SR99 tunnel. Once the SR 99 tunnel is complete, at-grade connections of John, Thomas, and Harrison Streets at Aurora Avenue will reconnect this area to the South Lake Union neighborhood, making it a major point of entry to Seattle Center. Future development in this neighborhood with mixed-use commercial and residential uses and well-designed streetscapes will continue to activate this emerging node.</p>	<p>Alternative 1: 85 Alternative 2: 125 <u>Preferred: 125/160</u> Alternative 3: 160</p>
Seattle Center <p>Seattle Center's 44 acres of open space, performing arts venues, museums, and educational resources make it an important regional destination for residents of Seattle and visitors from all over the world. The area will develop based on its master plan, which anticipates redevelopment of the northeast portion of the Seattle Center.</p>	<p>Alternative 1: 85 Alternatives 2 and 3: 85-125 <u>Preferred: 95-125</u></p>

Source: City of Seattle Office of Planning and Community Development, 2015a

Growth

The Seattle Comprehensive Plan allocates growth to the urban villages in the city, including the Uptown Urban Center. The growth allocated for the period 2015-2035 is 3,000 households and 2,500 jobs. To test the range of impacts and potential mitigation measures, alternatives consider growth 12 percent and 25 percent greater than allocated ~~targets~~ Comprehensive Plan growth estimate allocated to Uptown.

Alternative 1 No Action would maintain current heights and development standards. As such, Alternative 1 is expected to add 3,000 households and 2,500 jobs by 2035, the lowest studied in this ~~Draft~~ EIS. Households would increase by 44 percent over existing levels. Jobs would increase by 17 percent. Alternative 1 No Action growth assumptions are consistent with the allocation of the City's growth ~~targets~~ estimates in the 2035 Comprehensive Plan.

Alternative 2 Mid-Rise would allow greater heights and result in greater capacity for development that meets the Uptown UDF urban design concept for an Arts and Culture District and greater opportunities for both commercial and housing uses. The style of development would emphasize vertical mixed uses. Under Alternative 2, 3,370 new households, a 49 percent increase over existing dwellings, and 2,800 jobs, a 19 percent increase over existing levels, would be anticipated. Alternative 2 Mid-Rise provides a growth assumption 12 percent above the Alternative 1 No Action growth ~~targets~~ estimates, to provide a more conservative impact analysis and to recognize the increased height proposals.

Alternative 3 High-Rise provides maximum increases in height to create the most opportunity for commercial and housing redevelopment with 3,745 households, a 55 percent increase over existing households. About 3,125 jobs would also be added, a 21 percent increase over existing levels. Alternative 3 would have the greatest opportunity for affordable housing to support new residents. Alternative 3 High-Rise assumes growth 25 percent above the Alternative 1 No Action growth ~~targets~~ estimate to test the sensitivity of growth and implications of the greatest height proposals under review.

The Preferred Alternative includes graduated height increases and would have growth estimates similar to Alternative 2: 3,370 new households, a 49 percent increase over existing dwellings, and 2,800 jobs, a 19 percent increase over existing levels.

Exhibit 2-8 Household and Job Growth, by Alternative, 2015-2035

	Current	No Action			Mid-Rise			High-Rise			Preferred Alternative		
		Target New Units: Growth Est.	Percent Increase	Net Full Buildout Capacity	New Units: Growth Est. Scenario	Percent Increase	Net Full Buildout Capacity	New Units: Growth Est. Scenario	Percent Increase	Net Full Buildout Capacity	New Units: Growth Est. Scenario	Percent Increase	Net Full Buildout Capacity
Households	6,855	3,000	44%	<u>8,593</u> 10,186	3,370	49%	14,773	3,745	55%	17,342	<u>3,370</u>	<u>49%</u>	<u>11,715</u>
Population	9,323	4,080	44%	<u>11,687</u> 13,852	4,583	49%	20,092	5,093	55%	23,586	<u>4,583</u>	<u>49%</u>	<u>15,932</u>
Jobs	14,592	2,500	17%	<u>4,906</u> 2,670	2,800	19%	<u>5,374</u> 3,554	3,125	21%	<u>5,654</u> 3,834	<u>2,800</u>	<u>19%</u>	<u>5,136</u>

Notes: Based on Seattle development capacity existing unit counts for 2015, there are 7,133 existing dwellings. Vacancy rate is 3.9 percent per Dupre and Scott, resulting in approximately 6,855 households. The average household size is 1.36. (US Census 2010; Housing Element appendix.) Jobs 2014-2014 Covered Employment Estimates (scaled to ESD totals) provided by PSRC.

Note: Redevelopable properties are based on current zoning. Based on height proposals applied to redevelopable properties, Alternative 1 has the least capacity and Alternative 3 the most. If zoning is amended there may be additional properties considered redevelopable using the 25 percent FAR criteria. Given proposed height ranges if additional redevelopable properties are identified, it is anticipated the relative difference among alternatives would be similar.

Note: Land capacity methods are described further in the *Seattle 2035 Development Capacity Report, September 2014*, available: http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2182731.pdf. More recent parcel data has been used for the purposes of this EIS. The development capacity for Alternative 1-No Action is an update of the 2014 information used for the Comprehensive Plan Update, reflects a few additional properties identified as redevelopable based on site tours by staff and consultants, and does not apply an average density or market factor, which the Comprehensive Plan Update analysis does. The capacity estimates are conservatively high, would likely occur later than the 20-year planning period, and unlikely to be fully achieved. Because growth could occur on any redevelopable property in the study area, to provide a conservative analysis of compatibility impacts, this EIS considers the full buildout growth for land use, housing, aesthetics and urban design, and historic and cultural resources.

Sources: City of Seattle, PSRC, Hewitt, BERK, 2016 and 2017

Under all alternatives, there would be greater capacity for growth above Alternative growth ~~target~~estimates and ~~target~~growth sensitivity assumptions. See Exhibit 2-8.

Redevelopment

Under all alternatives, redevelopment is possible. Redevelopable sites exhibit one or more of the following characteristics: existing buildings are ≤ 25 percent of what current zoning allows, buildings are relatively lower value compared to property values, and parking lots where new uses could be added and parking placed under ground. Other factors that would influence redevelopment are property owner preferences, real estate market conditions, and development regulations. See Exhibit 2-9 on the following page for a map of possible redevelopable sites in Uptown.

All alternatives, particularly Alternatives 2 and 3 with increased heights, support redevelopment of the Northeast Quadrant of

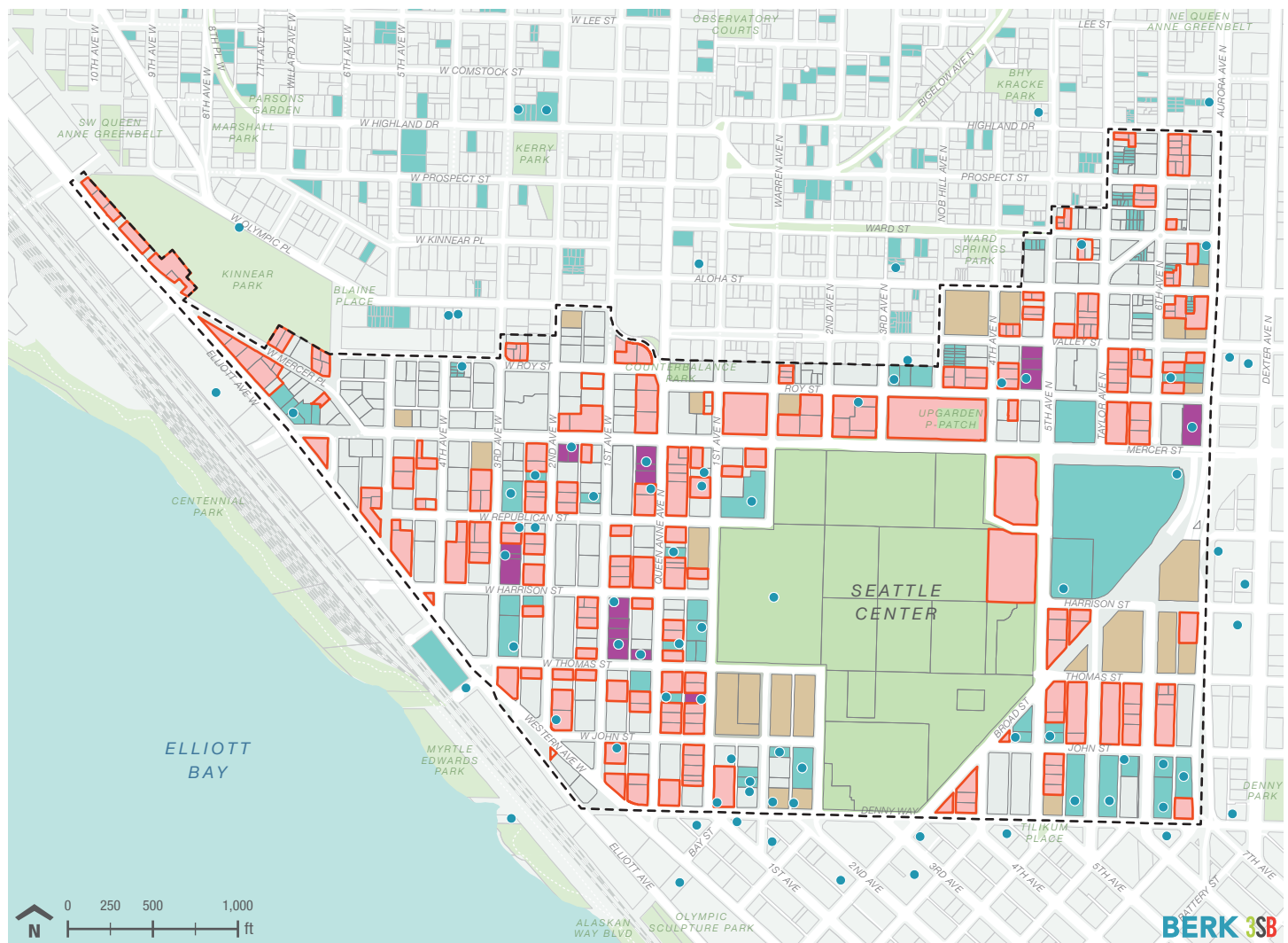


Exhibit 2-9 Potential Redevelopable Sites

- Uptown Urban Center Boundary
- Open Space and Recreation
- Master Use Permit Events
- Development Sites
- Parcels Built (2004-2014)

Status

- Developed or Unavailable
- Landmark, LUC, Public
- In Permitting
- Redevelopable

Note: Land capacity methods are described further in the Seattle 2035 Development Capacity Report, September 2014, available: http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2182731.pdf. More recent parcel data has been used for the purposes of this EIS. See also notes under Exhibit 2-8.

Source: Seattle Department of Planning and Development, 2015a; City of Seattle Office of Planning and Community Development, 2016

the Seattle Center, promoting greater opportunities within the Theater District for affordable housing and mixed-use commercial development, including at the following sites:

- Mercer Arena—future home of Seattle Opera
- KCTS site
- Memorial Stadium
- Mercer Garage
- Mercer Street Block—potential affordable housing

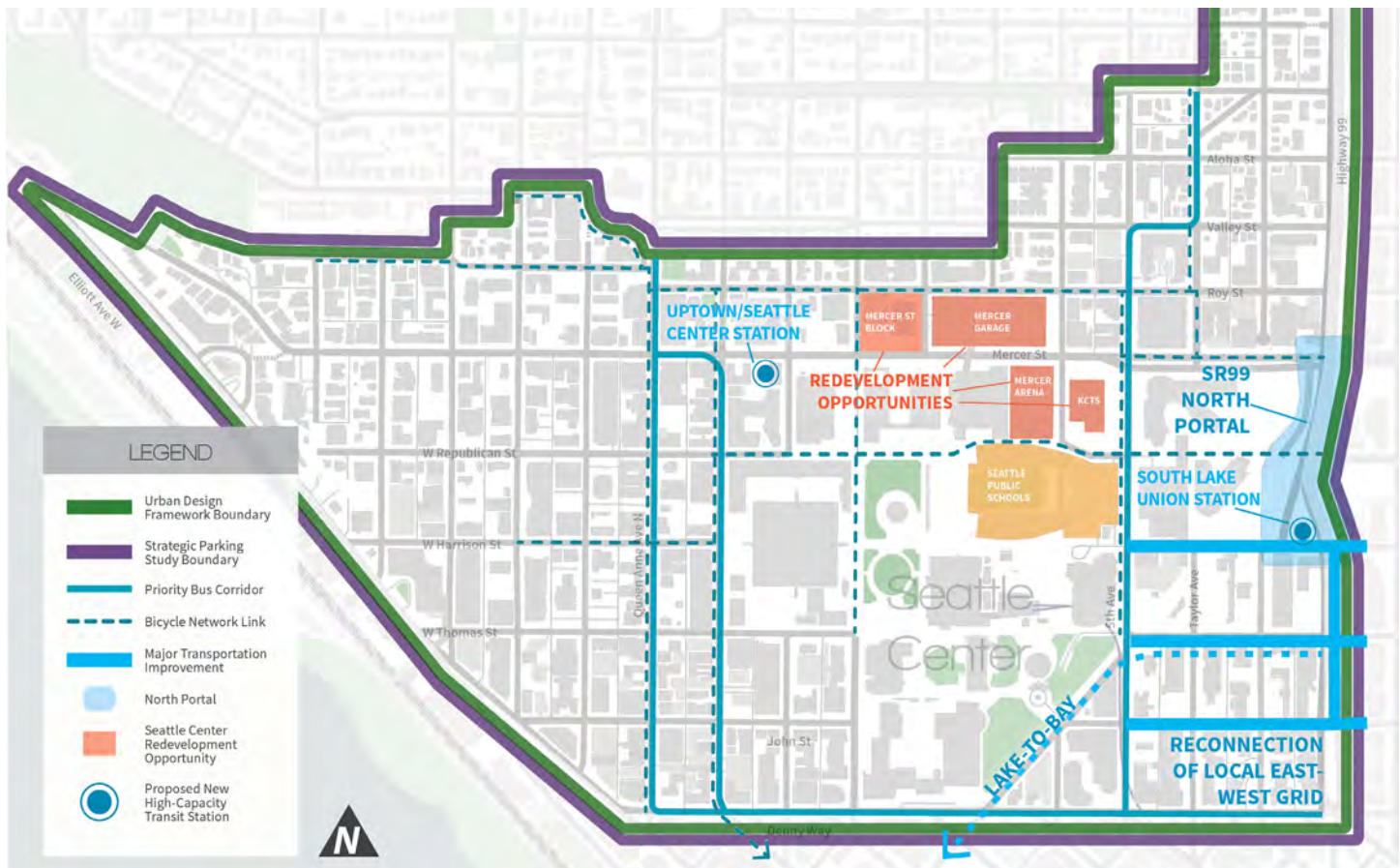


Exhibit 2-10 Mobility Improvements

Source: City of Seattle et al., 2016

Mobility Proposals

Mobility would change for residents and visitors with a number of major investments planned to provide more modes of travel, including:

- Implementation of the Seattle Transit Master Plan with priority bus corridors
- Sound Transit stations (ST3)
- Lake 2 Bay right-of-way and mobility plan improvements
- Bicycle Network Plan implementation
- Reconnection of the local east-west surface street grid following completion of the Alaskan Way Viaduct Tunnel

All mobility improvements are assumed to occur under all alternatives. For each alternative, the transportation analysis studies the effect with and without, except that Alternatives 2 and 3 would include two Sound Transit stations that help support the greater intensity of development planned under the rezone proposals. See Exhibit 2-10.

In addition to the capital improvements identified above that tie Uptown to the regional transportation network, additional street character proposals are recommended within Uptown in the UDF:

- Redesign of Republican Street between Seattle Center and Queen Anne Boulevard as a “festival street.”
- Redesign Republican Street west of Queen Anne Blvd as a key bike corridor providing access to the Thomas Street Bridge.
- Implement the West Thomas Street Concept Street Plan to continue the pedestrian street design that extends from Eastlake Avenue East, across Seattle Center, and ending at Elliott.
- Redesign Broad Street to create the “Broad Street Green.”
- Recommend a future Sound Transit light rail station in the vicinity of 1st Avenue N and Republican.
- Work with SDOT to consider elimination of 1st Avenue N and Queen Anne Avenue N couplet, as transportation investments are made in Uptown.

While these street character proposals are possible under all alternatives, greater density under Alternatives 2 and 3 and the Preferred Alternative would support more transportation options, and vice versa; landscape and streetscape improvements proposed under Alternatives 2 and 3 and the Preferred Alternative would make Uptown more attractive for business and residential investments and would enhance the pedestrian environment on blocks with larger buildings.

Development Standard Assumptions

The Uptown Rezone proposal would allow greater building volume on a property based on increased height and bulk standards. Heights would be increased consistent with the range shown in Exhibit 2-5 and Exhibit 2-5A. In tandem with the height changes, the proposed SM zone would contain greater floor area ratios shown in Exhibit 2-11. Floor area ratios are defined in the Seattle Municipal Code as: “...a ratio expressing the relationship between the amount of gross floor area or chargeable floor area permitted in one or more structures and the area of the lot on which the... structures are, located.” For example, a floor area ratio or FAR of 1.0 could mean a 1-story building that extends to the full area of the lot, or a 2-story building on half a lot, or a 4-story building on a quarter of the lot. Greater floor areas are proposed under Action Alternatives compared to Alternative 1 (No Action).

Exhibit 2-11 Floor Area Ratios and Floor Plates

Development Standards	Alternative 1 (No Action)			Action Alternatives 2 and 3			Preferred Alternative		
	Zone/ Height (ft)	Base	Maximum	Zone/ Height (ft)	Residential	Commercial	Zone/ Height (ft)	Residential	Commercial
FAR	LR 3 LR 3-RC (18-40)	1.2 ^a	2.0 ^a	SM 40	3	3.5	<u>50</u>	<u>2.2</u>	<u>Not Applicable</u>
	C2-40 NC2-40 NC3-40 NC3P-40	3.0 ^b	3.25 ^b	SM 40	3	3.5	<u>50 for C2</u>	<u>3.5</u>	<u>3.5</u>
	MR (60-75)	3.2	4.25	Not applicable	Not applicable	Not applicable	<u>80</u>	<u>4.5</u>	<u>Not Applicable</u>
	C-1-65 NC3-65 NC3P-65	4.25 ^b	4.75 ^b	SM 65	5 ^c	5 ^c	<u>SM 65</u>	<u>4.5</u>	<u>4.5</u>
	NC3-85 SM 85	4.5 ^b	6 ^b	SM 85	Exempt/6 ^c	5-6	<u>SM 85</u>	<u>5</u>	<u>5</u>
	Not applicable	Not applicable	Not applicable	SM 125	8-9	7-8	<u>SM 125</u>	<u>9</u>	<u>7</u>
	Not applicable	Not applicable	Not applicable	SM 160	9 ^c	7-9	<u>SM 160</u>	<u>7</u>	<u>2</u>
"Free" FAR— not counted (in effect, +1 FAR)	LR, MR, and NC zones: Structured parking, underground stories SM: Dependent on providing public amenities			Ground-level retail and services, cultural spaces			<u>See Design and Development Standards in Exhibit 2-13.</u>		
Maximum floor plate	No standard.			Residential structures built to 160 feet, floor plate is maximum of 12,500 sf and cannot exceed 50% of lot area. 160-foot tall structures may have a 45-foot podium.			<u>See Design and Development Standards in Exhibit 2-13.</u>		

^a FAR applicable to attached units

^b Lower FAR for single uses and upper FAR for mixed uses

^c SMC 23.48.020 Table A (assumes maximum FAR)

Note: Where a ranged floor area ratio is shown, it means the standard floor area ratio is still under consideration. The aesthetics modeling of individual buildings assumed the following: SM 85 FAR 6 Residential and FAR 5 Commercial. For SM 125, the modeling assumed an FAR of 9 Residential and 7 Commercial. For SM 160 an FAR of 7 for Commercial was assumed. However, the aesthetics model also overlaid the zoned maximum height that would encompass the effects of any of the ranged floor area ratios.

Source: City of Seattle, Hewitt Architecture, 2016 and 2017

Additional amendments are proposed to standards that influence site and building design, including parking location and screening, pedestrian paths, façade width, landscaping, and open space. See Exhibit 2-12 on page 2-20. The standards would create a pedestrian-friendly environment by reducing the visibility of parking, encouraging walking, and providing spaces for gathering and recreation appropriate to an urban environment.

Exhibit 2-12 Additional Development and Design Standards

Standards	Alternative 1 (No Action)		Action Alternatives 2 and 3	
	Residential	Commercial	Residential	Commercial
Parking Standards	Current standards address parking rate but have limited location standards	Same as left	Wrap all ground-level parking behind active uses, minimum 25 feet depth active uses Screen any parking above the ground level "1 up, 1 down" Must have at least as much belowground parking as aboveground No surface parking between building and right of way	Same as left
Pedestrian Paths	Not required	Not required	Sites \geq 40,000 square feet Min. 25 feet wide, may be open or covered	Same as left
Maximum Façade Width per Business	Not applicable	No standard	Not applicable	Ave: 120 feet
Seattle Green Factor	LR: 0.60 minimum score MR: 0.50 minimum score	C, NC and SM: 0.30 minimum score	0.30 minimum score	0.30 minimum score
Provision of Open Space	LR: 25% of lot area with minimum 50% at ground level MR: 5% of gross floor area, no more than 50 percent may be enclosed	C, NC and SM: 5% of residential floor area, no more than 50 percent may be enclosed	Residential amenity area: 5% of residential floor area, no more than 50 percent may be enclosed	Commercial Open Space (per SM code)
TDR Programs	Seattle Landmarks	Seattle Landmarks	To be determined	To be determined

Source: City of Seattle, 2016

The Preferred Alternative includes more detailed proposals for development and design standards as shown in Exhibit 2-13. Standards vary by street class. A street class map based on the Uptown UDF and further refined is shown in Exhibit 2-14.

The Preferred Alternative includes additional measures to address historic resources including a TDR program similar to the Pike/Pine neighborhood and removal of SEPA thresholds for purposes of determining landmark eligibility.

Exhibit 2-13 Preferred Alternative Development and Design Standards

Standard	Class I Street	Class II Street	Class III Streets/Green Street
Street Level Uses Retail, Restaurants, Entertainment uses, public libraries, public parks, arts facilities.	<u>75% of street frontage must consist of street level uses. Street level uses must be with 10 ft of street lot line or open space abutting the street.</u> <u>Floor to ceiling clearance shall be a minimum of 13 ft and be 30 ft in depth.</u>	<u>30% of street frontage must consist of street level uses. Street level uses must be with 10 ft of street lot line or open space abutting the street.</u> <u>Floor to ceiling clearance shall be a minimum of 13 ft and be 30 ft in depth.</u>	<u>No requirements, but street level uses are exempt from FAR limits if they meet standards set out for Class I streets.</u>
Transparency Transparency requirements apply to all street-facing street-level facades excluding ground level residential development	<u>60% of façade must be transparent.</u>	<u>60% of façade must be transparent.</u>	<u>60% of façade must be transparent.</u>
Upper Level Setbacks SM Zones	<u>For structures 45 ft or greater in height, 1 ft for every 2 ft in height to a maximum of 15 ft.</u>	<u>For structures 45 ft or greater in height, 1 ft for every 2 ft in height to a maximum of 15 ft.</u>	<u>For structures 45 ft or greater in height, 1 ft for every 2 ft in height to a maximum of 15 ft.</u>
C-2 Zone (50 ft height)	<u>For structures 45 ft or greater in height, 1 ft for every 2 ft in height to a maximum of 15 ft.</u>	<u>For structures 45 ft or greater in height, 1 ft for every 2 ft in height to a maximum of 15 ft.</u>	<u>For structures 45 ft or greater in height, 1 ft for every 2 ft in height to a maximum of 15 ft.</u>
MR Zone (80 ft height)	<u>Upper setback from street of 15 ft (front and rear) above 40 ft.</u> <u>Max depth increased from 75% to 80%.</u>	<u>Upper setback from street of 15 ft (front and rear) above 40 ft.</u> <u>Max depth increased from 75% to 80%.</u>	<u>Upper setback from street of 15 ft (front and rear) above 40 ft.</u> <u>Max depth increased from 75% to 80%.</u>
LR Zone (50 ft height)	<u>Upper setback from street of 12 ft above 40 ft.</u>	<u>Upper setback from street of 12 ft above 40 ft.</u>	<u>Upper setback from street of 12 ft above 40 ft.</u>

Source: City of Seattle, 2017

(cont. on next page)

Exhibit 2-13 Preferred Alternative Development and Design Standards (cont.)

Standard	Class I Street	Class II Street	Class III Streets/Green Street
Parking	Principal Use parking prohibited. No more than 50% of parking above grade. Ground level parking to be separated ROW by another use. Upper level parking to be completely screened.	Principal Use parking prohibited. No more than 50% of parking above grade. Ground level parking to be separated ROW by another use. Upper level parking to be completely screened.	Principal Use parking prohibited. No more than 50% of parking above grade. Ground level parking to be separated ROW by another use. Upper level parking to be completely screened.
Minimum Façade Requirements	45 ft high	45 ft high	25 ft high
Mid-Block Connection	Required for projects on lots 40,000 sf or larger. Connection should average 25 ft in width with a minimum of 15 ft. No more than 35% of the length of the connection shall be covered or enclosed.	Required for projects on lots 40,000 sf or larger. Connection should average 25 ft in width with a minimum of 15 ft. No more than 35% of the length of the connection shall be covered or enclosed.	Required for projects on lots 40,000 sf or larger. Connection should average 25 ft in width with a minimum of 15 ft. No more than 35% of the length of the connection shall be covered or enclosed.
Blank Façade Limits	The maximum width of blank facades is 15 ft (exceptions permitted for garage doors). Total frontage of blank facades cannot exceed 30% of the façade frontage.	The maximum width of blank facades is 15 ft (exceptions permitted for garage doors). Total frontage of blank facades cannot exceed 30% of the façade frontage.	The maximum width of blank facades is 15 ft (exceptions permitted for garage doors). Total frontage of blank facades cannot exceed 30% of the façade frontage.
Open Space	For projects of 30,000 sf or greater, usable ground level open space equivalent to 15% of lot area is required.	For projects of 30,000 sf or greater, usable ground level open space equivalent to 15% of lot area is required.	For projects of 30,000 sf or greater, usable ground level open space equivalent to 15% of lot area is required.
Podium Requirements	For structures greater than 125 ft in height, floor plates limits do not apply below a height of 45 ft.	For structures greater than 125 ft in height, floor plates limits do not apply below a height of 45 ft.	For structures greater than 125 ft in height, floor plates limits do not apply below a height of 45 ft.
Floor Plate Limit	For structures taller than 125 ft, tower floor plate is limited to 12,500 sf above a height of 45 ft.	For structures taller than 125 ft, tower floor plate is limited to 12,500 sf above a height of 45 ft.	For structures taller than 125 ft, tower floor plate is limited to 12,500 sf above a height of 45 ft.
Lot Area	Structures greater than 125 ft in height, must have a lot area of twice the tower floor plate.	Structures greater than 125 ft in height, must have a lot area of twice the tower floor plate.	Structures greater than 125 ft in height, must have a lot area of twice the tower floor plate.
Tower Limits	One structure greater than 125 ft is permitted per block.	One structure greater than 125 ft is permitted per block.	One structure greater than 125 ft is permitted per block.

Source: City of Seattle, 2017

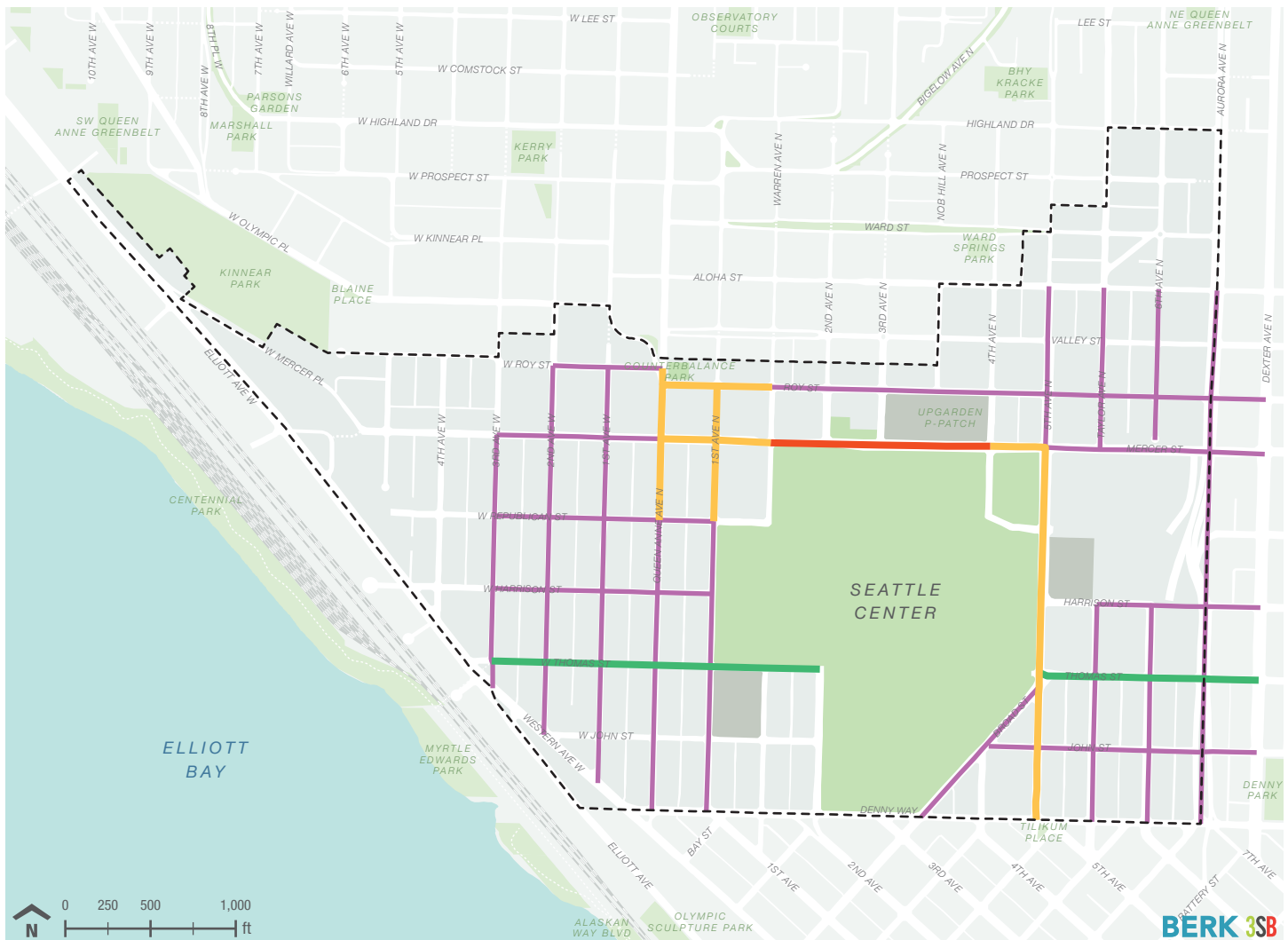


Exhibit 2-14 Preferred Alternative Street Class Map

--- Uptown Urban Center Boundary

Open Space and Recreation

Street Class

Class I Street

Class II Street

Class III Street

Source: Seattle Department of Planning and Development, 2017

Comparison of Alternatives

All alternatives studied in this Seattle Uptown Rezone Draft EIS are compared in Exhibit 2-15 on the following page. Alternative 1 No Action would not include rezones or height increases, and accordingly would have the least redevelopment potential. Sound Transit stations are not assumed under Alternative 1, though other multimodal improvements would be implemented.

Alternative 2 Mid-Rise would include rezones and moderate height changes and be supported by all mobility and street character proposals; with moderate height changes, mid-range redevelopment levels are assumed.

Exhibit 2-15 Comparison of Alternative Features

Feature	Alternative 1 No Action	Alternative 2 Mid-Rise	Alternative 3 High-Rise	Preferred Alternative
Rezone of NC2, NC3, MR, LR3*, LR3-RC*, C1, and C2 to SM	Not Included	Included	Included	<u>Included with SM replacing NC and C1 zones and amendment of LR3, LR3-RC, MR and C2 with MHA recommendations (adding 1-2 stories)</u>
Height Increases	Not Included	Moderate	Greatest	<u>Moderate</u>
Development Standards	Current	New with SM Zone	New with SM Zone	<u>New with SM Zone</u>
Redevelopment Potential	Least	Moderate	Greatest	<u>Moderate</u>
Mobility Proposals	All except Sound Transit stations**	All Included	All Included	<u>All Included</u>
Street Character Proposals	None	Included	Included	<u>Included</u>

* LR3 and LR3-RC currently limit heights to 40 feet, whereas Alternatives 2 and 3 propose heights of 65-160 feet in different locations. Alternatives 2 and 3 propose one or more of the following options: amending LR3/LR3-RC standards, rezoning to MR, or rezoning to SM.

** For an apples to apples comparison the traffic analysis studies all alternatives with and without the stations.

Alternative 3 High-Rise would institute rezones and the greatest height changes, together with mobility and street character investments, creating the greatest redevelopment potential studied.

The Preferred Alternative is generally in the range of studied Draft EIS Alternatives. Similar to Alternatives 2 and 3, the Preferred Alternative rezones or amends commercial and residential zones to create a denser mixed use Urban Center and to require mandatory affordable housing. The Preferred Alternative proposes heights that are moderate, graduated near boundaries with less intensive uses to the north and northeast, and graduated from west to east considering views. The Preferred Alternative includes more extensive design and development standards to protect public views and to achieve greater compatibility with adjacent districts and uses. Because it has more moderate heights and floor area ratios, its development capacity is in the range of Alternative 1 No Action and Alternative 2 Mid-Rise. The Preferred Alternative supports mobility proposals, and transit-oriented development around stations, and would implement street character proposals. It classifies streets and provides for appropriate design standards to promote the public realm environment for pedestrians.

Full Buildout Analysis

Alternative 1 No Action tests the growth ~~target estimate~~ of 3,000 households and 2,500 jobs, and Alternatives 2 and 3 test 12 percent and 25 percent more than Alternative 1 for a sensitivity analysis; the Preferred Alternative tests 12 percent more than Alternative 1 (identical growth estimate scenario as Alternative 2). The ~~target~~ growth estimate is anticipated to be achieved in the 20-year planning period of 2015-2035. Each alternative has capacity for growth on redevelopable parcels that is greater than the ~~target Comprehensive Plan growth estimate~~ or sensitivity level at 8,593 to 10,186 to 17,342 new households and 4,906 to 6,670 to 5,654 to 8,334 new jobs; see Exhibit 2-8 on page 2.17. See Exhibit 2-16 for a visualization of full buildout by alternative.

The capacity for more homes and jobs is based on the zoned height and floor area ratio. Because growth could occur on any redevelopable property in the study area, to provide a conservative analysis of compatibility impacts, this ~~Draft~~ EIS considers the full buildout growth for land use, housing, aesthetics and urban design, and historic and cultural resources.

FUTURE ALTERNATIVES

It is likely that additional evaluation by the City and Uptown community would lead to development of zoning legislation based on proposal objectives that falls within the range of the alternatives analyzed in ~~this~~ the Draft and Final EIS. These alternatives were conceptualized as of summer and fall 2016 to allow environmental review, which will help refine the rezone proposals.

2.4 PURPOSE OF THIS DRAFT EIS

This ~~Draft~~ EIS provides a qualitative and quantitative analysis of environmental impacts associated with the Uptown Rezone proposal and alternatives. The purpose of this EIS is to assist the public and City of Seattle decision makers in considering future growth, SM zone standards, building height, public benefit incentives and required amenities, and mitigation measures appropriate in the Uptown Urban Center.

Alternative 1 No Action ~~Target~~ Growth Estimate (Beige) and Full Buildout (Orange)

Source: Hewitt
Architecture,
2016 and 2017



Alternative 2 Mid-Rise ~~Target~~ Growth Estimate Scenario (Beige) and Full Buildout (Orange)



Exhibit 2-16 Full Buildout Height and Bulk

Alternative 3 High-Rise Target Growth Estimate Scenario (Beige) and Full Buildout (Orange)



Preferred Alternative Growth Estimate Scenario (Beige) and Full Buildout (Orange)



2.5 SEPA PROCESS

PUBLIC COMMENT OPPORTUNITIES

The City of Seattle issued a Determination of Significance and Scoping Notice on October 5, 2015. The expanded scoping comment period closed on November 8, 2015. The Draft EIS alternatives (Alternatives 1, 2, and 3) and topics were developed based on a review of scoping comments. See Draft EIS Appendix A for the scoping notice and comment summary. A 60-day comment period was held on the Draft EIS between July 18 and September 16, 2016. A public meeting and hearing was held August 4, 2016; see Appendix A for meeting information and Chapter 5 for hearing minutes.

AThis Final EIS will include responses to public comments received during the comment period that will follow issuance of this Draft EIS. See the Fact Sheet for the methods to submit comments. Based on the Draft EIS analysis and public comments during the 60-day review, a Preferred Alternative was developed and analyzed in this Final EIS.

Alternatives are not zoning proposals, and any actual proposal could be a composite of the ~~three studied recommendations~~ alternatives. Any legislation that increases height limits in the Uptown Urban Center will be considered following community input on the Draft EIS, completion of the Final EIS, and other meetings associated with the UDF. Project-related meetings and comment periods are advertised on the City's project webpage: <http://www.seattle.gov/dpd/cityplanning/completenesslist/uptown/whatwhy/default.htm>.

PRIOR ENVIRONMENTAL REVIEW

The Uptown Urban Center has been evaluated in the Seattle Comprehensive Plan Update Draft EIS, dated May 4, 2015. A Final EIS was published in May 2016. That EIS has studied the following growth levels in the Uptown Urban Center:

- **Housing Estimates:** 2,000-3,500
- **Job Estimates:** 2,000-3,500

Relevant analysis from the Seattle Comprehensive Plan Update EIS is included in this Uptown Rezone EIS as appropriate and is hereby incorporated by reference.

LEVEL OF ANALYSIS

SEPA requires government officials to consider the environmental consequences of actions they are about to take and to consider better or less damaging ways to accomplish those proposed actions. They must consider whether the proposed action will have a probable significant adverse environmental impact on elements of the natural and built environment.

This EIS provides a programmatic analysis of the Uptown Rezone proposals. The adoption of comprehensive plans, areawide zoning, development regulations, or other long-range planning activities is classified by SEPA as a non-project action (i.e., actions that are different or broader than a single site-specific project, such as plans, policies, and programs (WAC 197-11-774)). An EIS for a non-project proposal does not require site-specific analyses; instead, the EIS discusses impacts and alternatives appropriate to the scope of the non-project proposal and to the level of planning for the proposal (WAC 197-11-442).

PHASED REVIEW

SEPA allows phased review where the sequence of a proposal is from a programmatic document, such as an EIS addressing a comprehensive plan or development regulations, to other documents that are narrower in scope, such as those prepared for site-specific, project-level analysis (WAC 197-11-060(5)). The City of Seattle is using phased review in its environmental analysis of the Uptown Rezone proposals.

Additional environmental review will occur as other project or non-project actions are proposed to the City in the future. Phased environmental review may consider specific development proposals, capital investments, or other similar actions. Future environmental review could occur in the form of Supplemental EISs, SEPA addenda, or determinations of non-significance. An agency may use previously prepared environmental documents to evaluate proposed actions, alternatives, or environmental impacts. The proposals may be the same as or different than those analyzed in the existing documents (WAC 197-11-600[2]).

2.6 BENEFITS AND DISADVANTAGES OF DELAYING THE PROPOSED ACTION

Benefits of the proposed action would include greater housing diversity and affordability, greater opportunities for arts and culture and business growth, and greater access to multimodal transit.

Delay of the proposed action would continue the present built environment conditions and result in lower levels of redevelopment over time. That may result in less change to land use character, slightly less traffic congestion, and less potential to alter the visual and historic character. There would also be slightly lower demand for public services and utilities.

Delaying the proposed action would make the Uptown Urban Center less likely to achieve a vision for a vital neighborhood with a burgeoning Arts and Culture District and greater housing and job options. In particular, mandates to achieve more affordable housing would not be implemented, and it is less likely that a broad spectrum of households could afford the neighborhood. Additionally, there would likely be partial or delayed changes in street character, along with densities that are less conducive to high-capacity transit.

3

CHAPTER THREE / Preferred Alternative Analysis

This chapter describes the impacts of the Preferred Alternative for the topics listed below. Consistent with the analysis conducted in the Draft EIS, this analysis is programmatic and, unless noted differently, follows the same methodologies described in the Draft EIS. This section of the Final EIS should be read in the context of the Draft EIS because the affected environment section is not repeated. The Preferred Alternative is described in Chapter 2 of this Final EIS.

The growth assumptions for the Preferred Alternative are in the range of the Draft EIS Alternatives and similar to Alternative 2 Mid-Rise. Topics include:

- Section 3.1: Land Use
- Section 3.2: Relationship to Plans and Policies
- Section 3.3: Housing
- Section 3.4: Aesthetics and Urban Design
- Section 3.5: Historic and Cultural Resources
- Section 3.6: Transportation
- Section 3.7: Greenhouse Gas Emissions
- Section 3.8: Open Space and Recreation
- Section 3.9: Public Services
 - » 3.9.1 Fire Protection
 - » 3.9.2 Law Enforcement
 - » 3.9.3 Schools

- Section 3.10: Utilities
 - » 3.10.1 Wastewater
 - » 3.10.1 Stormwater
 - » 3.10.1 Water Supply
 - » 3.10.1 Electric Power

3.1 LAND USE

IMPACTS COMMON TO ALL ALTERNATIVES

The Uptown Urban Design Framework (UDF) identifies the desired character and intent of height increases by subareas; these areas are referenced in the text for geographic locations. See the map in Exhibit 3.1-1.

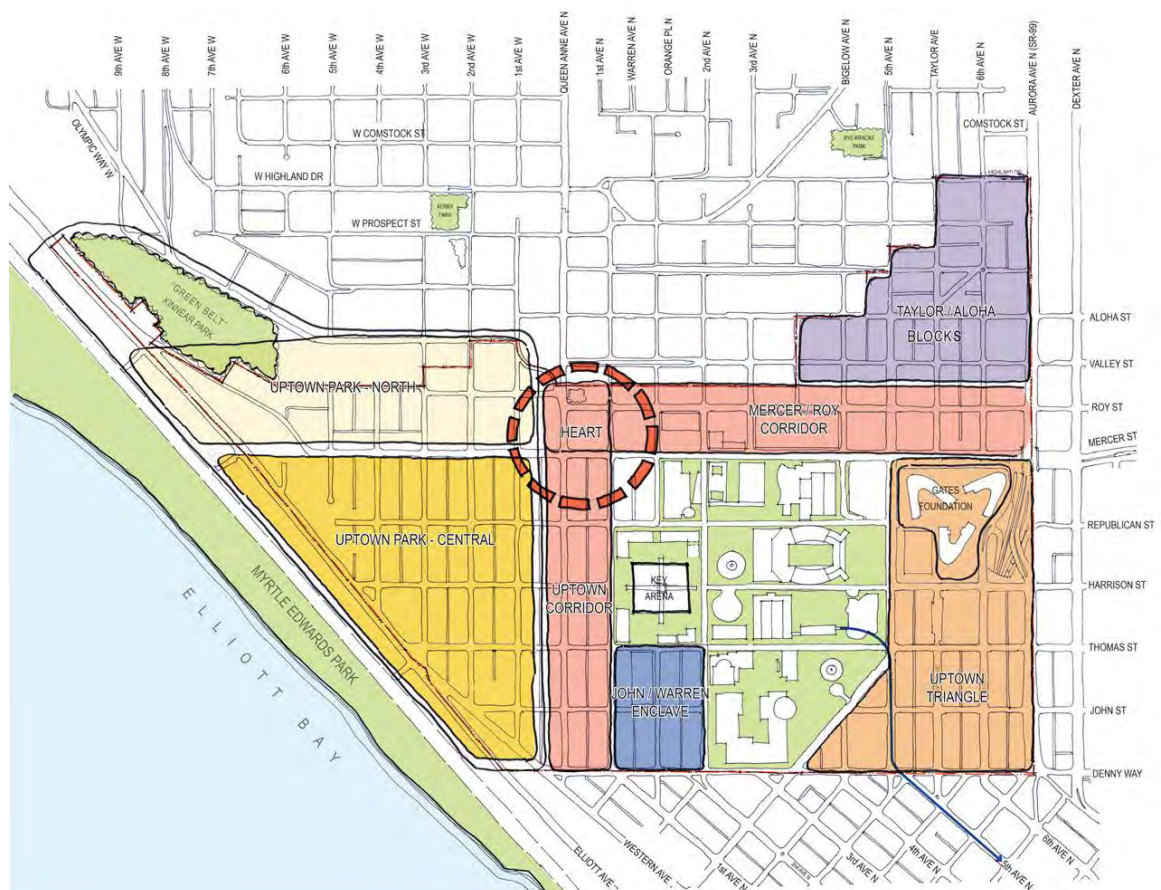


Exhibit 3.1-1 Neighborhood Character Map

Source: City of Seattle Office of Planning and Community Development, 2015a

Land Use Patterns

Each alternative would increase the density of households, population, and jobs in the Uptown Urban Center, though levels would vary. Adding growth estimates and current estimates, population and jobs would increase, with No Action the least and High-Rise the most, as shown in Exhibit 3.1-2. The Preferred Alternative is anticipated to have growth levels similar to Mid-Rise.

Exhibit 3.1-2 Housing, Population, and Job Density, Current and 2035, by Alternative, Based on Growth Estimates and Scenarios

	Current ¹		No Action		Mid-Rise		High-Rise		Preferred	
	Total	Units per Acre	Total	Units per Acre	Total	Units per Acre	Total	Units per Acre	Total	Units per Acre
Households 2015 estimate	6,855	31	9,855	45	10,225	46	10,600	48	10,225	46
Population 2015 estimate	9,323	42	13,403	61	13,906	63	14,416	65	13,906	63
Jobs 2014	14,592	66	17,092	77	17,392	79	17,717	80	17,392	79
<i>Activity Units: Pop and Jobs</i>	<i>23,915</i>	<i>108</i>	<i>30,495</i>	<i>138</i>	<i>31,298</i>	<i>142</i>	<i>32,133</i>	<i>145</i>	<i>31,298</i>	<i>142</i>

Note: Parcel acres = 220.94. This table considers net parcel acres to address density levels. PSRC calculates activity units using gross acres; see Section 3.2 Relationship to Plans and Policies.

¹Current households and current population are 2015 estimate; current jobs is from 2014.

Sources: City of Seattle GIS, 2015; Dupre and Scott 2016; PSRC 2016; BERK Consulting 2016 and 2017

Under all alternatives, the predominant land use pattern consists of high-density mixed uses; this pattern would support the Urban Center designation. Single-purpose zones at lower densities (e.g. LR3 and MR under Alternative 1 No Action and the Preferred Alternative, C2 under Alternative 1 No Action and the Preferred Alternative, and C1 under Alternative 1) are limited in the Uptown Study Area; lower-density single purpose zones would not preclude achievement of the Urban Center goals as they make up a minor area. The Preferred Alternative, Alternative 2 Mid-Rise, and Alternative 3 High-Rise would more optimally promote intense mixed uses with greater application of the SM zone than for Alternative 1 No Action.

Activity levels would increase across the Uptown Study Area with new residents, patronage at retail and cultural businesses, and new employment at offices. Increased activity would be supported by transit and other investments in non-motorized travel creating a more vibrant pedestrian experience. This level of activity is also consistent with City designation of Uptown as an Urban Center,

planned as one of the densest Seattle neighborhoods, and serving as both a regional center and as a neighborhood with diverse mixes of uses, housing, and employment (City of Seattle, 2015a).

Redevelopment properties (see Exhibit 2-9 on page 2.18) are most likely to change to allowed uses under each alternative, such as the Mercer/Roy Corridor, northeast Seattle Center, and Uptown Triangle (see Exhibit 2-10 on page 2.19).

Differences in land use patterns are described by each alternative, below.

Land Use Compatibility

Growth in the Uptown Urban Center is expected to increase the number of households and jobs. Under the range of alternatives, households would increase by 44 percent to 55 percent, and jobs would increase by 17 percent to 21 percent. As redevelopment occurs, there is potential for localized land use compatibility conflicts under all of the alternatives where newer development may be of greater height and intensity than existing development. The extent of these effects would vary by alternative, and can be reduced by application of City development and design standards, particularly any custom SM standards developed under the Preferred Alternative and Alternatives 2 and 3.

All alternatives provide for a transition to much of the upper Queen Anne neighborhood adjacent to the northern boundary of the Uptown Urban Center. Compared to existing development, heights could increase but are most limited in the Uptown Park-North district (see neighborhoods defined in Exhibit 3.1-1) and abutting portions of the Taylor/Aloha district. Heights step down at the northern extent, to transition building scale and bulk to the relatively moderate density blocks of the upper Queen Anne neighborhood, though the level of height transition varies by alternative. Impacts to other adjacent neighborhoods also vary by alternative.

Displacement

Each alternative would allow redevelopment that could displace existing uses. The potential for housing displacement is addressed in Section 3.3 Housing.

Exhibit 3.1-3 Study Area Employment–Growth Estimates and Potential Jobs Displaced, by Alternative

	No Action	Mid-Rise	High-Rise	Preferred
Gross Total Jobs Provided	2,876	3,082	3,422	3,153
Estimated Existing Jobs to be Displaced	376	282	297	335
<i>Estimated Net New Jobs</i>	<i>2,500</i>	<i>2,800</i>	<i>3,125</i>	<i>2,800</i>

Source: Hewitt Architecture, BERK Consulting, and City of Seattle, 2017

All studied alternatives are expected to result in the displacement of some existing business and jobs, though there would be sufficient building space to relocate them. Exhibit 3.1-3 shows expected impacts on employment within the study area by alternative.

IMPACTS OF THE PREFERRED ALTERNATIVE

Land Use Patterns

Growth under the Preferred Alternative is anticipated to add 3,370 new households and 2,800 new jobs by 2035, similar to Alternative 2 Mid-Rise. The growth would occur with new zoning that changes the pattern of allowed heights and uses.

Allowed heights would range from 5-16 stories, or 50 to 160 feet, in the Preferred Alternative, with most of the area allowed to grow to 85 feet (see Exhibit 3.1-4A and Exhibit 3.1-4B on the following page). This is an increase from the range of four to eight stories and 40 to 85 feet under Alternative 1 No Action; it is a lesser increase than Alternative 3 High Rise and is more graduated west to east than Alternative 2 Mid-Rise.

The area in Uptown Park North, areas of Uptown Park Central along Elliott Avenue, and areas in the northeast around the Taylor/Aloha blocks would retain the LR3, LR3-RC and C2 zones but add a story, resulting in heights of 50 feet under the Preferred Alternative. The MR zone areas would be retained and amended to have heights of 65 to 80 feet. NC and C-1 would be rezoned to SM and have heights of 85 to 160 feet. Height is graduated with lower heights to the west and northeast, and greater in the center and southeast.



Exhibit 3.1-4A Preferred Alternative Zoning—Uptown Rezone Implementation

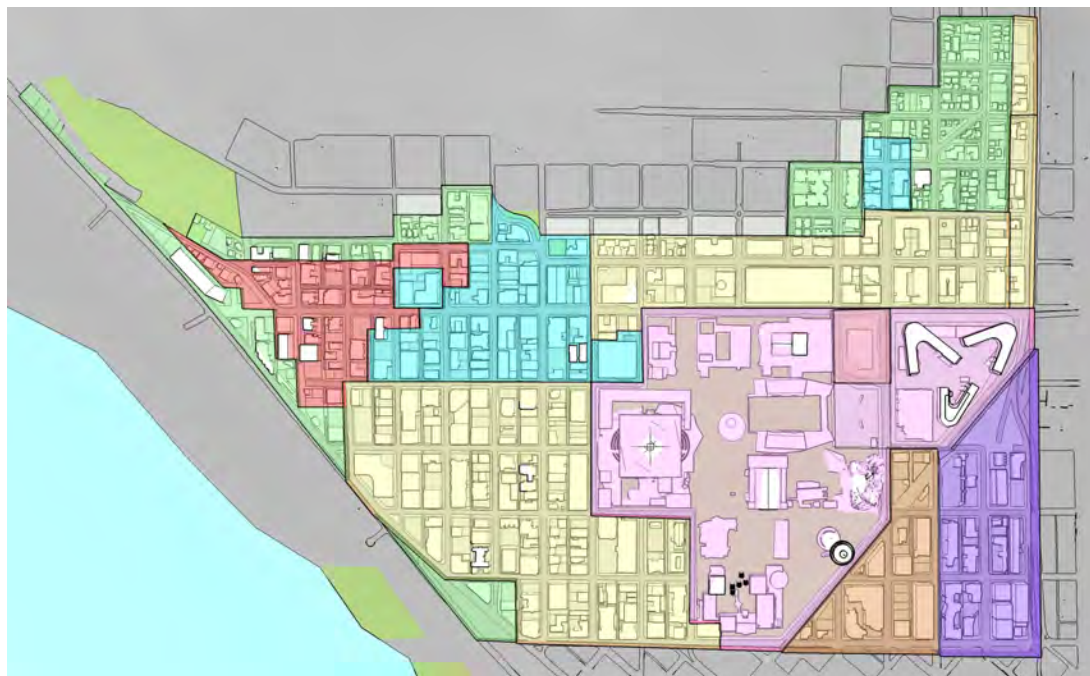


Exhibit 3.1-4B Preferred Alternative Zoning—Seattle Center Future Height Implementation

Much of the NC-zoned areas would be 85 feet, similar to Alternative 2 Mid-Rise. Also similar to Alternative 2 Mid-Rise, 125 feet would be allowed at the KCTS site. In the range of Alternative 2 Mid-Rise and Alternative 3 High-Rise, 125 feet to 160 feet would be allowed in the Uptown Triangle.

Under the Preferred Alternative, the following areas would have heights less than Alternative 2 Mid-Rise:

- LR3 and LR3-RC areas in northeast study area would be 50 feet in height instead of 65 to 85 feet in height.
- The Seattle Public Schools Parking area would be 85 feet instead of 125 feet.
- The C2 zone in the southwest at Western Avenue West would be 50 feet instead of 85 feet.
- MR areas between Mercer Street and West Republican would be 80 feet instead of 85 feet.

Under the Preferred Alternative implemented with the Uptown Rezone, three areas would have heights greater than Alternatives 2 and 3:

- Elliott Avenue West north of Mercer Street would increase from 40 feet to 50 feet. This area fronts Elliott Avenue West and is downslope of residentially-focused areas in Uptown Park North. Several sites on the block are already in the permit pipeline and would likely continue with the current standards of the C2-40 zone. About two redevelopment sites would be eligible for the C2-50 height if they meet the requirements to provide affordable housing under the MHA program. Design standards would require upper level setbacks and other measures to reduce effects of greater height in terms of bulk and shade/shadow. Further, the C2-40 zoning allows heights up to 47 feet for mixed uses; the difference in height of 3 feet is small. Thus, due to location, limited opportunities for redevelopment with the block, similarity to the maximum height allowed in the code, and application of design and development standards, no significant impacts are anticipated.
- An area between W Roy Street and W Mercer Street zoned for MR is proposed for heights of 80 feet instead of the 60 to 65 feet studied. The height of 80 feet would allow two additional

stories above the current MR-60 height level modeled; however, the MR zone currently allows a maximum height of 75 feet if affordable housing incentives are met and the resulting height of 80 feet is similar to the maximum 75 feet of the code. There is one estimated redevelopment site fronting W Mercer Place, and due to its lot size there could be a relatively small building form. Design standards would require upper level setbacks and other measures to reduce effects of greater height in terms of bulk and shade/shadow. Limited opportunities for redevelopment within the block, similarity to the maximum height allowed in the code, and application of design and development standards are anticipated to mitigate impacts.

- At the Gates Foundation site, 10 additional feet are considered. For the Seattle Center, the current 85-foot height is retained under the Preferred Alternative. However, for EIS analysis purposes a height of 95 feet is also studied. A range of heights from 85–160 were considered on the KCTS and SPS parking site under Draft EIS Alternatives, but the Preferred Alternative retains 85 feet though heights of 95–125 feet are evaluated in this EIS. As described in Appendix D, there are several buildings at or above 95 feet in height. Though the aesthetic modeling assumed 85 feet for much of the Seattle Center and the Gates Foundation site in the Draft EIS, the NC3-85 zone allows a base height of 85 feet and additional height is allowed for pitched roofs (5 feet), or for rooftop features (4–15 feet) including play areas, green houses, and mechanical equipment and their enclosures. (SMC 23.47A.012.B and C) Thus, the maximum studied is not dissimilar to current conditions. In Section 3.4 the effect of the Full Build on views with the greater height is considered.

The increase in heights and greater growth would provide more opportunities for commercial and residential development than the No Action Alternative, but would provide less growth than Alternative 3 High-Rise. The Preferred Alternative supports a growth estimate scenario similar to Alternative 2 Mid-Rise. The Preferred Alternative supports the implementation of the Uptown UDF vision that would increase opportunities for affordable housing, jobs, cultural spaces, and arts activities as well as the future transportation improvements bringing light rail and more non-motorized connections to the Urban Center.

The Preferred Alternative could alter land use patterns in the Uptown Urban Center by creating two intense nodes of development around proposed Sound Transit light rail stations in the Uptown Triangle and Heart of Uptown subareas. This location and level of mixed-use growth would better support light rail in those subareas.

Under the Preferred Alternative, the greatest height allowed is in the Uptown Triangle area; this pattern is consistent with all studied alternatives, but the maximum allowed height is 125 to 160 feet under the Preferred Alternative.

The Heart of Uptown and the Mercer/Roy corridor subareas, which have the least capacity in the No Action alternative, have the potential for the greatest gains in capacity with heights increasing to 85 feet. This change may increase the likelihood of redevelopment in these areas, consistent with the neighborhood character descriptions in the Uptown UDF. In the Uptown UDF, the Heart of Uptown is the focus of pedestrian and retail activity and the “anchor” of the neighborhood. Additional capacity in the Mercer/Roy Corridor could provide additional affordable housing and reinforce the growth of a theatre district and the neighborhood-wide Arts and Culture District. Another area of intensification is in the Uptown Triangle where height would increase from eight stories (85 feet) to 12 or 16 stories (125 to 160 feet). More modest increases in intensity would be allowed in the rest of the Uptown Urban Center.

Temporary and permanent impacts would result from this nodal pattern of land uses. On a temporary basis, construction-related impacts and disruptions would last longer and be more pronounced in the areas around the nodes. Greater land use intensity could be addressed by the more extensive development and design standards in the SM zone including upper-story setbacks and ground-level green space (see Chapter 2). While there would be greater activity levels with residents, visitors and customers and employees, planned improvements that add multimodal transportation, high-capacity transit, and neighborhood character improvements would mean more pedestrian and non-motorized travel.

Land Use Compatibility

Within the Uptown Urban Center

Compatibility conflicts could occur within the Uptown Urban Center as a result of changes in land use and changes related to increased intensity, bulk, scale, and height of new development.

Proposed zoning changes under the Preferred Alternative would rezone all of the NC2, NC3, and C1 areas to a custom SM zone (see Exhibit 2-5A on page 2.11 for the location of these zones). This could create some land use compatibility conflicts in the Uptown Urban Center. The SM zone allows most residential and employment uses, excluding a handful of uses that are not compatible with a high-intensity mixed-use urban environment such as high impact uses, industrial and manufacturing, park-and-ride or park-and-pool lots, animal husbandry, jails, and recycling or solid waste transfer stations.

The change in zoning could impact the ability of certain businesses to operate in the Uptown Urban Center. NC3 zoning allows for some of the uses prohibited in the SM zone with a conditional or administrative use approval, such as park and pool lots, or, with a size restriction, uses such as light manufacturing or warehousing. Currently, these land uses allowed in the NC2 and NC3 zones but prohibited in the SM zone are extremely limited in the Uptown Urban Center. With only about two percent industrial uses (Draft EIS Exhibit 3.1-1) and limited or no uses as park-and-rides or animal husbandry, the impact of this change in use would be minimal. Any existing uses in these categories would be considered non-conforming and allowed to continue subject to the provisions of Seattle Municipal Code sections 23.42.100-23.42.110. Overall, this transition in uses has the potential to reduce land use compatibility conflicts as it limits certain uses that are incompatible with a high-density mixed-use environment that is contemplated in the Uptown Urban Center.

The LR3, LR3-RC and C2 zones would be retained but amended to allow an additional 1-2 stories in height, though additional development and design standards such as upper-story setbacks would apply; see discussion under Land Use Patterns above. Land use allowances would remain the same in these zones, and as a result compatibility impacts are not anticipated.

The Preferred Alternative would increase the bulk and scale of development over the No Action Alternative due to increases in height and intensity. Additional heights add 10 to 45 feet over the height currently allowed for most of the Uptown Urban Center and another 75 feet in the Uptown Triangle. These increases in bulk, scale, and height would produce larger and more intense building forms, which may result in differences in height between existing and new developments. Impacts related to land use compatibility within the Uptown Urban Center would likely diminish over time as the area redevelops and approaches the capacity anticipated in the Preferred Alternative.

Adjacent to the Uptown Urban Center

Neighborhoods adjacent to the Uptown Urban Center may experience some land use compatibility conflicts. Under The Preferred Alternative, modest increases in height could result in a height difference of about two stories next to the Ballard Interbay and Belltown neighborhoods. Proposed zoning in both areas allows a wide mix of commercial and residential uses that are unlikely to produce any conflicts in land use. Impacts related to the differences in these areas are likely to be minor, if they occur at all, given the transition across larger arterials such as Elliott Avenue W and Denny Way.

Although much of the boundary with the Queen Anne neighborhood is unlikely to be subject to land use compatibility conflicts, there is a potential for conflicts in the area adjacent to the Mercer/Roy corridor. Under the Preferred Alternative, allowed heights would substantially increase, particularly along the Mercer/Roy corridor that is currently zoned NC with heights up to 65 feet. City of Seattle development and design standards, including those addressing screening, landscaping, noise, light, and glare, should help to reduce impacts related to this difference in height and intensity; additionally the Preferred Alternative addresses upper-story setbacks and ground-floor green space that offers more mitigation than the other alternatives. See Section 3.4 Aesthetics and Urban Design for additional information. Changes in allowed land uses along the Mercer/Roy corridor should not result in land use compatibility conflict impacts since the current NC3 zoning in the Mercer/Roy district provides a mixed-use environment that is similar to the mix of uses in the proposed SM zoning.

Job Displacement

Due to the additional capacity available to accommodate growth on fewer redeveloped parcels, the Preferred Alternative would have a lesser effect on job displacement, at 335 jobs, compared to Alternative 1 No Action. Because the Preferred Alternative has more moderated heights than Alternative 2 and 3 in most cases, the number of sites to redevelop is more than Alternatives 2 and 3. Future development space could accommodate displaced jobs under the Preferred Alternative as with the other studied alternatives.

FULL BUILDOUT

Under all alternatives, there is capacity to achieve household and job growth beyond the expected 2035 growth estimate. Under full buildout, all of the redevelopable lots (see Exhibit 2-9 on page 2.18) are assumed to change to the uses and heights proposed under each alternative. Given the differences in heights allowed, No Action has the least capacity and High-Rise the most, with Mid-Rise and the Preferred Alternative in the range. The potential for land use pattern and compatibility impacts would be similar relative to each alternative but at a higher magnitude. See Exhibit 3.1-5.

Exhibit 3.1-5 New Growth at Growth Estimate and Buildout Levels

	Current	No Action		Mid-Rise		High-Rise		Preferred	
		Net Growth Estimate	Net Full Buildout Capacity	Net Growth Scenario	Net Full Buildout Capacity	Net Growth Scenario	Net Full Buildout Capacity	Net Growth Scenario	Net Full Buildout Capacity
Households	6,855	3,000	8,593	3,370	14,773	3,745	17,342	3,370	11,715
Jobs	14,592	2,500	4,906	2,800	5,374	3,125	5,654	2,800	5,136

Source: City of Seattle, PSRC, Hewitt Architecture, BERK Consulting, 2016 and 2017

With greater growth there is a potential for displacement. See Section 3.3 Housing for a discussion of housing displacement at full buildout.

All studied alternatives are expected to result in the displacement of some existing businesses and jobs, to the same level at full buildout since the same potential pool of redevelopable lots could be developed. However, there is sufficient employment space to relocate them within expected job capacities at either 20-year growth estimate levels or full buildout (see Exhibit 3.1-6).

Exhibit 3.1-6 Impacts on Study Area Employment

	No Action	Mid-Rise	High-Rise	Preferred
Gross Total Jobs Provided	2,876	3,082	3,422	3,153
Estimated Existing Jobs to be Displaced—20-year Growth Estimate Level	376	282	297	335
<i>Estimated Net New Jobs—20-year Growth Estimate</i>	<i>2,500</i>	<i>2,800</i>	<i>3,125</i>	<i>2,800</i>
Gross Total Job Capacity—Full Buildout	7,091	7,559	7,839	7,322
Potential Jobs Displaced—Full Buildout	2,185	2,185	2,185	2,185
<i>Estimated Net New Jobs—Full Buildout</i>	<i>4,906</i>	<i>5,374</i>	<i>5,654</i>	<i>5,136</i>

Source: Hewitt Architecture, BERK Consulting, and City of Seattle, 2016 and 2017

MITIGATION MEASURES

The mitigation identified in Draft EIS Section 3.1, Land Use, is adequate to mitigate potential impacts to the Preferred Alternative. No new mitigation is proposed. Elements of the Preferred Alternative include those recommended in the Draft EIS, including upper-story setbacks, ground-floor open space, a pattern of heights that are lower in the west and northeast where there are residential-focused neighborhoods, moderate heights in mixed-use areas to the north and central west, greater heights in the southeast away from established residential areas and closer to employment-focused blocks, and major transit investments.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

The Preferred Alternative is not expected to result in significant unavoidable adverse impacts beyond those described in the Draft EIS Section 3.1, Land Use; see Chapter 1, Section 1.6 Land Use for a summary.

3.2 RELATIONSHIP TO PLANS AND POLICIES

IMPACTS OF THE PREFERRED ALTERNATIVE

As described in Chapter 2, the Preferred Alternative includes a mix of features from all alternatives and would include zoning designations, building heights, development standards, and estimated growth similar to alternatives considered in the Draft EIS. The Preferred Alternative would support the same growth estimate scenario estimates of housing, population, and jobs as Alternative 2 Mid-Rise; thus the Preferred Alternative would accommodate the updated 2015-2035 growth estimates for housing and employment identified in the Comprehensive Plan, as well as the future vision for land use, housing, and community character in Uptown.

Because the Preferred Alternative incorporates elements of Draft EIS Alternatives 1, 2, and 3, consistency with plans and policies would be the same as discussed in the Draft EIS. No new impacts to consistency with plans and policies are anticipated.

Since the Preferred Alternative describes a more complete set of development standards at this stage of the review process, which were reviewed for consistency with neighborhood-specific guidance provided in the Neighborhood Planning Element—Queen Anne Neighborhood of the Comprehensive Plan. Overall proposed development standards would promote human-scale development (including measures that address upper-level setbacks, podium requirements, tower limits); pedestrian-friendly development (including measures that would address transparency, minimum façade requirements, blank façade requirements, parking standards); and increased connections, (including mid-block crossing requirements). These standards are consistent with adopted policy guidance which support human-scale development (QA-P31), pedestrian-friendly development (GS 4.13), and increased connections (GS 4.12 and 4.13).

MITIGATION MEASURES

Regarding incorporated features, the Preferred Alternative proposes a more complete set of development standards reviewed in this Final EIS.

Regarding other proposed mitigation measures, the Neighborhood Planning Element–Queen Anne Neighborhood and proposed zoning designations should be reviewed to ensure that internal references in the Neighborhood Planning Element are consistent with updated zoning designations.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

The Preferred Alternative is not expected to result in significant unavoidable adverse impacts.

3.3 HOUSING

IMPACTS OF THE PREFERRED ALTERNATIVE

Housing Supply

The Preferred Alternative has sufficient development capacity to accommodate planned levels of residential growth during the planning period, as shown in Exhibit 3.3-1. This is consistent with the capacity analyzed in the Draft EIS. From this perspective, there is ample regulatory (zoning) capacity to accommodate potential increases in demand for housing. In Uptown, population density would increase and developable land would decrease over time. Housing in the area is likely to be provided primarily in multifamily structures with smaller-sized units given past and current trends in Uptown's housing development and its lower average household size of 1.3 persons.

Exhibit 3.3-1 Capacity for Housing Growth Compared to 20-year Growth Estimate Levels

	No Action	Mid-Rise	High-Rise	Preferred Alternative
Net New Housing Unit Capacity	8,593	14,773	17,342	11,715
Growth Estimate 2015-2035	3,000	3,370	3,745	3,370

Source: Hewitt Architecture, BERK Consulting, and City of Seattle, 2016 and 2017

The full buildout capacity for growth in the Preferred Alternative is higher than Alternative 1 No Action, but somewhat lower than Alternative 2 Mid-Rise and significantly lower than Alternative 3 High-Rise.

Housing Affordability

Housing affordability would be a concern under the Preferred Alternative, as under Alternatives 1, 2, and 3. Ultimately, housing prices are likely to be driven by demand generated as a result of Seattle's strong job market and attractive natural and cultural amenities and Uptown's central location. In 2019, Expedia is moving its corporate campus from Bellevue to the Seattle waterfront, adjacent to Uptown, and expects to employ 4,500 people at this location. The City's limited land base also would likely contribute to upward pressure on housing costs. Low vacancy rates and tight inventory contribute to higher rents, especially when demand is fueled by a highly educated, high-wage workforce.

Several other factors would be influenced by the distribution of development as outlined in the alternatives. Cost and affordability factors considered include:

- **Land Value:** The initial land cost for developers contributes to the total cost of each housing unit. Higher-density developments with higher floor-area-ratios would have a smaller land cost per unit. Land values vary across the city, with the highest values found downtown (adjacent to Uptown) and generally decreasing outward.
- **Construction Costs:** The cost of housing construction influences sale and rental prices. Building material costs would be roughly equal across the city, though the type of construction would not. Generally, taller buildings with steel framing are more expensive to build than shorter, wood-framed structures. The alternatives that promote the most concentrated development patterns would result in construction of taller buildings, providing housing for more people in a smaller geographic area. Taller buildings would generally be more expensive to construct than low-rise and mid-rise residential structures in areas not designated for growth. However, this higher construction cost can be offset by lower land cost per unit given the greater number of units that can be built in high-rise buildings. Therefore, it is possible that the total cost per unit can be lower in a high-rise building than a low- or mid-rise building.
- **Proximity to Transportation and Services:** Higher-density areas with the greatest proximity to neighborhood amenities, jobs, and transportation (urban centers and hub urban villages) would

generally have higher land values and thus, higher housing costs. However, proximity to transit and services may also lead to more commuting by transit and help decrease resident spending on transportation, which could help households control cost-of-living burdens.

The expected impacts of the Preferred Alternative on affordable housing production is discussed in Mitigation Measures on page 3.20, below.

Displacement

As growth continues in Seattle and development accelerates to meet increasing demands for housing as well as for commercial and retail space, some existing uses are likely to be redeveloped to accommodate new growth, creating a potential for displacement of residents and businesses. This displacement would occur where there is demolition and eviction, as well as where market forces increase the cost of living or doing business to a level that is no longer affordable for certain groups. Displacement risk is likely to rise in those areas where populations are least able to absorb increasing housing costs, where desirable amenities (such as transit) are available, and where development costs relative to projected rents are such that the potential for new development is high.

As part of its Comprehensive Plan Update, the City of Seattle conducted a Growth and Equity analysis to assess the potential future impacts of the growth alternatives on marginalized populations (low-income people, people of color, and English Language Learners) and to identify mitigation strategies to increase access to opportunity for these populations. This analysis assessed Uptown as a neighborhood with low displacement risk and high access to opportunity (City of Seattle Office of Planning and Community Development, 2015b). Neighborhoods in this category tend to have fewer marginalized populations, as market-rate housing is unaffordable to lower-income households. Indeed, only five percent of Uptown's housing units are income- and rent-restricted, and average rents are high relative to other areas of the city. Approaches to expand housing options for households with a broader spectrum of incomes in this area are discussed in Mitigation Measures on page 3.20.

Compared to other neighborhoods in Seattle, the City's Growth and Equity analysis determined that Uptown does not have a high

concentration of population that is vulnerable to displacement (City of Seattle Office of Planning and Community Development, 2015b). Some of Uptown's low-income households live in the 116 subsidized units owned by the Seattle Housing Authority, which are unlikely to be demolished. However, there are other residents and businesses who are vulnerable. For instance, all existing affordable units built under the MFTE program will expire within the 20-year planning period, possibly resulting in the loss of 201 affordable units.

Uptown includes a number of desirable amenities and a central location that contribute to high demand for new housing and commercial development as well as a high potential for redevelopment activity. Although the City's analysis determined that the overall risk of displacement in Uptown is low compared to other neighborhoods, average rents are rising in Uptown, as shown in the Draft EIS page 3.75, which puts upward pressure on all rental units in the neighborhood. This will likely result in some economic displacement under any alternative.

Older structures are sometimes demolished to make way for new construction projects. Exhibit 3.3-2 shows the number of existing housing units expected to be demolished under each alternative. The Preferred Alternative is expected to result in the demolition of 66 units, or about three units per year on average during the 20-year planning period. This is equivalent to Alternative 1 No Action and Alternative 2 Mid-Rise. Alternative 3 High-Rise would result in less displacement than the Preferred Alternative due to the higher zoned capacity, which would enable expected growth to be accommodated on fewer parcels. Demand for growth in the study area may result in development that exceeds the housing growth estimate level. Exhibit 3.3-3 shows the potential impacts of a full buildout of redevelopable parcels in the study area.

Twenty-four of the units expected to be demolished under the Preferred Alternative, Alternative 1 No Action, and Alternative 2 Mid-Rise are in a structure identified in the Draft EIS (Exhibit 3.3-14 on page 3.77) as non-subsidized low-cost housing.

Currently, there are 201 income- and rent-restricted units that have been built under the Multifamily Tax Exemption program in Uptown and are affordable for up to 12 years (shown in the Draft EIS page 3.76).¹

¹ Other units may have been built since the program was established in 1998, but the affordability would have expired.

Exhibit 3.3-2 Housing Unit Displacement Compared to Production

	No Action	Mid-Rise	High-Rise	Preferred Alternative
Total Existing Units to be Demolished	66	66	42	66
Gross New Units	3,066	3,436	3,787	3,436
<i>Net New Units</i>	<i>3,000</i>	<i>3,370</i>	<i>3,745</i>	<i>3,370</i>

Source: Hewitt Architecture, BERK Consulting, and City of Seattle, 2016 and 2017

Overall, focusing more growth in urban centers, such as Uptown, in combination with mitigation strategies that include affordable housing requirements to either build onsite or make contributions to a housing fund, could help to increase housing choice in an area that is currently unaffordable to many. That said, there are challenges with respect to equity, potential displacement, and housing affordability with any alternative studied in this EIS.

Full Buildout

Given the rapid rate of recent development in the Uptown study area and continued expected job growth in the region, it is possible that housing production would exceed the growth estimate scenario assumed in the Preferred Alternative. This section reports on the greatest possible growth that could be anticipated under the Preferred Alternative: a full buildout of all potential redevelopment sites in the study area (see Exhibit 2-9 on page 2.18).

Exhibit 3.3-3 shows housing production and demolition under a full buildout scenario. The parcels developed under each alternative are identical based on the redevelopment assumptions in Chapter 2 of the Final EIS, resulting in the same number of total demolished units. However, each alternative would be expected to produce a different

Exhibit 3.3-3 Housing Production, Assuming a Buildout Scenario

	No Action	Mid-Rise	High-Rise	Preferred Alternative
Total Housing Production	8,896	15,076	17,645	12,018
Total Sites Developed	120	120	120	120
Demolished Units	303	303	303	303
<i>Net New Units</i>	<i>8,593</i>	<i>14,773</i>	<i>17,342</i>	<i>11,715</i>

Source: Hewitt Architecture, BERK Consulting, and City of Seattle, 2016 and 2017

number of new units based on the development capacity provided. The Preferred Alternative is expected to produce more new housing than Alternative 1 No Action, but less than either Alternative 2 Mid-Rise or Alternative 3 High-Rise. The redevelopable parcels identified in Chapter 2 of the Final EIS are a planning-level analysis of sites that could change over time; however, other parcels may redevelop in accordance with the zoning in place at the time.

One concern in a buildout scenario is the loss of housing that is low cost but not rent- or income-restricted. As shown in the Draft EIS on page 3.77, six properties in the Uptown Study Area are identified as potentially affordable housing that are non-subsidized. Of these properties, only one is on a parcel anticipated to be developed in the buildout scenario: 617 Queen Anne Avenue North. This same parcel is also expected to be redeveloped in the Preferred Alternative growth estimate scenario. There are 24 units in this building, although it is not known whether all of these units rent at affordable levels.

MITIGATION MEASURES

Under the Preferred Alternative, as with Alternatives 1, 2, and 3, housing affordability and risk of displacement would continue to be a significant concern.

Mitigation measures in the Draft EIS still apply to the Preferred Alternative, including:

Funding and Incentive Programs

- Affordable Housing Funding Programs
- Acquisition & Opportunity Loans
- Operating & Maintenance Program
- Homebuyer Program
- Rental Assistance Program
- Incentive Zoning
- Multi-Family Tax Exemption Program (MFTE)

Other Proposed Mitigation Measures

- Mandatory Housing Affordability (MHA)
- Affordable housing development on public properties

- Property tax exemption with goal of preserving apartment buildings
- New tenant protections
- Local Voluntary Employers Fund

Updated mitigation measure analysis is provided below for the MFTE and MHA mitigation measures.

Multifamily Tax Exemption Program (MFTE)

In October 2015, the Seattle City Council passed Ordinance 118505 renewing and expanding the Multifamily Tax Exemption (MFTE) program. MFTE incentivizes builders to set aside rent- and income-restrict 20 percent of housing units in new multifamily structures. In exchange for on-site affordability, the City provides a partial property tax exemption for up to 12 years. This program is available in all multifamily areas throughout the city. The requirements include:

- In projects that contain the minimum number of dwelling units with two or more bedrooms, a minimum of 20 percent of all units in the building are affordable and rented to households with income at or below 40 percent of AMI for congregate residences or small efficiency dwelling units; at or below 65 percent for studio units; at or below 75 percent for one-bedroom units; at or below 85 percent to two-bedroom units; and at or below 90 percent for three-bedroom and larger units.
- In projects not containing the minimum number of two-bedroom units, a minimum of 25 percent of all units are affordable and rented to households with income at or below 40 percent of AMI for congregate residences or small efficiency dwelling units; at or below 65 percent for studio units; at or below 75 percent for one-bedroom units; at or below 85 percent to two-bedroom units; and at or below 90 percent for three-bedroom and larger units.

The Preferred Alternative is expected to produce affordable units incentivized through the MFTE program. Exhibit 3.3-4 on the following page shows the total number of housing units expected to be produced, assuming that 20 percent of multifamily developers choose to use MFTE. Because the program requirements changed in 2015, this 20 percent assumption may not be accurate going forward; the percent could be lower or higher, and it is important to note that this program does not provide long-term affordable housing.

Exhibit 3.3-4 Estimated Affordable Housing Units–MFTE

	No Action	Mid-Rise	High-Rise	Preferred Alternative
MFTE Units per Housing Growth Estimates	638	738	753	738
Full Buildout Scenario	1,779	2,955	3,468	2,404

Source: Hewitt Architecture, BERK Consulting, and City of Seattle, 2016 and 2017

The first row compares the number of MFTE units expected given the total housing growth estimates, while the second row shows MFTE units expected when the study area is completely built out. Alternatives with higher growth estimates and capacity are expected to result in higher production of MFTE units since the requirements are proportional to the amount of residential development.

Mandatory Housing Affordability (MHA)

The Housing Affordability and Livability Agenda (HALA) was launched in late 2014 and is ongoing. The HALA Advisory Committee delivered a set of recommendations to the Mayor and City Council in 2015 that included mandatory housing affordability (MHA) for residential (MHA-R) and commercial (MHA-C) development.

MHA would require that commercial and multifamily residential developments either include affordable housing units in the building or pay into a fund to provide housing affordable to low-income households, in exchange for increases in development capacity. HALA outlines a road map to build or preserve 50,000 housing units over the next 10 years, including 20,000 units of rent- and income-restricted housing. MHA aims to generate 6,000 affordable units toward the 20,000-unit goal.

Residential development (MHA-R). Multifamily residential developers in Uptown would either be required to set aside a portion of their project's units for households with incomes at 60 percent of AMI or less, or pay into an affordable housing fund. Rent/income limits for units that are 400 square feet or less would be 40 percent of AMI. Ownership housing supported by cash contributions or provided through the performance option must be priced to serve and sold to households with incomes no greater than 80 percent of AMI.

Commercial development (MHA-C). MHA would also apply to development of floor area in commercial use that exceeds 4,000 square feet. Similar to MHA-R, commercial developers would have the option of providing affordable housing through payment or performance. The income and rent limits are the same for MHA-C as for MHA-R, except that only affordable rental housing may be provided through the performance option. In addition, MHA-C includes provisions whereby developments in which only MHA-C requirements apply (i.e. no residential is being built) may provide affordable housing on an alternate site.

Exhibit 3.3-5 compares alternatives based on the expected number of new affordable units built through MHA-R for both growth estimates and full buildout scenarios, assuming MHA would only be implemented for the Preferred, Mid-Rise, and High-Rise Alternatives. It compares affordable housing unit production, assuming 100% use of the performance option versus 100% use of the payment option, using identical MHA-R requirements as those tested in the Draft EIS. More affordable units are produced through payment than performance due to leveraging of funds.

Exhibit 3.3-6 compares the Preferred Alternative to the three Draft EIS alternatives based on the expected number of new affordable units built through MHA-C. This comparison is based on the same MHA-C requirements assumed in the Draft EIS analysis. MHA-funded affordable housing would be built throughout Seattle to achieve strategic goals. The criteria for determining the location for use of cash contributions originating from any neighborhood, as stated in the MHA-R and MHA-C frameworks, are as follows:

1. Affirmatively furthering fair housing choice;
2. Locating within an urban center or urban village;
3. Locating in proximity to frequent bus service or current or planned light rail or streetcar stops; and
4. Furthering City policies to promote economic opportunity and community development and addressing the needs of communities vulnerable to displacement.

Uptown meets a number of these criteria. Like MFTE, alternatives with higher growth estimates and capacity are expected to result in higher production of MHA-R units since the requirements are proportional to the amount of residential development.

Exhibit 3.3-5 Estimated Affordable Housing Units–MHA-R

		No Action	Mid-Rise	High-Rise	Preferred Alternative
Growth Estimates	Total Housing Units Produced (Gross)	3,066	3,436	3,787	3,436
	Total Housing Units in Pipeline (Not Subject to MHA-R)	1,163	1,163	1,163	1,163
	Total Units Subject to MHA-R	0	2,273	2,624	2,273
	100% MHA-R Payment: Total Affordable Units Produced (Citywide and May Include Uptown)	0	511	527	511
	100% MHA-R Performance Total Affordable Units Produced (Uptown)	0	178	184	178
Full Buildout Scenario	Total Housing Units Produced (Gross)	8,896	14,773	17,342	12,018
	Total Housing Units in Pipeline (Not Subject to MHA-R)	1,163	1,163	1,163	1,163
	Other Housing Units Not Subject to MHA-R	7,733	0	0	0
	Total Units Subject to MHA-R	0	13,610	16,179	10,855
	100% MHA-R Payment: Total Affordable Units Produced (Citywide and May Include Uptown)	0	2,817	3,336	2,198
	100% MHA-R Performance: Total Affordable Units Produced (Uptown)	0	1,034	1,214	809

Note: 100 percent MHA-R Payment assumes a payment of \$18 per gross square foot in residential use and \$80,000 per unit cost. Development in areas with no rezone is not subject to MHA-R.

Source: Hewitt Architecture, BERK Consulting, and City of Seattle, 2016 and 2017

Exhibit 3.3-6 Estimated Affordable Housing Units–MHA-C

		No Action	Mid-Rise	High-Rise	Preferred Alternative
Growth Estimates	Total Commercial Square Footage Subject to MHA-C Payment	0	712,000	806,7000	728,500
	100% MHA-C Payment: Total Affordable Units Produced (Citywide and May Include Uptown)	0	71	81	73
Full Buildout Scenario	Total Commercial Square Footage Subject to MHA-C Payment	0	1,582,910	1,658, 910	1,529,500
	100% MHA-C Payment: Total Affordable Units Produced (Citywide and May Include Uptown)	0	158	166	153

Note: 100 percent MHA-C Payment assumes a payment of \$8 per gross square foot in commercial use after excluding up to 4,000 square feet ground floor commercial. Assumed cost per unit: \$80,000. Development in areas with no rezone is not subject to MHA-C.

Source: Hewitt Architecture, BERK Consulting, and City of Seattle, 2016 and 2017

Exhibit 3.3-7 Estimated Affordable Housing Units Based on Proposed Changes to MHA-R Implementation

		No Action	Preferred Alternative
Growth Estimates	Total Housing Units Produced (Gross)	3,066	3,443
	Total Housing Units in Pipeline (Not Subject to MHA-R)	1,163	1,163
	Total Units Subject to MHA-R	0	2,273
	100% MHA-R Payment: Total Affordable Units Produced (Citywide and May Include Uptown)	0	479
	100% MHA-R Performance Total Affordable Units Produced (Uptown)	0	162
Full Buildout Scenario	Total Housing Units Produced (Gross)	8,896	12,018
	Total Housing Units in Pipeline (Not Subject to MHA-R)	1,163	1,163
	Other Housing Units Not Subject to MHA-R	7,733	0
	Total Units Subject to MHA-R	0	10,855
	100% MHA-R Payment: Total Affordable Units Produced (Citywide and May Include Uptown)	0	2,331
	100% MHA-R Performance: Total Affordable Units Produced (Uptown)	0	819

Note: 100 percent MHA-R Payment assumes that payment will be either \$20.75, \$29.75, or \$32.75 per gross square foot in residential use based on type of rezone. It also assumes \$80,000 per unit cost and 10% of revenue would go to program administration. MHA-R Performance assumes the set aside is either 7%, 10%, or 11% based on type of rezone. Development in areas with no rezone is not subject to MHA-R.

Source: Hewitt Architecture, BERK Consulting, and City of Seattle, 2016 and 2017

Following the publication of the Draft EIS, the City of Seattle issued proposed changes to the implementation of MHA-R and MHA-C (City of Seattle, 2016). These changes include a tiered approach that varies the performance and payment requirements based on the amount of additional capacity provided in the rezone. Exhibit 3.3-7 compares the MHA-R affordable unit production under these proposed changes to No Action. The proposed changes result in a greater number of new affordable units compared to the MHA requirement assumptions tested in the Draft EIS and shown in Exhibit 3.3-5.

Exhibit 3.3-8 Estimated Affordable Housing Units Based on Proposed Changes to MHA-C Implementation

		No Action	Preferred Alternative
Growth Estimates	Total Commercial Square Footage Subject to MHA-C Payment	0	728,500
	100% MHA-C Payment: Total Affordable Units Produced (Citywide and May Include Uptown)	0	76
Full Buildout Scenario	Total Commercial Square Footage Subject to MHA-C Payment	0	1,529,500
	100% MHA-C Payment: Total Affordable Units Produced (Citywide and May Include Uptown)	0	175

Note: MHA-C estimates assumes that payment will be between \$8.00 and \$32.75 per gross square foot in commercial use after excluding up to 4,000 square feet ground floor commercial. Payment depends on amount of capacity added and building height. MHA production estimates assume \$80,000 per unit cost and 10% of revenue would go to program administration.

Source: Hewitt Architecture, BERK Consulting, and City of Seattle, 2016 and 2017

Exhibit 3.3-8 compares the MHA-C affordable unit production under these proposed changes to No Action. The proposed changes result in a greater number of new affordable units compared to the MHA requirement assumptions tested in the Draft EIS and shown in Exhibit 3.3-6.

One additional change to the MHA requirements since the publication of the Draft EIS concerns the criteria for locating housing supported by cash contributions. The Seattle City Council amended the MHA-R framework legislation (Ordinance 125108) to include one additional consideration: "locating near developments that generate cash contributions." Mayor Murray has transmitted MHA-C framework legislation to City Council on October 25, 2016, which amends Ordinance 124895, and includes adding that location consideration factor for MHA-C.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

The Preferred Alternative would have similar conclusions as those described in the Draft EIS Section 3.3, Housing.

3.4 AESTHETICS AND URBAN DESIGN

This Section describes the specific impacts to the physical character of the Uptown Study Area and its immediate surroundings associated with the Preferred Alternative and compares these impacts to the Draft EIS alternatives. The Final EIS updates the digital development model used in the Draft EIS to incorporate the Preferred Alternative, and associated illustrations of selected viewpoints and shadow studies are included in this chapter.

IMPACTS OF THE PREFERRED ALTERNATIVE

As described in Chapter 2 of this Final EIS, the Preferred Alternative incorporates features of the Draft EIS alternatives and studies a growth scenario within the range of the alternatives studied in the Draft EIS. The Preferred Alternative also incorporates mitigation measures recommended in the Draft EIS as development regulations and design standards. Similar to the Draft EIS, this chapter evaluates the Preferred Alternative with respect to neighborhood character; height, bulk, and scale; protected views; scenic routes; shadows and shading; and light and glare.

Comparison of Alternatives

Below is a brief summary of the Draft EIS alternatives as context for the Preferred Alternative analysis.

- Alternative 1 No Action would maintain current heights and development standards and preserve existing zoning. Development projects currently undergoing City building permit review are assumed to be constructed under existing development regulations.
- Alternative 2 Mid-Rise would allow greater heights and result in greater capacity for development that meets the Uptown Urban Design Framework concept for an Arts and Culture District and greater opportunities for both commercial and housing uses. This alternative would raise some heights in residential areas to 65 to 85 feet and commercial and mixed-use areas from 85 to 125 feet. The style of development would emphasize vertical mixed uses.
- Alternative 3 High-Rise provides maximum increases in height to create the most opportunity for commercial and housing redevelopment. Alternative 3 would have similar residential
























































heights as Alternative 2 at 65 to 85 feet, with commercial and mixed-use areas ranging from 85 to 160 feet.




- The Preferred Alternative would combine characteristics of the Draft EIS alternatives, creating a pattern of five- to eight-story development in most of the study area, with heights of twelve to sixteen stories in the Uptown Triangle area southeast of Seattle Center. Most mixed-use and commercial areas in central and eastern study areas would be rezoned to a custom SM zone with heights of 65 to 160 feet. Along Mercer Street north of Seattle Center and along Aurora Ave N, the Preferred Alternative would apply height increases similar to Alternative 2 and incorporate transitions to adjacent lower-height areas along Valley Street and Taylor Ave N. Multifamily zones and commercial areas along W Elliott Avenue would be retained but heights of an additional 1-2 stories allowed to implement MHA recommendations. Nearly all of these zone locations would have heights that are similar to or less than Alternative 2. Two areas in the northwest portion of the study area would add 10 to 15 feet in height above Draft EIS Alternatives (40 to 50 feet and 65 to 80 feet). Further, in the Gates Foundation area, another 10 feet in height would be added. Heights are retained at current levels at the Seattle Center campus, but are studied for 10 additional feet for analysis purposes. Results are considered in the full build analysis later in this section and in Appendix D. Per the discussion in Section 3.1 Land Use, limited redevelopment potential in these areas and the application of design standards would minimize impacts.

As described in the Draft EIS, this analysis assumes that most future growth in Uptown would be concentrated on sites with a high potential for redevelopment, as identified in Exhibit 2-9 on page 2.18. Analysis of impacts to views and shading assumes that most future development in the study area would be confined to these areas.

Exhibit 3.4-1 provides a summary of each alternative's consistency with City policies regarding public view protection and shading of public spaces. Exhibit 3.4-2 through Exhibit 3.4-6 on page 3.30 show modeled aerial views of the study area under existing conditions (with pipeline development included) and for each of the alternatives.

Exhibit 3.4-1 Summary of Aesthetic and Urban Design Impacts

	Alternative 1 No Action	Alternative 2 Mid-Rise	Alternative 3 High-Rise	Preferred Alternative
Street-Level Views (SMC 25.05.675.P.2a. significant natural and human-made feature: downtown skyline, Puget Sound, scenic routes)				
<i>Queen Anne Avenue and Mercer Street (South)</i>				
<i>Mercer Street and Warren Avenue (East)</i>				
<i>5th Avenue and Mercer Street (West)</i>				
<i>Mercer Street and 5th Avenue (South)</i>				
<i>Thomas Street and Aurora Avenue (West)</i>				
Protected Space Needle Views (SMC 25.05.675.P.2c public views of Space Needle from public places)				
<i>Bhy Kracke Park</i>				
<i>Kerry Park</i>				
<i>Myrtle Edwards Park</i>				
<i>Olympic Sculpture Park</i>				
Shading and Shadows (SMC 25.05.675.Q2.a shadows on publicly owned parks)				
<i>Seattle Center</i>				
<i>Counterbalance Park</i>				
<i>Kinnear Park</i>				
<i>Kinnear Place</i>				
<i>Myrtle Edwards Park</i>				

-  Consistent with policies for public view protection and shadows on public spaces
-  Partially consistent with policies for public view protection and shadows on public spaces (e.g., limited view obstruction, increased blockage of a partially-obstructed view, partial site shading, etc.)
-  Inconsistent with policies for public view protection and shadows on public spaces

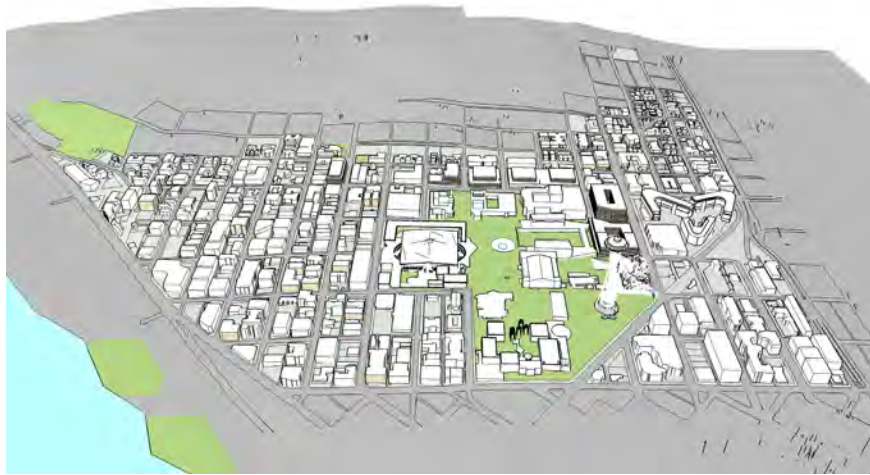


Exhibit 3.4-2 Aerial View from South:
Preferred Alternative

Preferred Alternative Overview

- Overall level of development, pattern of heights, and intensity under the Preferred Alternative similar to Alternative 2.
- Greatest intensity located southeast of Seattle Center.

Source: Hewitt
Architecture,
2017

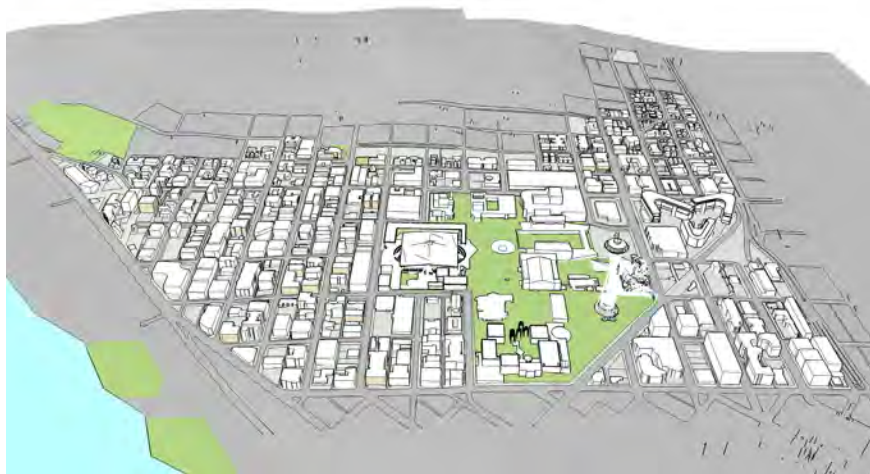


Exhibit 3.4-3 Aerial View from South:
Existing and Pipeline

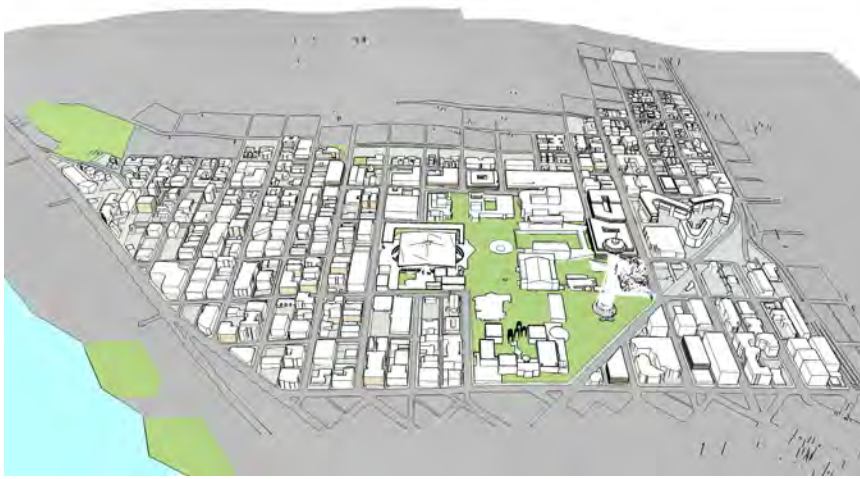


Exhibit 3.4-4 Aerial View from South:
Alternative 1 No Action Growth Estimate

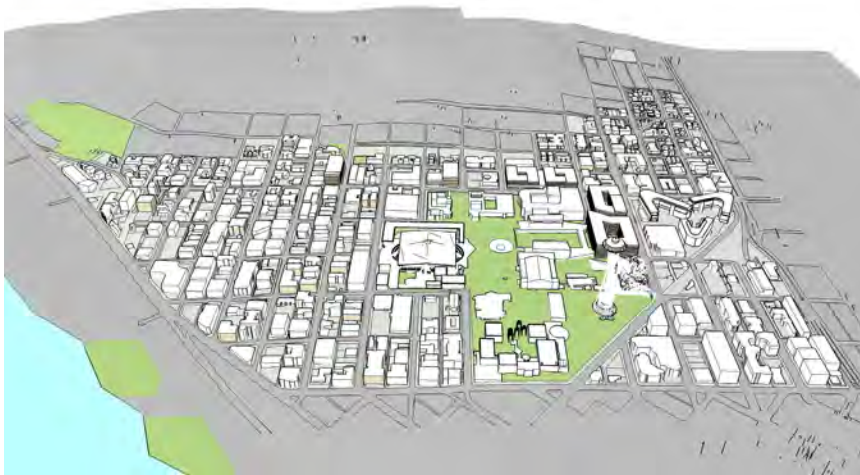


Exhibit 3.4-5 Aerial View from South:
Alternative 2 Mid-Rise Growth Scenario

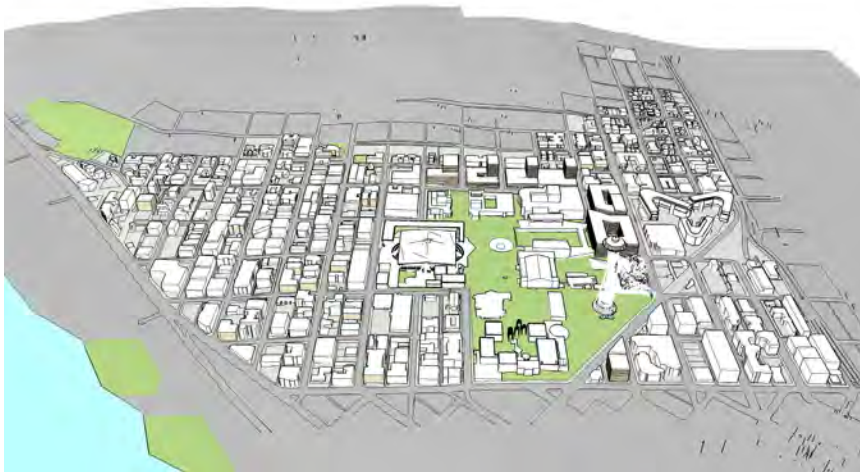


Exhibit 3.4-6 Aerial View from South:
Alternative 3 High-Rise Growth Scenario

Impacts of the Preferred Alternative

Overall, the Preferred Alternative would result in a moderate increase in development density and intensity as additional growth occurs in the study area. As described in Chapter 2, the Preferred Alternative would increase building height limits across much of the study area in a manner similar to Alternative 2, though most growth would be concentrated in the area southeast of Seattle Center and in the Mercer Street and Queen Anne Avenue corridors. The Preferred Alternative would also reduce impacts through the application of development standards designed to protect views and preserve street-level character, such as upper-story setbacks.

Neighborhood Character

Similar to Alternative 2, the Preferred Alternative would result in a general increase in the intensity and density of development throughout the study area, specifically along the Mercer Street corridor, the southern portion of the Queen Anne Avenue corridor, and in the Uptown Triangle southeast of Seattle Center. While all of these areas are already highly urban in nature, the Mercer Street corridor features a greater mix of uses and development intensities. Mercer Street and Queen Anne Avenue are also established pedestrian corridors, and the transition from low-rise development to greater intensities is likely to be more pronounced here than in other portions of the study area.

While the Preferred Alternative would represent an intensification of the neighborhood character in Uptown, as described above, it would reduce impacts relative to Alternative 2 Mid-Rise and Alternative 3 High-Rise by applying lesser height limits along the northern edge of the study area and moderating height increases in the study area core near the intersection of Mercer Street and Queen Anne Avenue, as shown in Exhibit 2-5A on page 2.11. Moderation of height increases in these locations would ease transitions to less-intensely developed residential areas outside the study area to the north and would help preserve the character of the area around the Queen Anne/Mercer intersection, where the study area's two major pedestrian intersections meet.

Height, Bulk, and Scale

As shown in Exhibit 2-5A on page 2.11, the Preferred Alternative would result in increased building height limits throughout much

of the study area, though to a lesser degree than Alternative 2 Mid-Rise or Alternative 3 High-Rise. Infill development and redevelopment under these new standards would lead to overall greater building heights and greater visual bulk in the study area. In the Mercer Street corridor east of 1st Avenue N, height limits would increase from 40 to 85 feet, similar to Alternative 2 Mid-Rise. Also similar to Alternative 2 Mid-Rise, height limits in the Queen Anne Avenue corridor south of Republican Street would increase from 65 to 85 feet. Southeast of Seattle Center, the Preferred Alternative would increase heights from 85 feet to 125 feet (west of Taylor Avenue N) or 160 feet (east of Taylor Avenue N).

Outside of these locations, the Preferred Alternative would generally increase heights to a degree similar to or less than Alternative 2 Mid-Rise. As shown in Exhibit 2-5A on page 2.11, the Preferred Alternative would include only modest height increases along the northern and western edges of the study area to comply with MHA recommendations and would increase heights in the central study area, near the intersection of Queen Anne Avenue and Mercer Street, from 40 to 65 feet. Relative to Alternative 2, the Preferred Alternative would also reduce bulk impacts and improve street-level access to light and air by incorporating requirements for upper-story setbacks. As described in Chapter 2, buildings in the SM, C-2, MR, and LR zones would be required to include upper-story setbacks along streets designated as Class I, II, or III by the Uptown Urban Design Framework.

Exhibit 3.4-7 through Exhibit 3.4-31 on the following pages compare potential changes to height, bulk, and scale for each of the alternatives at street level along selected roadways in the study area.

Queen Anne Avenue N and Mercer Street–Facing South

As shown in Exhibit 3.4-7, the Preferred Alternative would result in building forms and heights along Queen Anne Avenue similar to Alternative 2 Mid-Rise, illustrated in Exhibit 3.4-10. However, the Preferred Alternative would incorporate additional upper-story setbacks for floors above 45 feet, pulling the upper portion of the building façade away from the street and allowing greater access to light and air at street level. Height and bulk impacts under the Preferred Alternative would therefore be reduced relative to Alternative 2 Mid-rise, though the Preferred Alternative would be likely to result in greater building heights at this location than Alternative 3 High-Rise or Alternative No Action.

Mercer Street and Warren Avenue N–Facing East

Exhibit 3.4-12 shows projected building massing under the Preferred Alternative. Like Alternative 2 Mid-Rise, the Preferred Alternative would implement height limits of 85 feet along the north side of Mercer Street, resulting in a similar level of development intensity. The Preferred Alternative would reduce street-level height and bulk impacts in the Mercer Street corridor by requiring upper-story setbacks for floors above 45 feet. Use of upper-story setbacks would pull the upper portions of new buildings away from the street, improving access to light and air at street level compared with Alternative 2 Mid-Rise, as shown in Exhibit 3.4-15. The Preferred Alternative would also have reduced impacts relative to Alternative 3 High-Rise, due to the overall lower building heights (85 feet versus 160 feet) and the incorporation of upper-story setbacks.

5th Avenue N and Mercer Street–Facing West

Similar to Alternative 2 Mid-Rise, the Preferred Alternative would increase allowed building heights on the KCTS site at the corner of 5th Avenue and Mercer Street to 125 feet, an increase over current conditions and the current maximum building height of 85 feet. However, as described in Chapter 2, the Preferred Alternative would incorporate a requirement for buildings in SM zones to include upper-story setbacks above 45 feet along Class I and II streets, which includes Mercer Street. As shown in Exhibit 3.4-17, upper-story setbacks reduce the bulk and visual mass of buildings, obstructing less of the sky from street level and reducing the “canyon” effect for pedestrians and drivers. As a result, the Preferred Alternative would have reduced height and bulk impact relative to both Alternative 2 Mid-Rise and Alternative 3 High-Rise, and while the Preferred Alternative would allow greater overall building heights than the No Action Alternative, the use of upper-story setbacks could create a more open streetscape, as shown in Exhibit 3.4-17 and Exhibit 3.4-19.

Mercer Street and 5th Avenue N–Facing South

Similar to Alternative 2 Mid-Rise, the Preferred Alternative would increase height limits at the northeastern corner of Seattle Center (KCTS site) from 85 feet to 125 feet; however, south of the corner, heights would be retained at 85 feet (Memorial Stadium parking lot). As shown in Exhibit 3.4-22, this would result in new mid-rise development near the intersection of Mercer Street and 5th Avenue N. Height and bulk impacts under the Preferred Alternative would be similar to Alternatives 2 and 3 (Exhibit 3.4-25 and Exhibit 3.4-26) though less pronounced south of the intersection where heights are 85 feet. While the Preferred Alternative would incorporate upper-story setbacks to minimize visual bulk and reduce effects on the pedestrian experience relative to Alternatives 2 and 3, development under the Preferred Alternative would obstruct views of the Space Needle along the northern portion of 5th Avenue. However, as noted in the Draft EIS, all three of the Draft EIS alternatives, including the No Action Alternative, would also have a strong probability of obstructing Space Needle views from this location.

Thomas Street and Aurora Avenue N–Facing West

Under the Preferred Alternative, height and bulk impacts from this location would be similar to Alternatives 2 and 3; height limits at the northeastern corner of Seattle Center would increase to 85 to 125 feet. However, as shown in Exhibit 3.4-27 through Exhibit 3.4-31, this development is likely to be hidden from view at this viewpoint due to the presence of an existing building under construction at the corner of Thomas Street and 6th Avenue N. Future development under the Preferred Alternative would not further obstruct views of the Space Needle or EMP Museum (now Museum of Pop Culture) from this location, and views would be very similar to existing conditions.



Exhibit 3.4-7 Street Level: Queen Anne and Mercer Facing South, Preferred Alternative

Preferred Alternative Overview

- Heights similar to Alternative 2, though with a reduction at the northern end of the corridor, near Mercer Street.
- Upper-level setbacks provide greater access to light and air at street level.



Source: Hewitt
Architecture,
2017

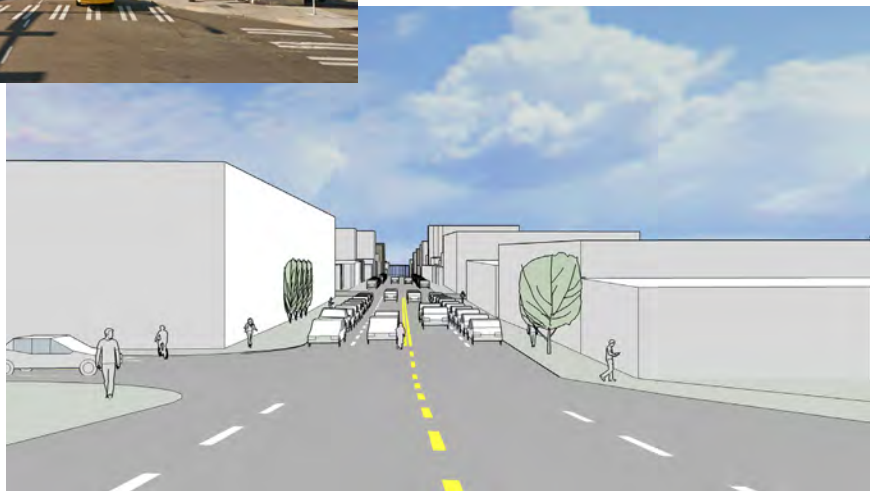


Exhibit 3.4-8 Street Level: Queen Anne and Mercer Facing South, Existing and Pipeline



Exhibit 3.4-9 Street Level: Queen Anne and Mercer Facing South, Alternative 1 No Action Growth Estimate



Exhibit 3.4-10 Street Level: Queen Anne and Mercer Facing South, Alternative 2 Mid-Rise Growth Scenario



Exhibit 3.4-11 Street Level: Queen Anne and Mercer Facing South, Alternative 3 High-Rise Growth Scenario



Exhibit 3.4-12 Street Level: Mercer and Warren Facing East, Preferred Alternative

Preferred Alternative Overview

- Height limits along Mercer Street consistent with Alternative 2, resulting in a similar level of intensity.
- Upper-story setbacks reduce height and bulk impacts and preserve access to light and air at street level.



Source: Hewitt
Architecture,
2017



Exhibit 3.4-13 Street Level: Mercer and Warren Facing East, Existing and Pipeline



Exhibit 3.4-14 Street Level: Mercer and Warren Facing East,
Alternative 1 No Action Growth Estimate



Exhibit 3.4-15 Street Level: Mercer and Warren Facing East,
Alternative 2 Mid-Rise Growth Scenario



Exhibit 3.4-16 Street Level: Mercer and Warren Facing East,
Alternative 3 High-Rise Growth Scenario



Exhibit 3.4-17 Street Level: Fifth and Mercer Facing West, Preferred Alternative

Preferred Alternative Overview

- Increased height limit on KCTS site to 125 feet.
- Upper-story setbacks alleviate “canyon” effect and reduce impacts relative to Alternatives 2 and 3.



Source: Hewitt
Architecture,
2017



Exhibit 3.4-18 Street Level: Fifth and Mercer Facing West, Existing and Pipeline



Exhibit 3.4-19 Street Level: Fifth and Mercer Facing West,
Alternative 1 No Action Growth Estimate



Exhibit 3.4-20 Street Level: Fifth and Mercer Facing West,
Alternative 2 Mid-Rise Growth Scenario



Exhibit 3.4-21 Street Level: Fifth and Mercer Facing West,
Alternative 3 High-Rise Growth Scenario

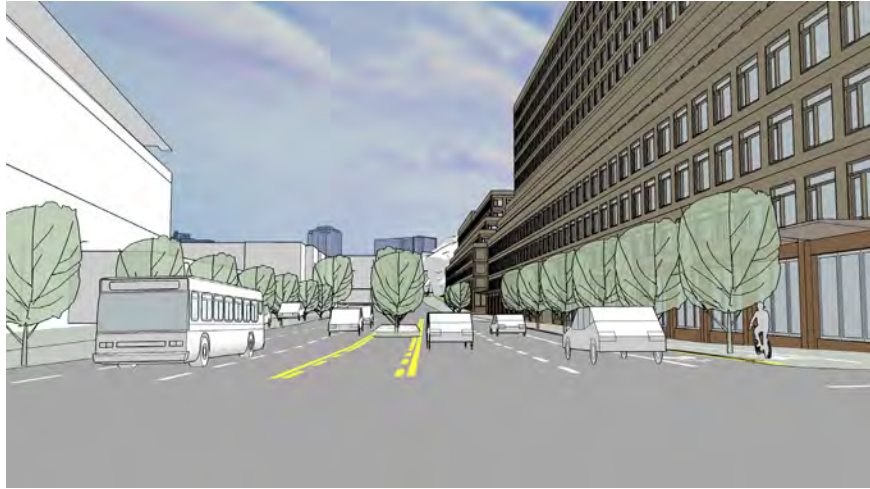


Exhibit 3.4-22 Street Level: Mercer and Fifth Facing South, Preferred Alternative

Preferred Alternative Overview

- Height of new development similar to Alternatives 2 and 3.
- Upper-story setbacks reduce bulk relative to Alternatives 2 and 3.
- Preferred Alternative development would obstruct views of Space Needle along northern portions of 5th Avenue. Similar to other alternatives.
- Preferred Alternative retains height at southern site compared to Alternatives 2 and 3.



Source: Hewitt
Architecture,
2017



Exhibit 3.4-23 Street Level: Mercer and Fifth Facing South, Existing and Pipeline

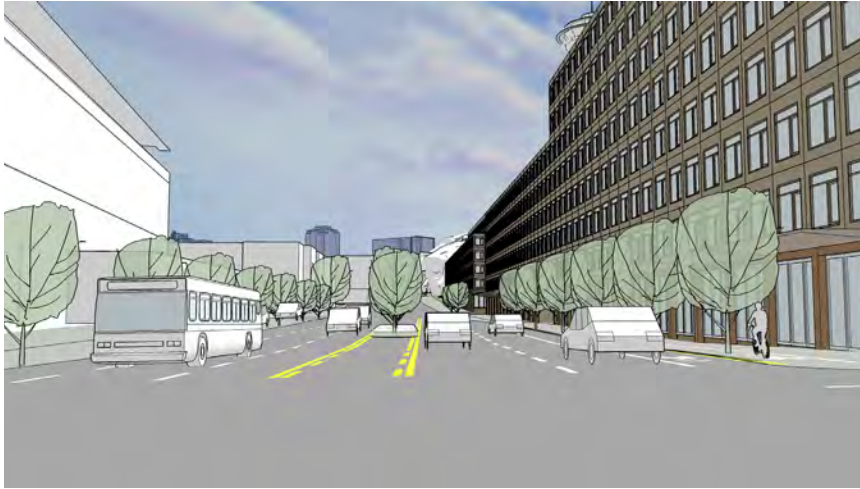


Exhibit 3.4-24 Street Level: Mercer and Fifth Facing South,
Alternative 1 No Action Growth Estimate

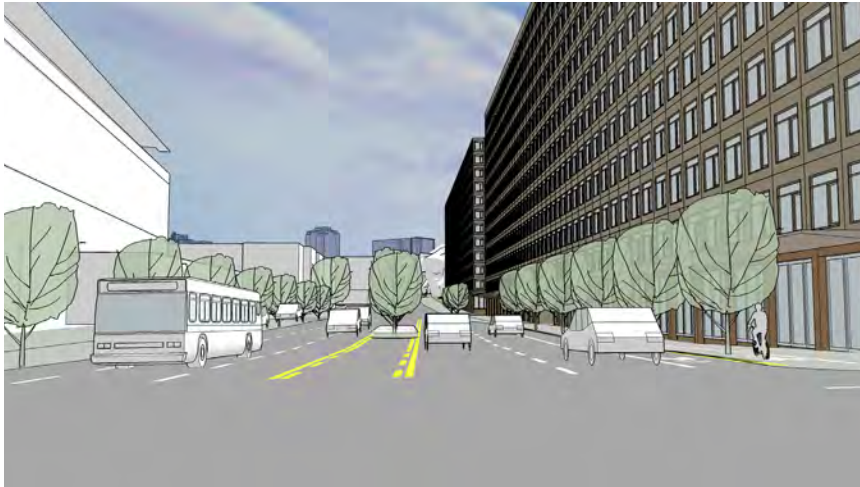


Exhibit 3.4-25 Street Level: Mercer and Fifth Facing South,
Alternative 2 Mid-Rise Growth Scenario

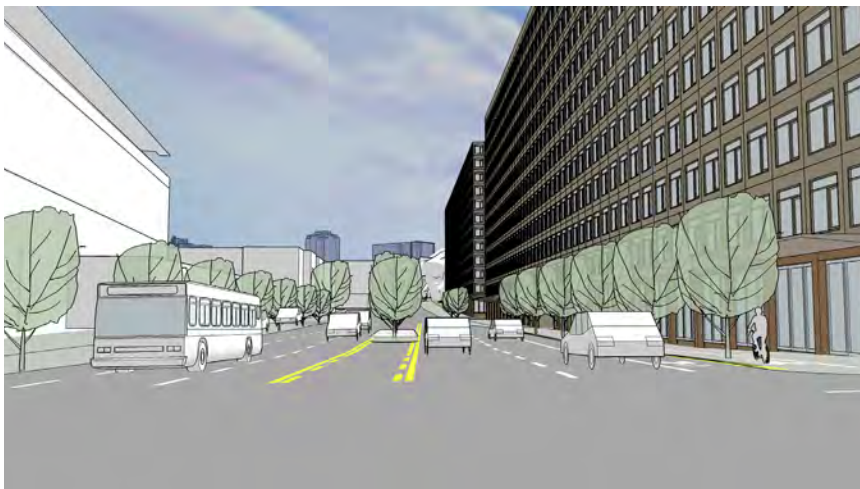


Exhibit 3.4-26 Street Level: Mercer and Fifth Facing South,
Alternative 3 High-Rise Growth Scenario



Exhibit 3.4-27 Street Level: Thomas and Aurora Facing West, Preferred Alternative

Preferred Alternative Overview

- Height limits and impacts similar to Alternatives 2 and 3.
- Preferred Alternative would not further obstruct views of Space Needle or EMP Museum from this location.



Source: Hewitt
Architecture,
2017



Exhibit 3.4-28 Street Level: Thomas and Aurora Facing West, Existing and Pipeline



Exhibit 3.4-29 Street Level: Thomas and Aurora Facing West,
Alternative 1 No Action Growth Estimate



Exhibit 3.4-30 Street Level: Thomas and Aurora Facing West,
Alternative 2 Mid-Rise Growth Scenario



Exhibit 3.4-31 Street Level: Thomas and Aurora Facing West,
Alternative 3 High-Rise Growth Scenario

Views

While future development under the Preferred Alternative would be visible from the multiple parks that lie within or north of the study area, new buildings are not anticipated to be tall enough to significantly obstruct protected views of the Space Needle, Downtown, or Elliott Bay beyond current conditions. In parks along Puget Sound, development in the study area would be mostly screened from view by existing buildings along the waterfront.

Bhy Kracke Park

As shown in Exhibit 3.4-32, development under the Preferred Alternative would be similar in height and intensity to Alternative 2 Mid-Rise and would not significantly affect views from Bhy Kracke Park. While future development would be visible from the park, new buildings would not be tall enough to obstruct views of the Space Needle, Elliott Bay, or Downtown beyond current conditions.

Kerry Park

As shown in Exhibit 3.4-37, development under the Preferred Alternative would be similar in height and intensity to Alternative 2 Mid-Rise and Alternative 3 High-Rise and would not significantly affect views from Kerry Park. While future development would be visible from the park, new buildings would not be tall enough to obstruct views of the Space Needle, Elliott Bay, or Downtown beyond current conditions. Some minor obstruction of views of Key Arena may occur under the Preferred Alternative; however, this is due to pipeline development that is already under permit review by the City and which is assumed to occur under all alternatives.

Myrtle Edwards Park

As shown in Exhibit 3.4-42, the Preferred Alternative would not significantly affect views of the Space Needle from Myrtle Edwards Park. Most future buildings in the study area would be screened from view by existing buildings along the waterfront, though some development near the southern edge of the study area may be visible to viewers looking toward Downtown (Exhibit 3.4-42, right).

Olympic Sculpture Park

As shown in Exhibit 3.4-47, development under the Preferred Alternative would not affect views of the Space Needle from Olympic Sculpture Park. Future development in the study area would be screened from view by existing buildings along the waterfront and would not be visible from the park or further obstruct views of the Space Needle.

Territorial View—Queen Anne Avenue Facing South

As shown in Exhibit 3.4-52, effects on this territorial view under the Preferred Alternative would be similar to Alternative 2 Mid-Rise, though the Preferred Alternative would incorporate upper-story setbacks that would reduce narrowing of the view corridor to Elliott Bay. The Preferred Alternative would also focus the most intense growth in the study area away from the Queen Anne Avenue corridor, reducing the potential for this view to be obstructed by new development. As described in the Draft EIS, this view corridor is already partially obstructed by existing development, as shown in Exhibit 3.4-53.

Territorial View—Seattle Center from North

As shown in Exhibit 3.4-57, effects on this territorial view would fall within the range established by the Draft EIS alternatives. Under the Preferred Alternative, the Mercer Street corridor, which is in the foreground of this view, would receive future growth, though building heights would be limited to 85 feet in this area (equal to Alternative 2 Mid-Rise). As a result, future growth under the Preferred Alternative would be similar in height and intensity to Alternative 2 Mid-Rise (Exhibit 3.4-60), though the specific properties assumed to redevelop would be slightly different. New development along Mercer Street would partially obstruct views of Key Arena. Additional development would also be visible to the southeast on the far side of Seattle Center. Future development under the Preferred Alternative would not affect views of the Space Needle, nor would it significantly increase obstruction of views of Downtown or Elliott Bay.

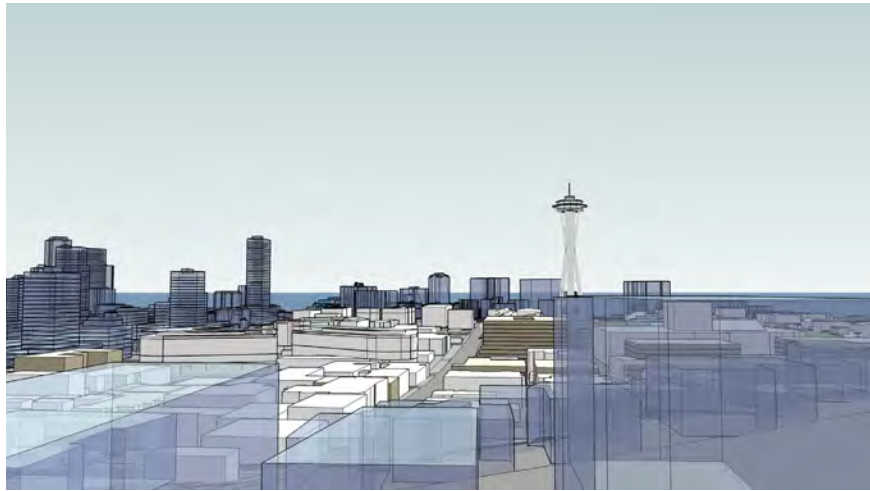


Exhibit 3.4-32 View from Bhy Kracke Park,
Preferred Alternative

Preferred Alternative Overview

- Development heights and intensity similar to Alternative 2.
- Views from Bhy Kracke Park would not be affected under the Preferred Alternative.



Source: Hewitt
Architecture,
2017



Exhibit 3.4-33 View from Bhy Kracke Park,
Existing and Pipeline

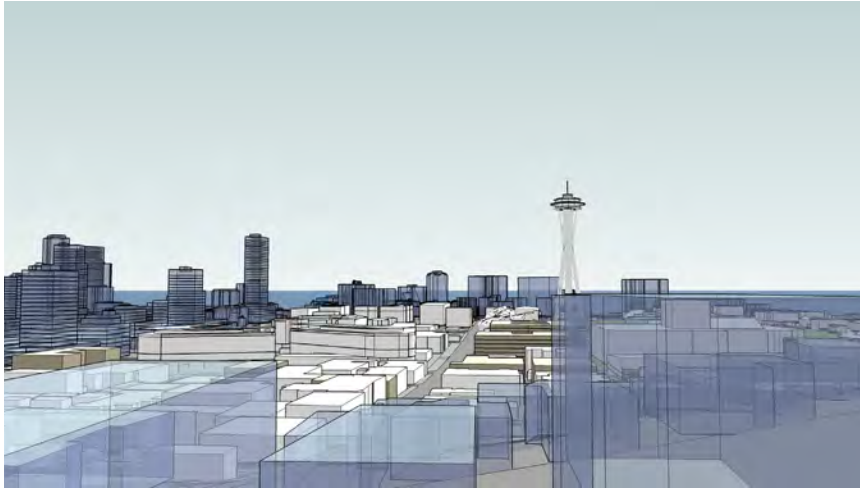


Exhibit 3.4-34 View from Bhy Kracke Park,
Alternative 1 No Action Growth Estimate

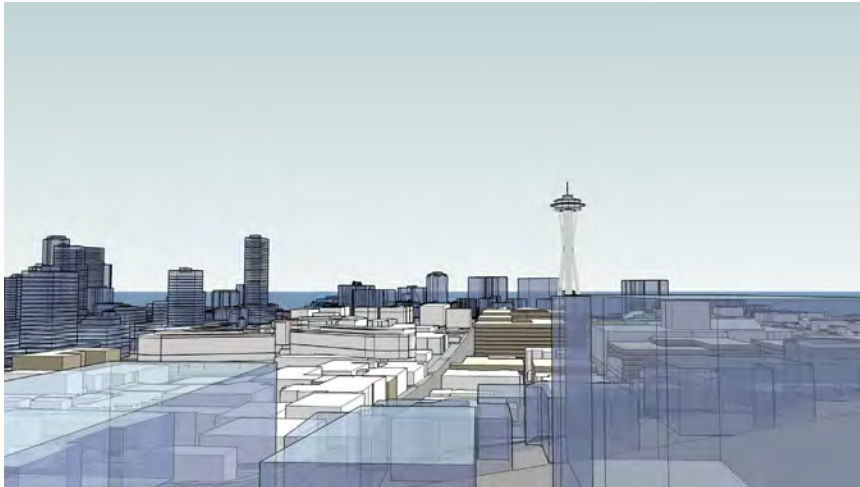


Exhibit 3.4-35 View from Bhy Kracke Park,
Alternative 2 Mid-Rise Growth Scenario

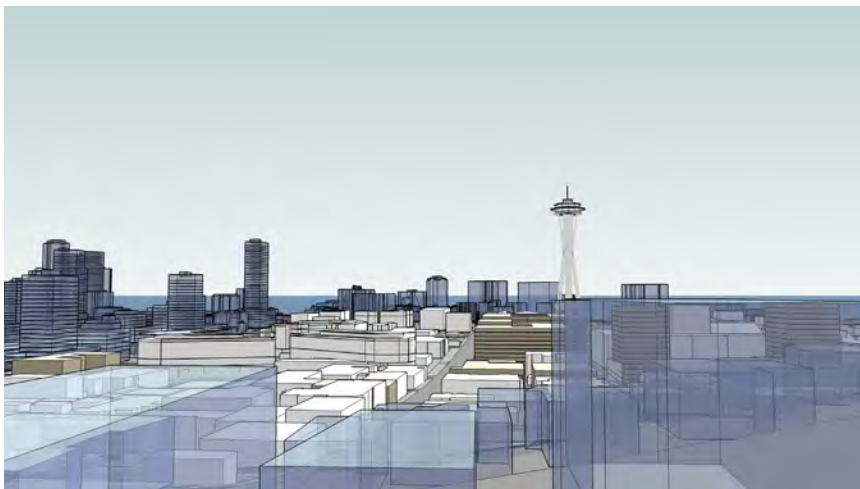


Exhibit 3.4-36 View from Bhy Kracke Park,
Alternative 3 High-Rise Growth Scenario

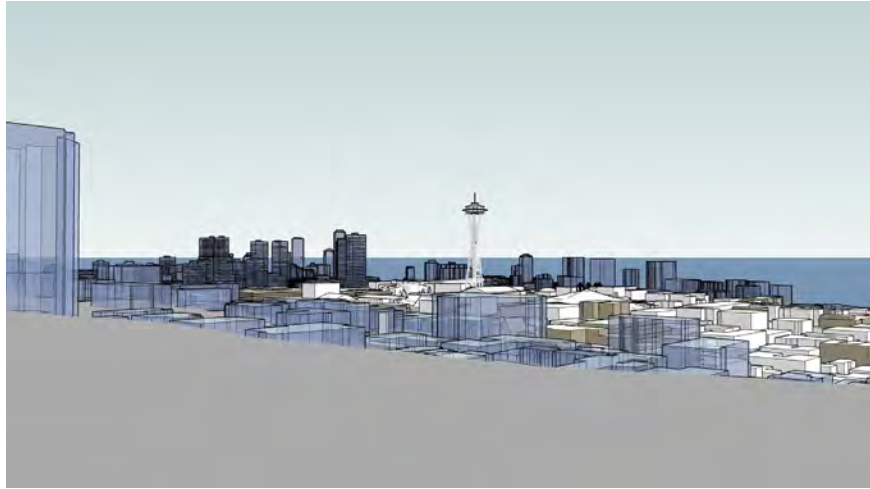


Exhibit 3.4-37 View from Kerry Park,
Preferred Alternative

Preferred Alternative Overview

- Similar height and intensity to Alternative 2.
- Preferred Alternative development would be visible, but would not further obstruct views of the Space Needle, Elliott Bay, or Downtown.
- Minor obstruction of Key Arena from pipeline development.



Source: Hewitt
Architecture,
2017

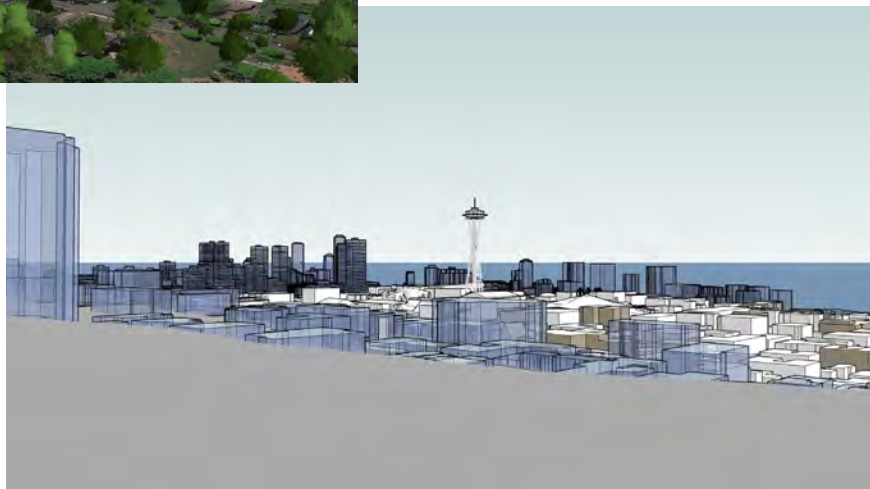


Exhibit 3.4-38 View from Kerry Park,
Existing and Pipeline

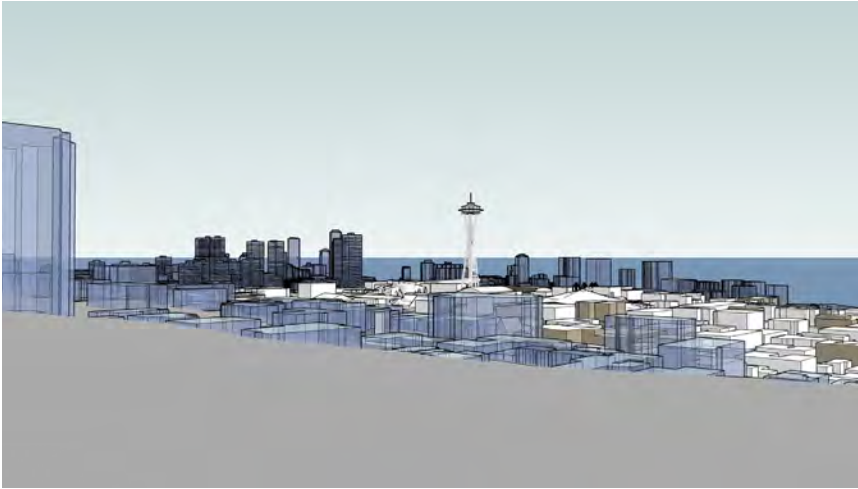


Exhibit 3.4-39 View from Kerry Park,
Alternative 1 No Action Growth Estimate

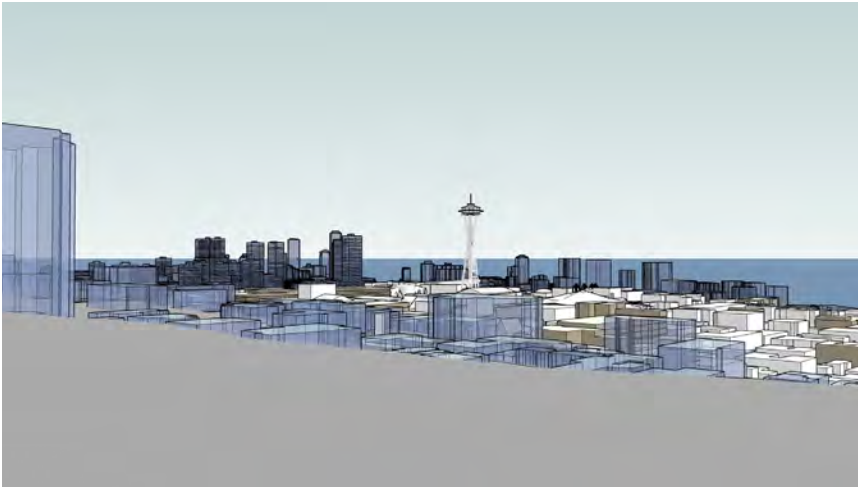


Exhibit 3.4-40 View from Kerry Park,
Alternative 2 Mid-Rise Growth Scenario

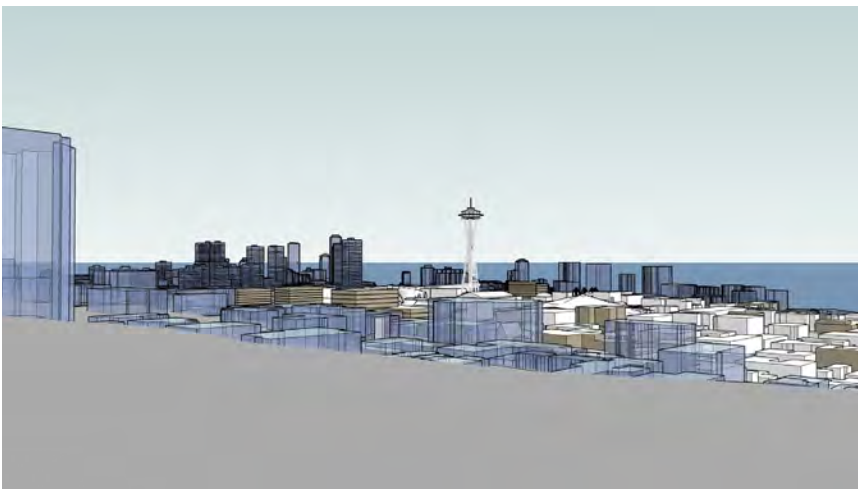


Exhibit 3.4-41 View from Kerry Park,
Alternative 3 High-Rise Growth Scenario

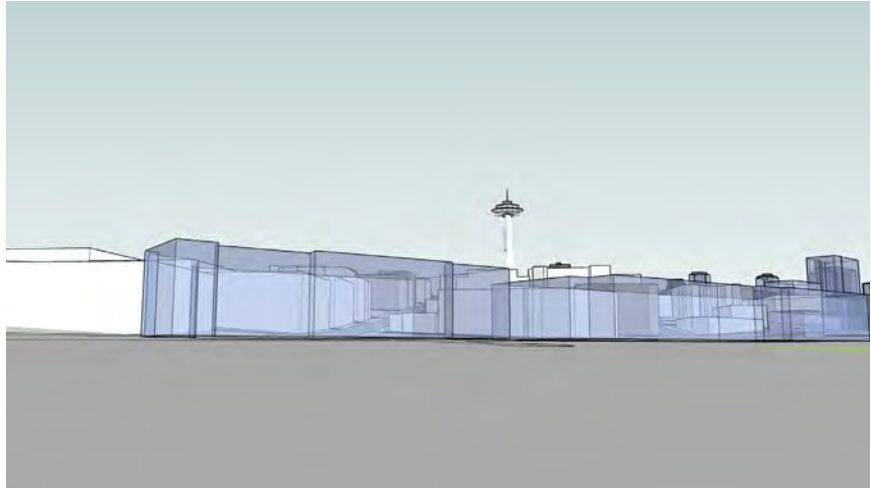


Exhibit 3.4-42 View from Myrtle Edwards Park,
Preferred Alternative

Preferred Alternative Overview

- Development at southern edge of the study area may be visible, but would not significantly obstruct Downtown views.
- No effect on views of Space Needle.



Source: Hewitt
Architecture,
2017



Exhibit 3.4-43 View from Myrtle Edwards Park,
Existing and Pipeline

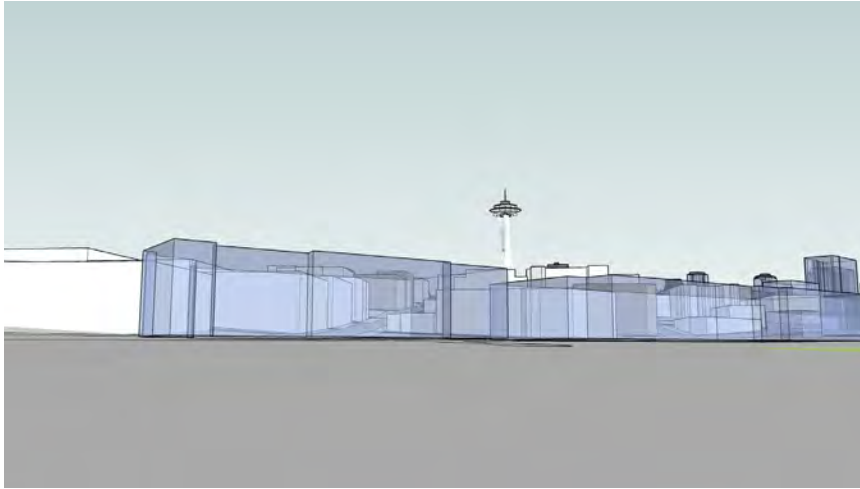


Exhibit 3.4-44 View from Myrtle Edwards Park,
Alternative 1 No Action Growth Estimate

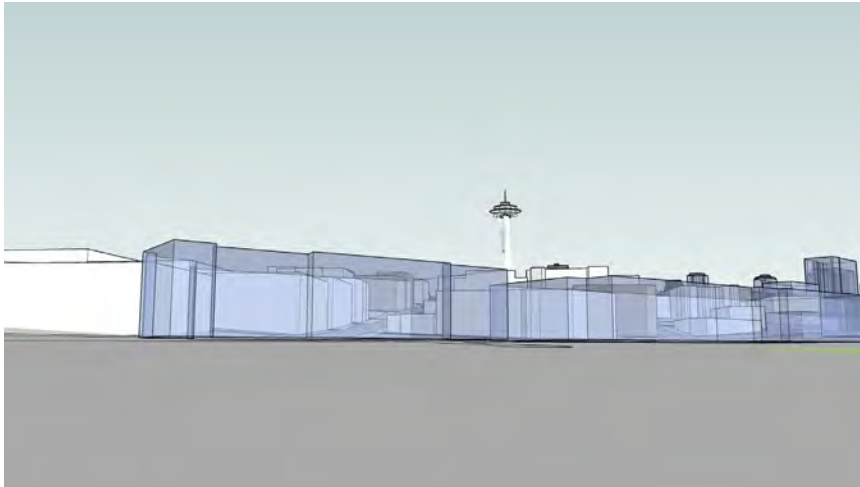


Exhibit 3.4-45 View from Myrtle Edwards Park,
Alternative 2 Mid-Rise Growth Scenario



Exhibit 3.4-46 View from Myrtle Edwards Park,
Alternative 3 High-Rise Growth Scenario

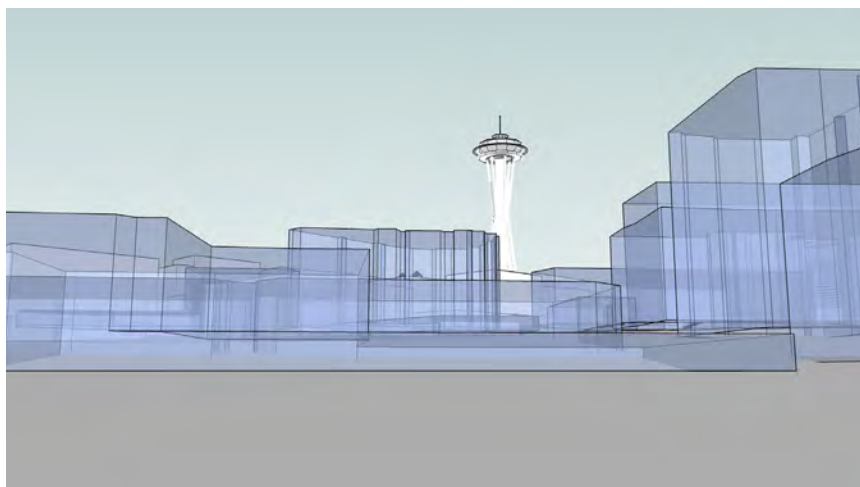


Exhibit 3.4-47 View from Olympic Sculpture Park,
Preferred Alternative

Preferred Alternative Overview

- No effect on Space Needle views.
- Future development would be screened by existing buildings along the waterfront.



Source: Hewitt
Architecture,
2017



Exhibit 3.4-48 View from Olympic Sculpture Park,
Existing and Pipeline

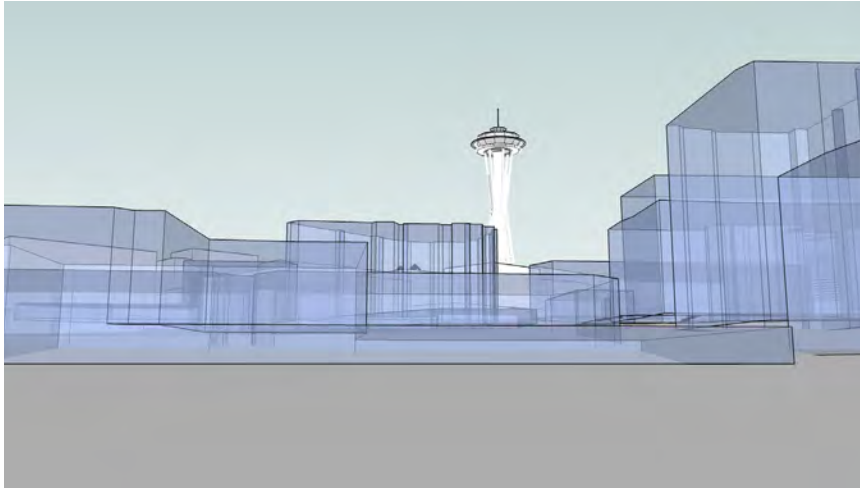


Exhibit 3.4-49 View from Olympic Sculpture Park,
Alternative 1 No Action Growth Estimate

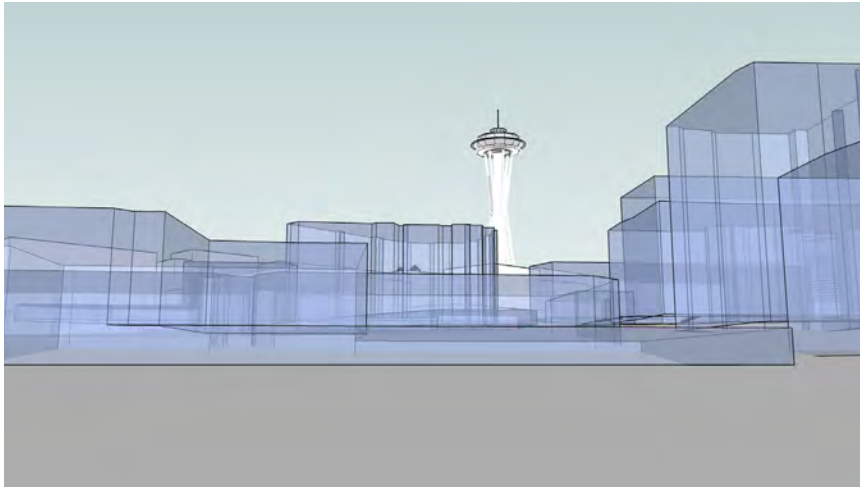


Exhibit 3.4-50 View from Olympic Sculpture Park,
Alternative 2 Mid-Rise Growth Scenario

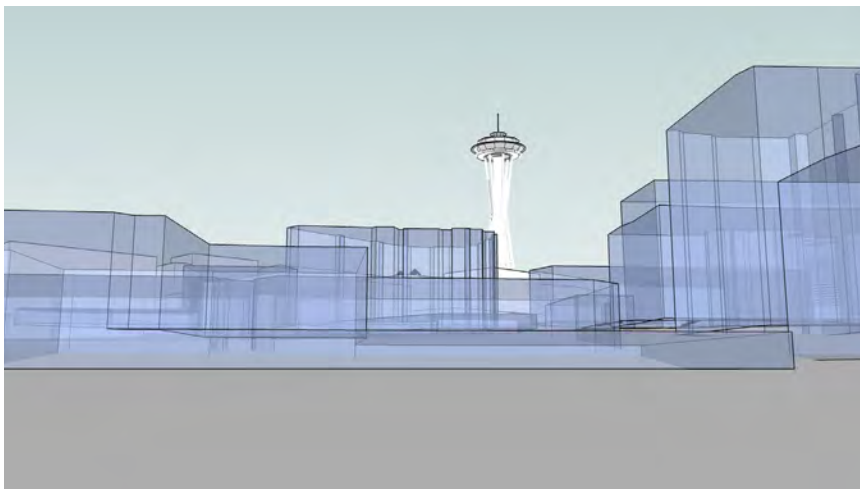


Exhibit 3.4-51 View from Olympic Sculpture Park,
Alternative 3 High-Rise Growth Scenario



Exhibit 3.4-52 Territorial: Queen Anne Avenue Looking South, Preferred Alternative

Preferred Alternative Overview

- Effects on this view similar to Alternative 2.
- Upper-story setbacks help reduce narrowing of the view corridor to Elliott Bay.
- View corridor is already partially obstructed by existing development.

Source: Hewitt
Architecture,
2017



Exhibit 3.4-53 Territorial: Queen Anne Avenue Looking South, Existing and Pipeline



Exhibit 3.4-54 Territorial: Queen Anne Avenue Looking South,
Alternative 1 No Action Growth Estimate

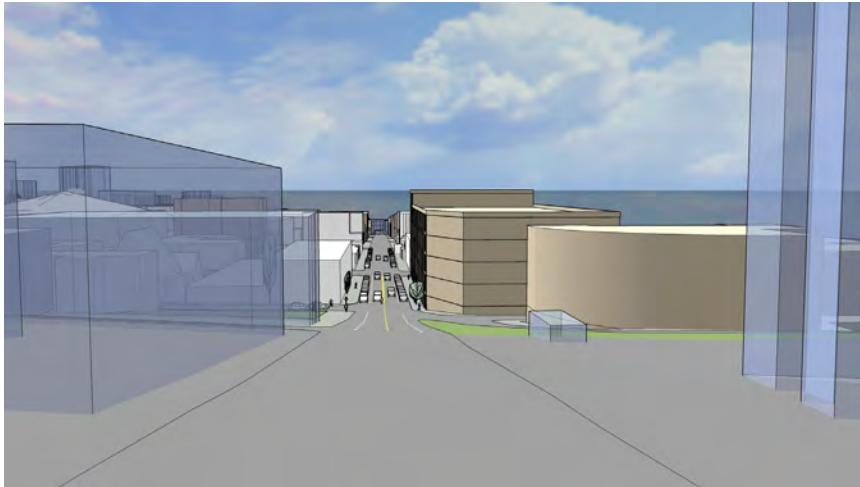


Exhibit 3.4-55 Territorial: Queen Anne Avenue Looking South,
Alternative 2 Mid-Rise Growth Scenario



Exhibit 3.4-56 Territorial: Queen Anne Avenue Looking South,
Alternative 3 High-Rise Growth Scenario

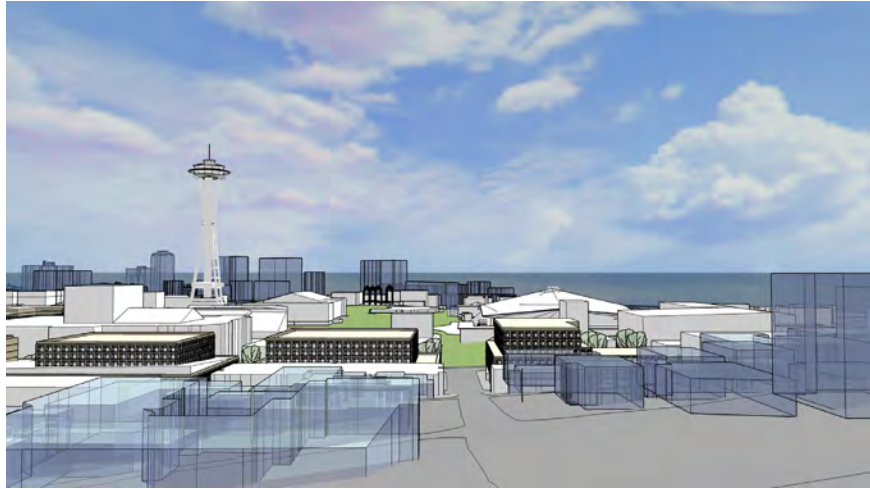


Exhibit 3.4-57 Territorial: Seattle Center from North, Preferred Alternative

Preferred Alternative Overview

- Effects on view are within the range of the Draft EIS Alternatives. Height and bulk are similar to Alternative 2, though the properties assumed to redevelop are slightly different.
- Partial obstruction of Key Arena.
- Future development southeast of Seattle Center is visible, but would not significantly obstruct Downtown views.

Source: Hewitt
Architecture,
2017

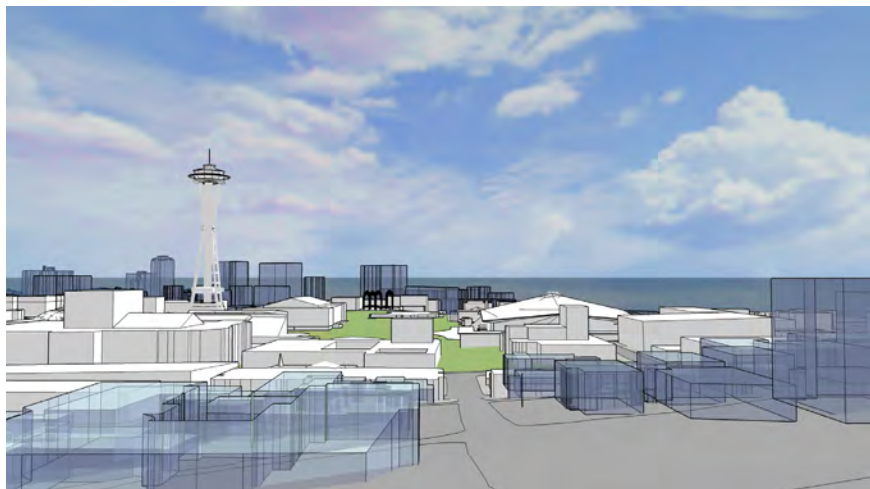


Exhibit 3.4-58 Territorial: Seattle Center from North, Existing and Pipeline

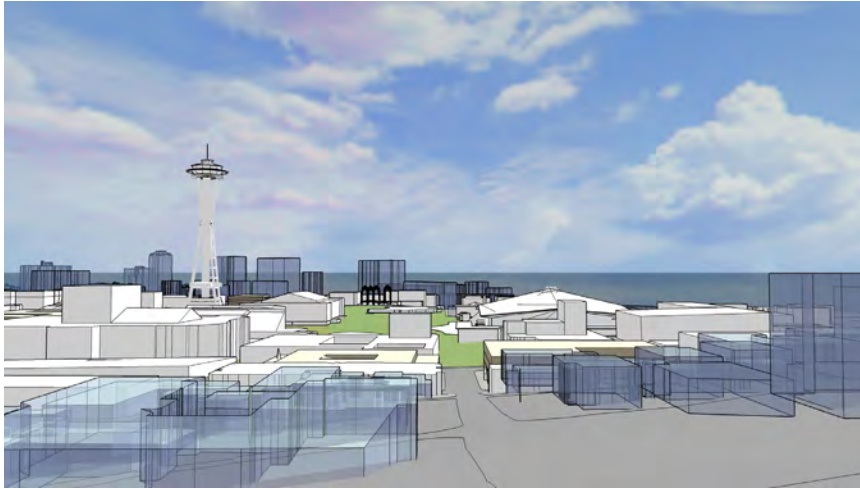


Exhibit 3.4-59 Territorial: Seattle Center from North,
Alternative 1 No Action Growth Estimate

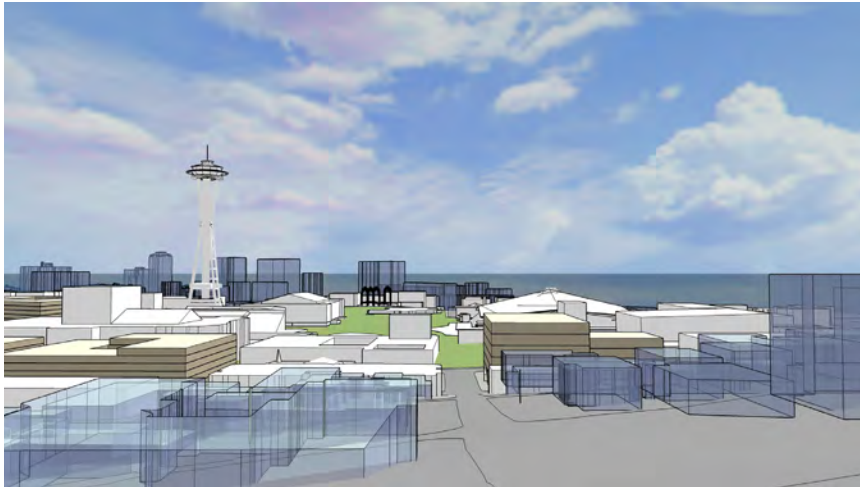


Exhibit 3.4-60 Territorial: Seattle Center from North,
Alternative 2 Mid-Rise Growth Scenario

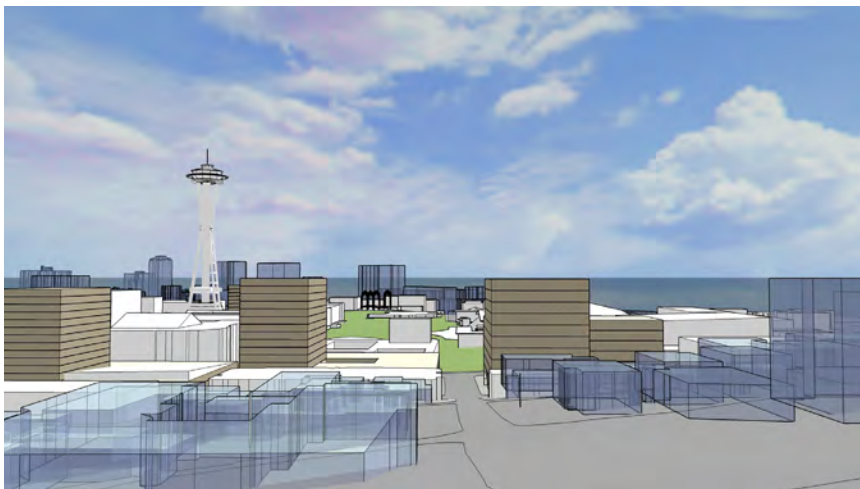


Exhibit 3.4-61 Territorial: Seattle Center from North,
Alternative 3 High-Rise Growth Scenario

Scenic Routes

The Preferred Alternative concentrates height limit increases in the southeastern corner of the study area, as well as in the Mercer Street and Queen Anne Avenue corridors, and could affect multiple scenic routes through the introduction of taller, denser development. While the Mercer Street corridor would be the largest area affected, impacts to the scenic value of the corridor would be reduced relative to the Draft EIS alternatives through the incorporation of design standards, such as upper-story setbacks that would reduce building bulk and help preserve the character of the corridor. Similar to the Draft EIS alternatives, new development on the KCTS site (125 feet) and Memorial Stadium parking lot (85 feet) would adversely affect views of the Space Needle from 5th Avenue N, as shown in Exhibit 3.4-22 through Exhibit 3.4-26; though the Memorial Stadium parking lot would be planned at 85 feet, similar to Alternative 1 No Action, and heights would be lower, there is still an impact on views to the Space Needle.

Shadows

Appendix C contains detailed shading diagrams for the Preferred Alternative and each of the Draft EIS Alternatives, based on allowed heights and probable building envelopes. Impacts under the Preferred Alternative specific to each of the noted parks are described below, and selected shading diagrams are presented to illustrate notable shading effects.

Seattle Center

Similar to Alternatives 2 and 3, increased development along the eastern perimeter of Seattle Center under the Preferred Alternative could result in increased shading during morning hours. Specifically, taller buildings southeast of Seattle Center would have the potential to cast morning shadows across Broad Street and shade open space between the Space Needle and the Pacific Science Center, particularly during winter months. However, the Preferred Alternative would slightly reduce shading effects compared to Alternative 3 High-Rise in this area by restricting building heights west of Taylor Avenue N to 125 feet and allowing development east of Taylor Avenue N to build up to 160 feet.

Exhibit 3.4-62 shows (in orange) the potential locations of development on redevelopment sites if full buildout were achieved; full buildout is not anticipated in the planning period to 2035, but



Exhibit 3.4-62 Seattle Center Preferred Alternative Shading: Winter AM

Source: Hewitt
Architecture, 2017

since the exact sites that may be development are unknown, the potential for shade and shadow is noted.

Counterbalance Park

Shading conditions at Counterbalance Park under the Preferred Alternative would be similar to Alternative 2 Mid-Rise. As described in the Draft EIS, the most extensive shading would occur in winter months, both in the morning and afternoon, though much of the winter morning shading is caused by existing buildings (see Exhibit 3.4-63 and Exhibit 3.4-64).

Kinnear Park

The Preferred Alternative would allow 50-foot buildings adjacent to Kinnear Park as further described below under "Maximum Zoning Heights–Views." As a result, shading conditions under the Preferred Alternative would be similar to the range of the No Action Alternative and Alternative 2 Mid-Rise; adjacent redevelopment could increase morning shading conditions at the park, but the shaded area is small relative to the size of the park, and this localized shading would not affect the use of the park for recreation activities throughout most of the year. No significant impacts to shading conditions would occur at Kinnear Park under the Preferred Alternative.

**Exhibit 3.4-63** Counterbalance Park Preferred Alternative Shading: Winter AM*Source: Hewitt
Architecture, 2017***Exhibit 3.4-64** Counterbalance Park Preferred Alternative Shading: Winter PM*Source: Hewitt
Architecture, 2017*

Kinnear Place

Similar to Counterbalance Park, which is located nearby, Kinnear Place would receive extensive afternoon shading under all alternatives, including the Preferred Alternative, mostly as a result of existing and pipeline development (see Exhibit 3.4-64 and Exhibit 3.4-65).



Exhibit 3.4-65 Kinnear Place Preferred Alternative Shading: Spring PM

*Source: Hewitt
Architecture, 2017*

Myrtle Edwards Park

Because of its distance from the study area, as well as its position to the south of the study area, Myrtle Edwards Park would not be shaded by development in the study area under any of the alternatives.

Full Buildout

As described in the Draft EIS, there is capacity to achieve household and job growth beyond adopted growth estimates under all the alternatives, including the Preferred Alternative. Under full buildout, all redevelopable lots in the study area are assumed to redevelop at the heights allowed under each alternative. This discussion assumes that the impacts associated with full buildout under the Preferred Alternative would be similar in nature to those described in the preceding section, but that they would be more widespread across the study area. Exhibit 3.4-66 through Exhibit 3.4-69 illustrate the level to which buildings could rise under the maximum heights of the proposed zones by alternative with Alternative 1 No Action the least and Alternative 3 High-Rise the most; the Preferred Alternative would allow height increases within this range.

Source: Hewitt
Architecture,
2017

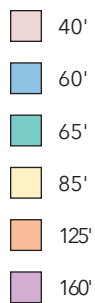
Height

Exhibit 3.4-66 Full Buildout, Alternative 1 No Action with Zoning



Exhibit 3.4-67 Full Buildout, Alternative 2 Mid-Rise with Zoning



Exhibit 3.4-68 Full Buildout, Alternative 3 High-Rise with Zoning



Exhibit 3.4-69 Full Buildout, Preferred Alternative with Zoning

The following sections highlight impacts that would be significantly increased under the Full Buildout scenario compared with those described above for the Preferred Alternative.

Character/Height and Bulk with Full Buildout

Mercer Street and 5th Avenue N–Facing South

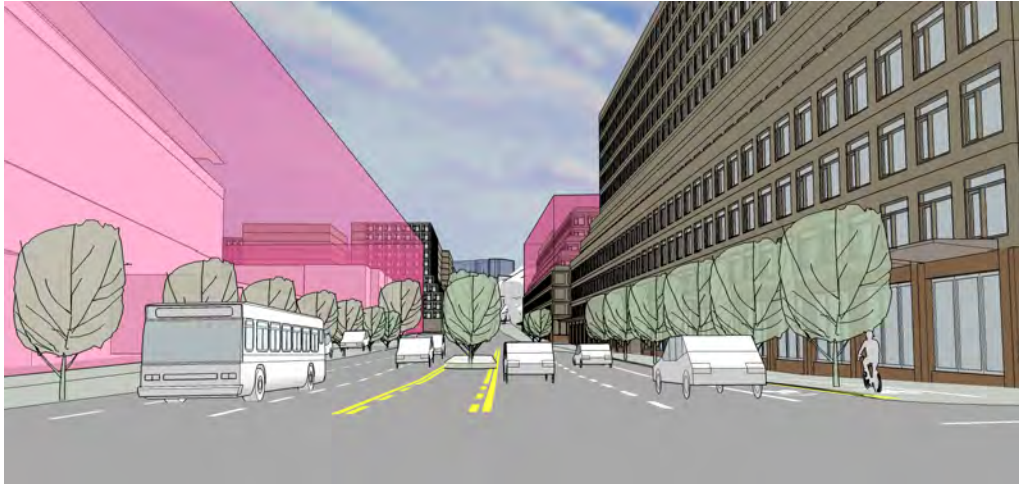
Similar to Alternative 2 Mid-Rise, full buildout under the Preferred Alternative would result in more growth in the area southeast of Seattle Center across Broad Street, which would be visible from the intersection of Mercer Street and 5th Avenue N. As shown in Exhibit 3.4-70, views down 5th Avenue N would experience increased height and bulk on both the east and west sides of the street, including additional obstruction of views of the Downtown skyline though less than for Alternative 3 High-Rise based on projected redevelopable sites.

A glass box is overlaid showing the SM-95 area. The box on the west is shown on top of the SPS stadium parking site with a building redeveloped at 95 feet. While the SPS parking area could redevelop to 95 feet instead of 85 feet today, it would not substantively change the views as illustrated. The illustration also shows the effect of the upper story setback, which retains more visibility of the EMP (MoPop) building. As noted in the Draft EIS which studied a greater range of heights for this location, redevelopment in this location at 95 feet would affect views less than Alternative 3.

On the east, the glass box is over the Gates Foundation site, where redevelopment was not identified. The box illustrates the maximum height for a conservative analysis. If there were future redevelopment it could increase bulk on the site, but would have a similar height and scale as redevelopment sites visible to the south; redevelopment or additional development on the site would require its own site-specific permit and SEPA evaluation.

Queen Anne Avenue N and Mercer Street–Facing South

Full buildout would result in a higher level of growth along Queen Anne Avenue N than the growth estimate level for the Preferred Alternative, similar to Alternative 2 Mid-Rise. Unlike Alternative 2, increased growth along Queen Anne Avenue would be more focused in the southern portion of the corridor, and the full buildout development would incorporate the design standards and development regulations included in the Preferred Alternative.



Source: Hewitt
Architecture,
2017

Exhibit 3.4-70 Full Buildout: Mercer and Fifth Facing South, Preferred Alternative



Exhibit 3.4-71 Full Buildout: Queen Anne and Mercer Facing South, Preferred Alternative



Exhibit 3.4-72 Full Buildout: Thomas and Aurora Facing West, Preferred Alternative

However, this additional growth would still result in greater building heights and increased density over the growth estimate approach, altering the character of this corridor, as shown in Exhibit 3.4-71.

Thomas Street and Aurora Avenue N–Facing West

Full buildout would result in more growth in the area southeast of Seattle Center across Broad Street, some of which would be visible from the intersection of Thomas Street and Aurora Avenue N. This new growth would change the character of development along Thomas Street and would increase obstruction of views of Seattle Center, including both the Space Needle and the EMP Museum, as shown in Exhibit 3.4-72. With upper-story setbacks, less obstruction of the EMP Museum would occur under the Preferred Alternative compared with Alternative 2 Mid-Rise.

For a conservative analysis, the SM-95 zone area is illustrated in the background with a glass box on Seattle Center buildings though redevelopment was not identified on these sites. The view of the Seattle Center open space could narrow if additional building space were added within the glass box. Should building additions or changes occur, they would be subject to a Master Plan amendment and associated SEPA analysis and Preferred Alternative design and development standards.

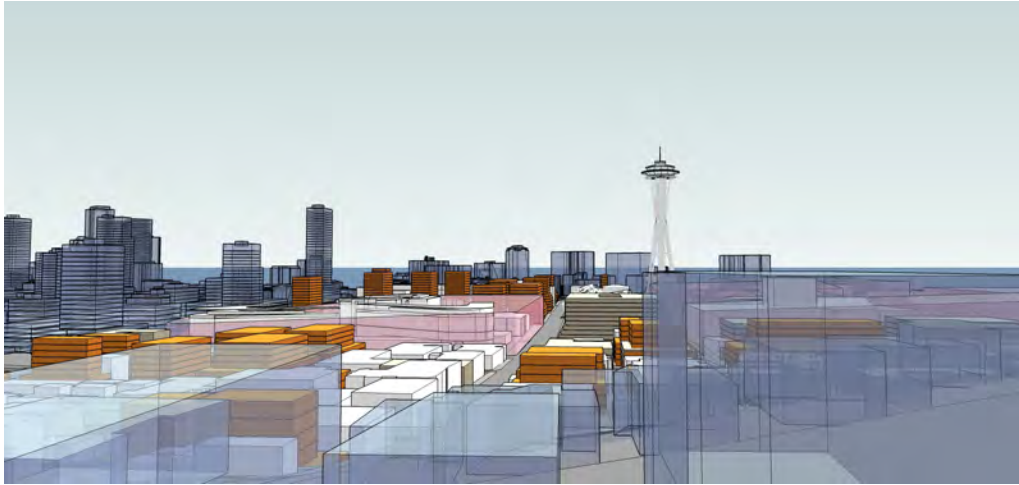
Views with Full Buildout

Bhy Kracke Park

Full buildout would not increase obstruction of Space Needle views from Bhy Kracke Park, but additional development height southeast of Seattle Center under the Preferred Alternative could increase obstruction of territorial views of portions of Downtown, as shown in Exhibit 3.4-73, though similar in effect as Alternative 2 Mid-Rise and with lesser effect than Alternative 3 High-Rise.

Kerry Park

Full buildout under the Preferred Alternative would not increase obstruction of Space Needle views from Kerry Park, but additional development height southeast of Seattle Center under the Preferred Alternative could increase obstruction of territorial views of portions of Downtown, as shown in Exhibit 3.4-76. These results are similar to Alternative 2 Mid-Rise and less impactful than Alternative 3 High-Rise.



Source: Hewitt
Architecture,
2017

Exhibit 3.4-73 Full Buildout: View from Bhy Kracke Park, Preferred Alternative

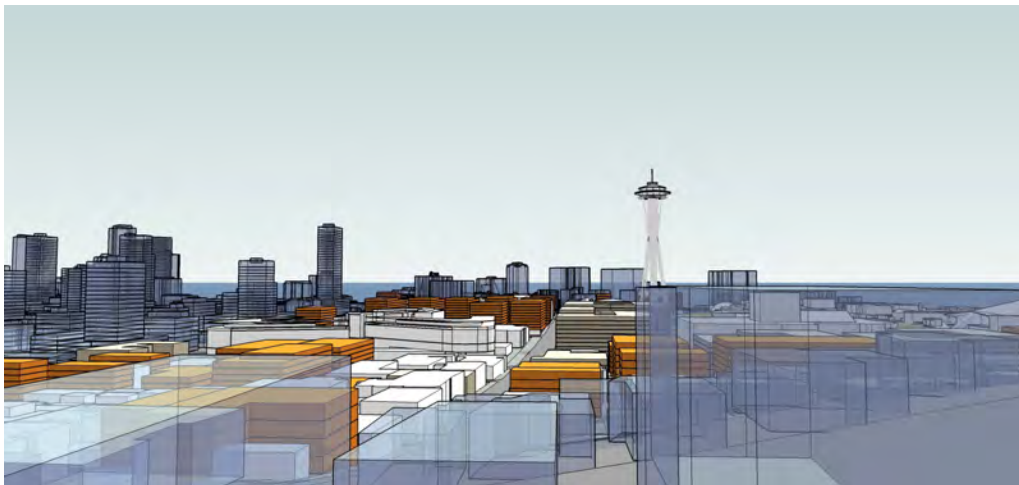


Exhibit 3.4-74 Full Buildout: View from Bhy Kracke Park, Alternative 2 Mid-Rise

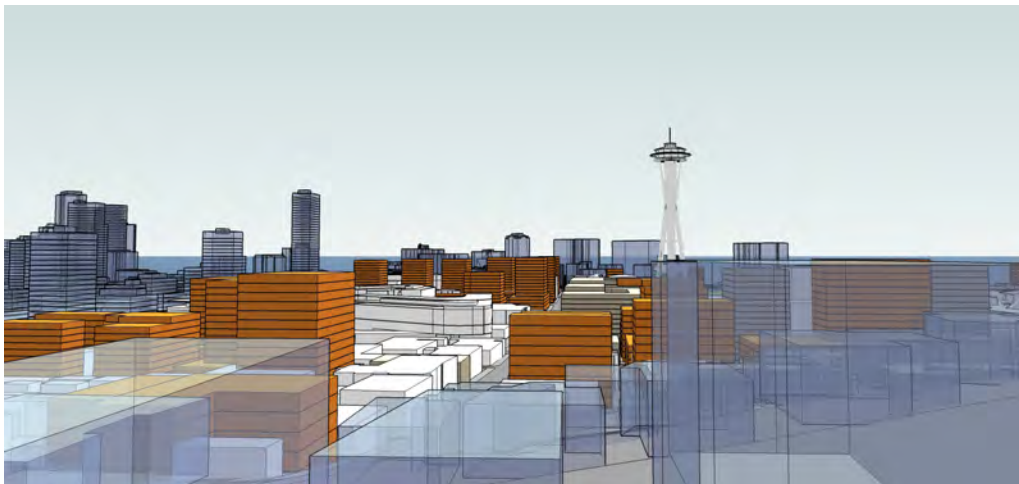


Exhibit 3.4-75 Full Buildout: View from Bhy Kracke Park, Alternative 3 High-Rise

Source: Hewitt
Architecture,
2017

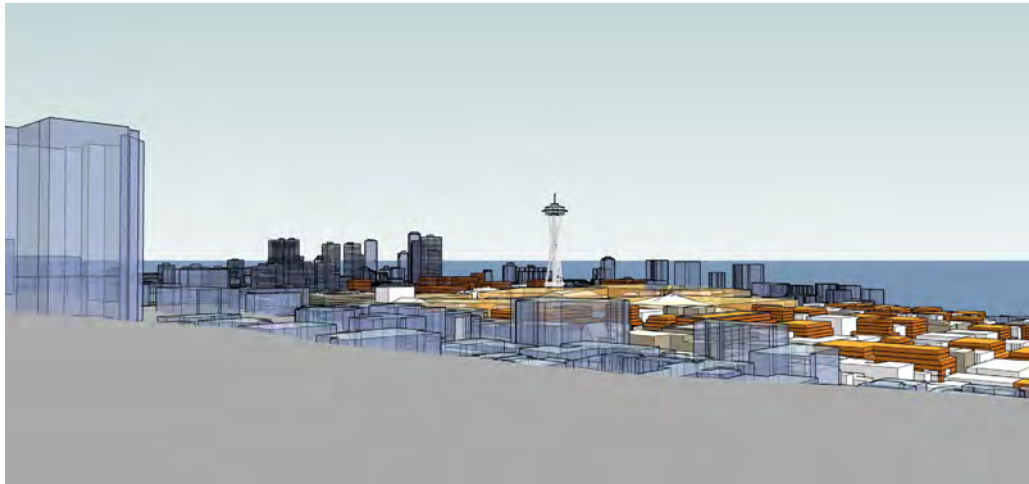


Exhibit 3.4-76 Full Buildout: View from Kerry Park, Preferred Alternative

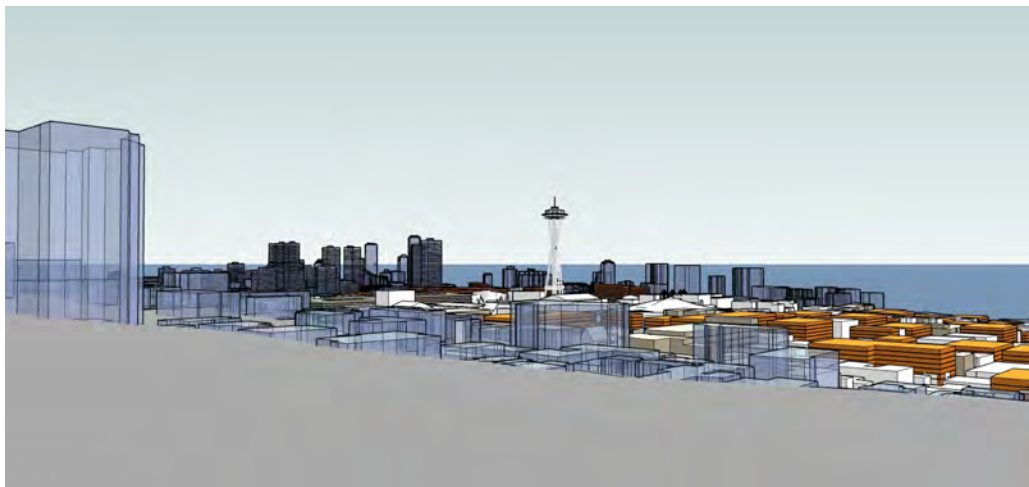


Exhibit 3.4-77 Full Buildout: View from Kerry Park, Alternative 2 Mid-Rise

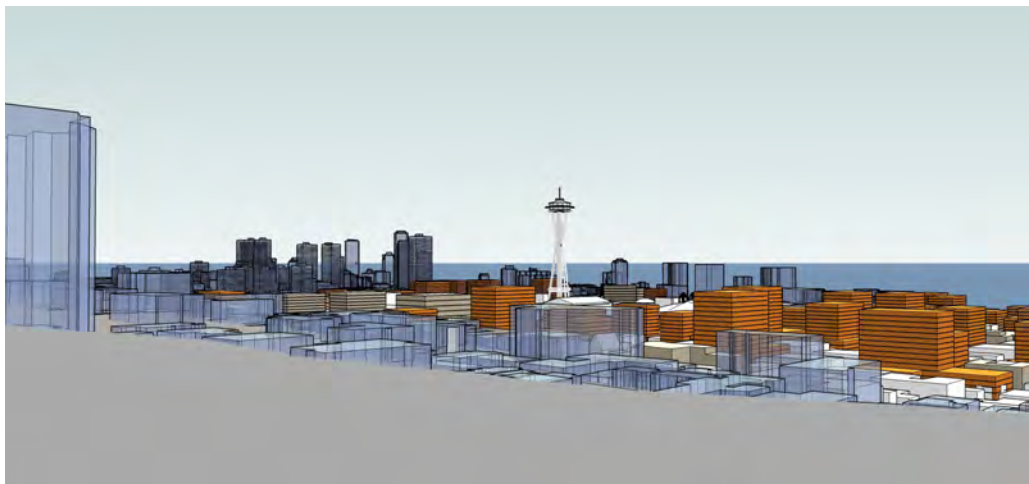


Exhibit 3.4-78 Full Buildout: View from Kerry Park, Alternative 3 High-Rise

Myrtle Edwards Park

While full buildout would increase development intensity in the southwestern portion of the study area along Elliott Avenue W, the Preferred Alternative would increase height limits to a lesser degree (50 to 85 feet depending on location) than Alternative 2 Mid-Rise (85 feet) and Alternative 3 High-Rise (160 feet) in this area. Therefore, while some new buildings could be visible from Myrtle Edwards Park, future development is unlikely to interfere with views of the Space Needle or Downtown skyline, as shown in Exhibit 3.4-79.

Territorial View—Queen Anne Avenue Facing South

Full buildout under the Preferred Alternative would result in a higher level of growth along Queen Anne Avenue N than the growth estimate level. Increased growth in this corridor would result in additional development in the southern portion of the Queen Anne Avenue corridor, as shown in Exhibit 3.4-82 with effects more similar to Alternative 2 Mid-Rise, and less effects than Alternative 3 High-Rise. Increased development would add more buildings and density to this territorial view, though new development under full buildout would incorporate the upper-story setbacks and other design standards included in the Preferred Alternative, slightly reducing view alterations compared to Alternative 2 Mid-Rise.

Territorial View—Seattle Center from North

Full buildout under the Preferred Alternatives would result in higher levels of growth in both the southwestern portion of the study area along Queen Anne Avenue N and in the area southeast of Seattle Center. Taller buildings in these areas under the Preferred Alternative could affect territorial views from the north, adding new obstructions to views of Elliott Bay or Downtown, as shown in Exhibit 3.4-85. Results on projected redevelopable sites are similar to Alternative 2 Mid-Rise with a little less bulk due to upper-story setbacks and would result in less change to views of Elliott Bay than Alternative 3.

The glass box shows the extent of the SM-95 on the Seattle Center property with buildings. The box illustrates the maximum height for a conservative analysis. If there were future redevelopment it could increase bulk on the site, but would have a similar height and scale as redevelopment sites visible to the west; redevelopment or additional development on the site would require Master Plan amendment and associated SEPA analysis and would be subject to design and development standards.

Source: Hewitt
Architecture,
2017

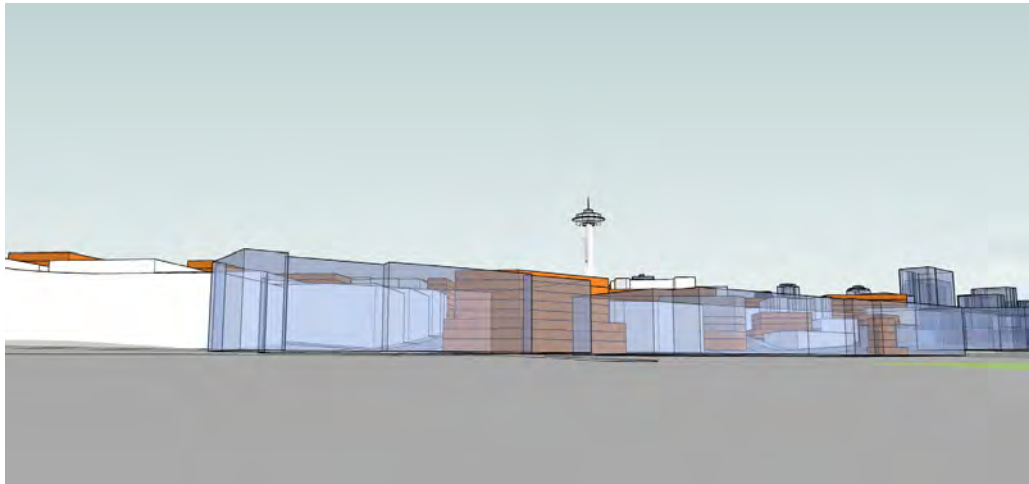


Exhibit 3.4-79 Full Buildout: View from Myrtle Edwards Park, Preferred Alternative

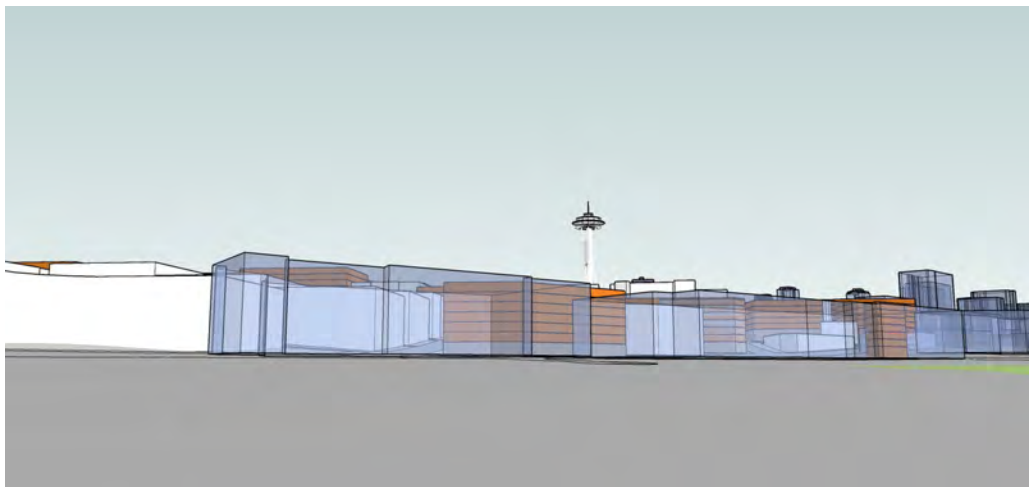


Exhibit 3.4-80 Full Buildout: View from Myrtle Edwards Park, Alternative 2 Mid-Rise

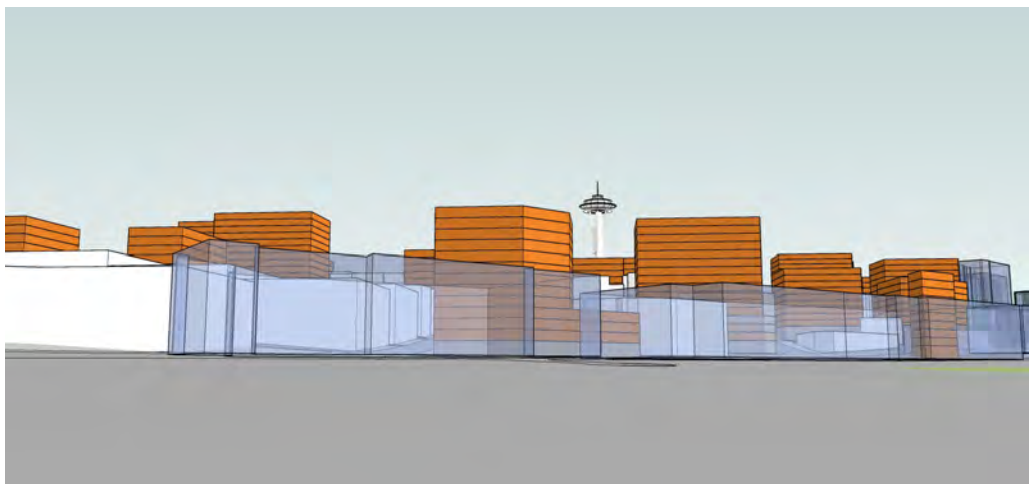
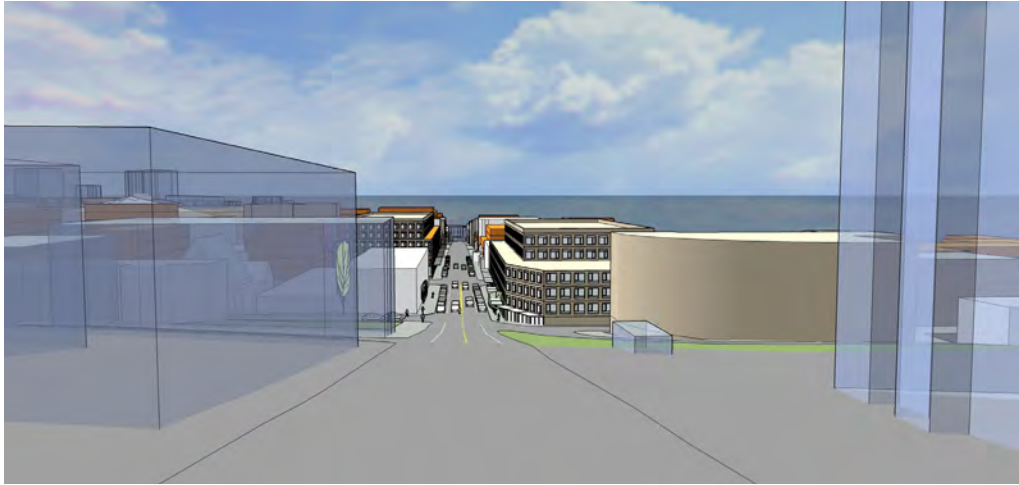


Exhibit 3.4-81 Full Buildout: View from Myrtle Edwards Park, Alternative 3 High-Rise



Source: Hewitt
Architecture,
2017

Exhibit 3.4-82 Full Buildout Territorial: Queen Anne Avenue Looking South, Preferred Alternative

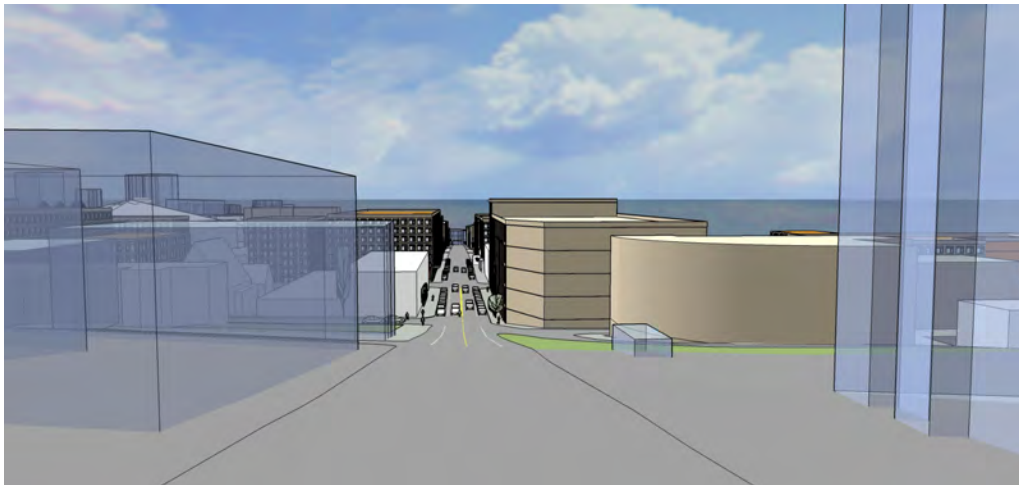


Exhibit 3.4-83 Full Buildout Territorial: Queen Anne Avenue Looking South, Alternative 2 Mid-Rise



Exhibit 3.4-84 Full Buildout Territorial: Queen Anne Avenue Looking South, Alternative 3 High-Rise

Source: Hewitt
Architecture,
2017

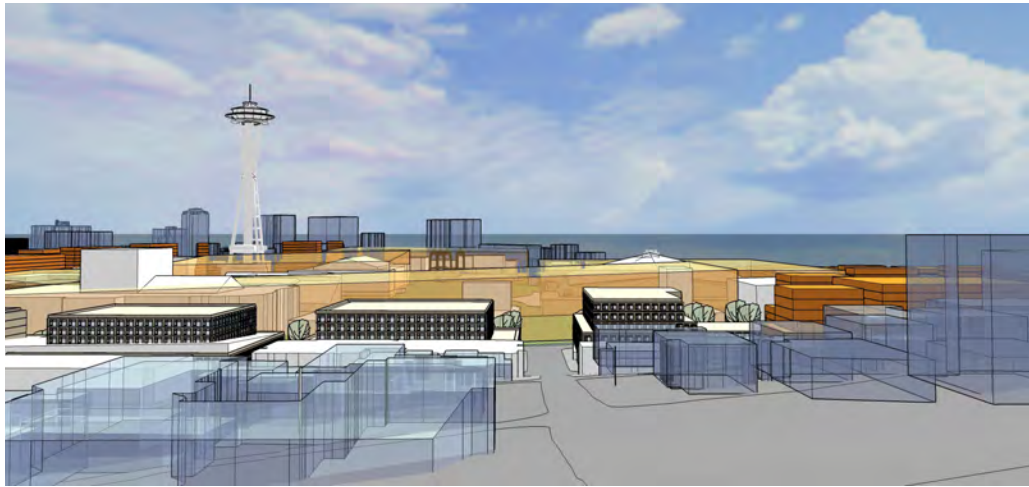


Exhibit 3.4-85 Full Buildout Territorial: Seattle Center from North,
Preferred Alternative

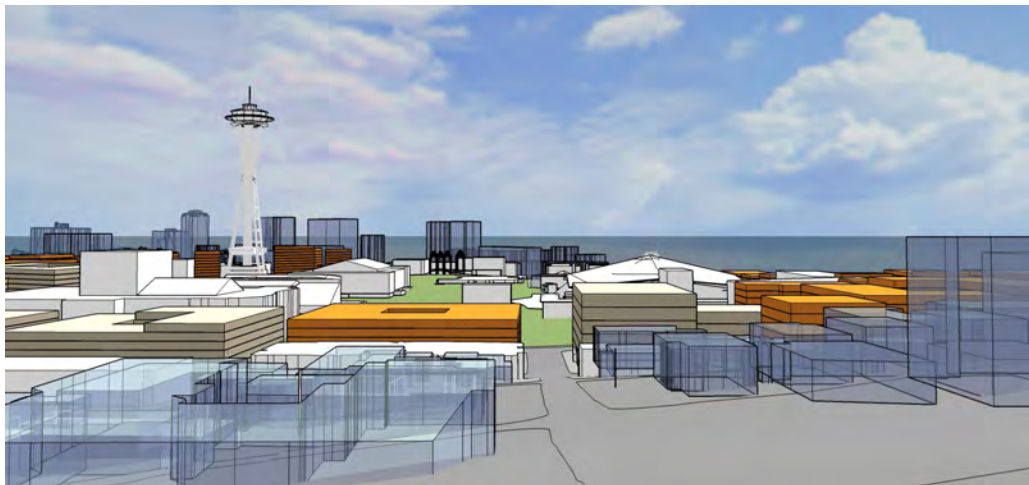


Exhibit 3.4-86 Full Buildout Territorial: Seattle Center from North,
Alternative 2 Mid-Rise

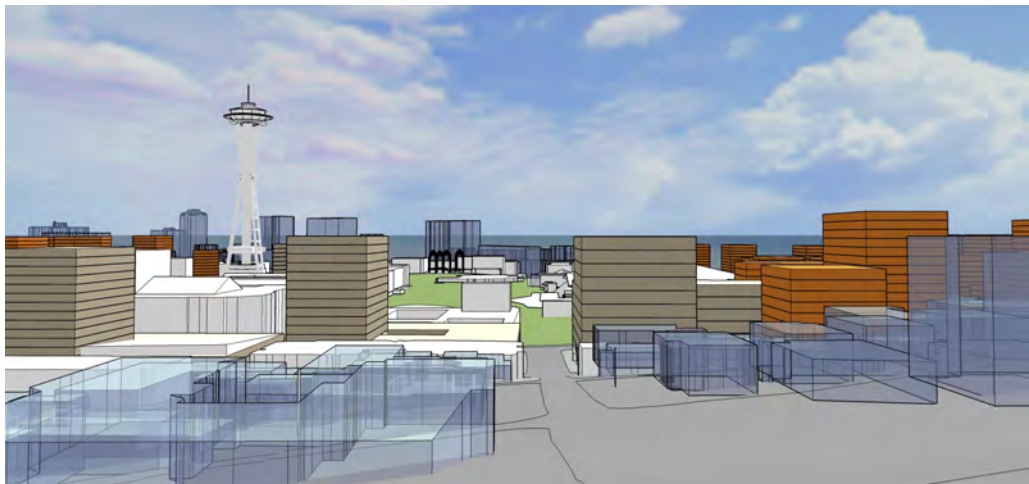


Exhibit 3.4-87 Full Buildout Territorial: Seattle Center from North,
Alternative 3 High-Rise

Maximum Zoning Heights–Views

Areawide Analysis

As described in the Draft EIS, views have the potential to be altered under all alternatives because of widespread changes in zoning height limits. This is likewise true of the Preferred Alternative, as it falls within the range of alternatives studied in the Draft EIS. Exhibit 3.4-88 through Exhibit 3.4-91 show a panorama from the north of the study area, looking south toward the Space Needle, showing current buildings, full buildout on redevelopable parcels, and an overlay of the maximum zoned heights. This illustrates the potential for change if more buildings than those considered redevelopable were to achieve the maximum height allowed under the alternative.

The Preferred Alternative would establish height limits similar to Alternative 2 Mid-Rise in the Mercer Street and Queen Anne Avenue corridors and in the area southeast of Seattle Center. The Preferred Alternative would implement height limits generally lower than those of Alternative 2 for areas along the northern and southwestern edges of the study area, reducing the potential for view impacts in these areas. As illustrated in Exhibit 3.4-88, the Preferred Alternative would increase the potential for obstruction of views of Seattle Center, Downtown, and Elliott Bay to a greater degree than Alternative 1 No Action, but to a similar degree as Alternative 2 Mid-Rise and lesser than Alternative 3 High-Rise.

Northwestern Study Area

In the northwestern portion of the study area, the Preferred Alternative would modify the existing C2-40 to implement the recommendations of MHA, as described in Chapter 2. Height limits here would be increased to 50 feet to accommodate an additional 1 story of housing. As shown in Exhibit 2.3-4A, the C2-50 area fronts Elliott Avenue West and is downslope of the residential areas farther up Queen Anne Hill. Height increases north of Mercer Street would be greater than under the Draft EIS Alternatives, which would preserve the existing 40-foot height limits south of Mercer Street heights, but would be reduced relative to Alternative 2 Mid-Rise or Alternative 3 High-Rise, which proposed heights of 85 feet and 125 feet, respectively. As in the rest of the study area, design standards would require upper-level setbacks and other measures to reduce effects of greater height in terms of bulk and shade/shadow. As a result of this combination of downslope location, limited height

Source: Hewitt
Architecture,
2017

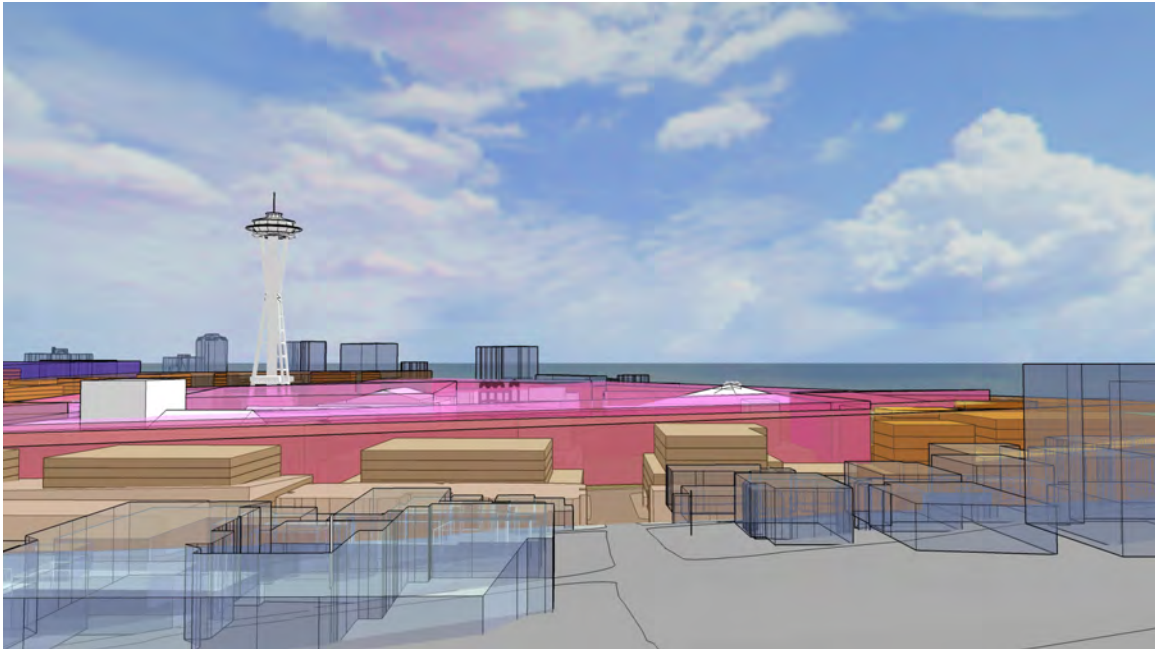


Exhibit 3.4-88 Full Buildout and Zoning: North Panorama, Preferred Alternative

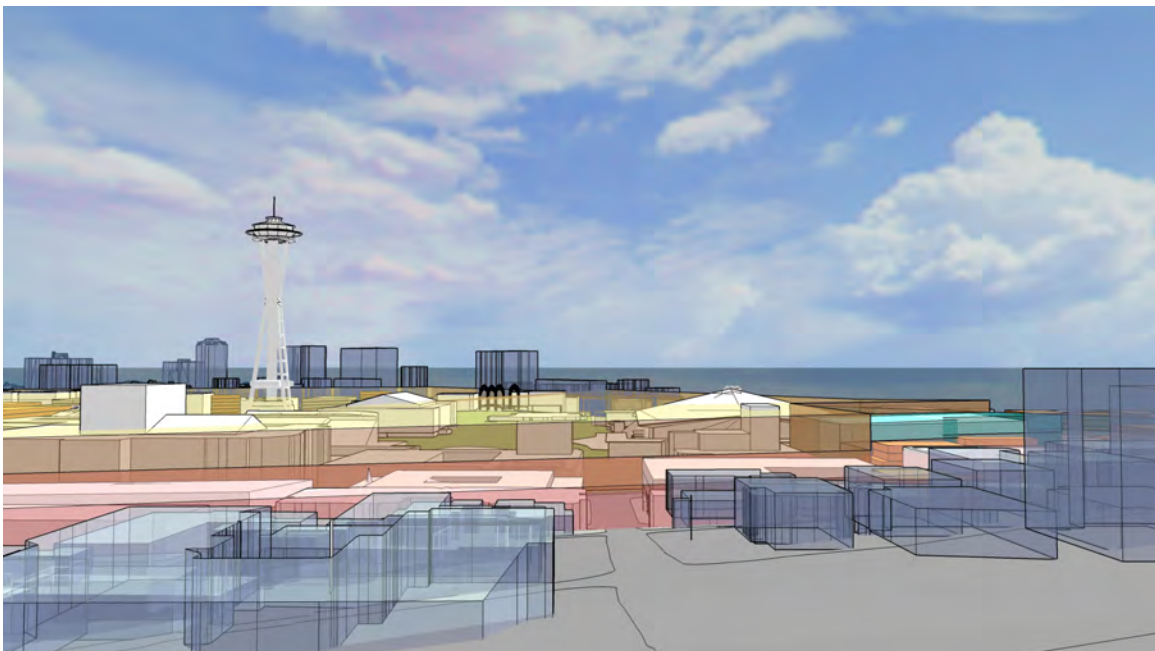


Exhibit 3.4-89 Full Buildout and Zoning: North Panorama, Alternative 1 No Action

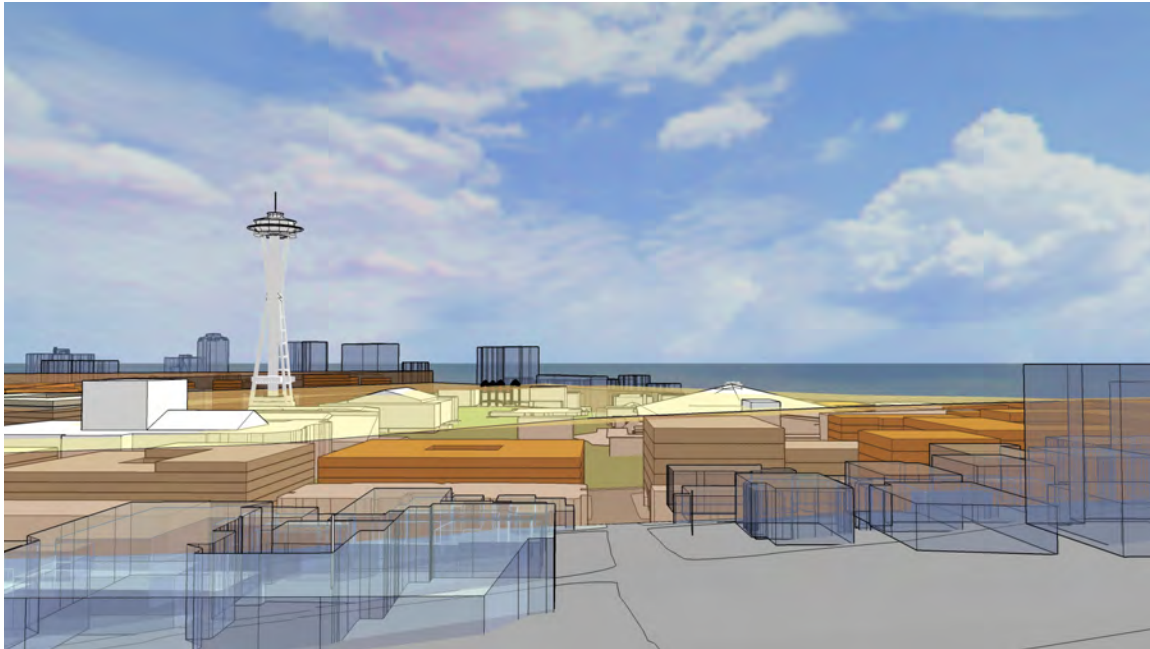


Exhibit 3.4-90 Full Buildout and Zoning: North Panorama, Alternative 2 Mid-Rise

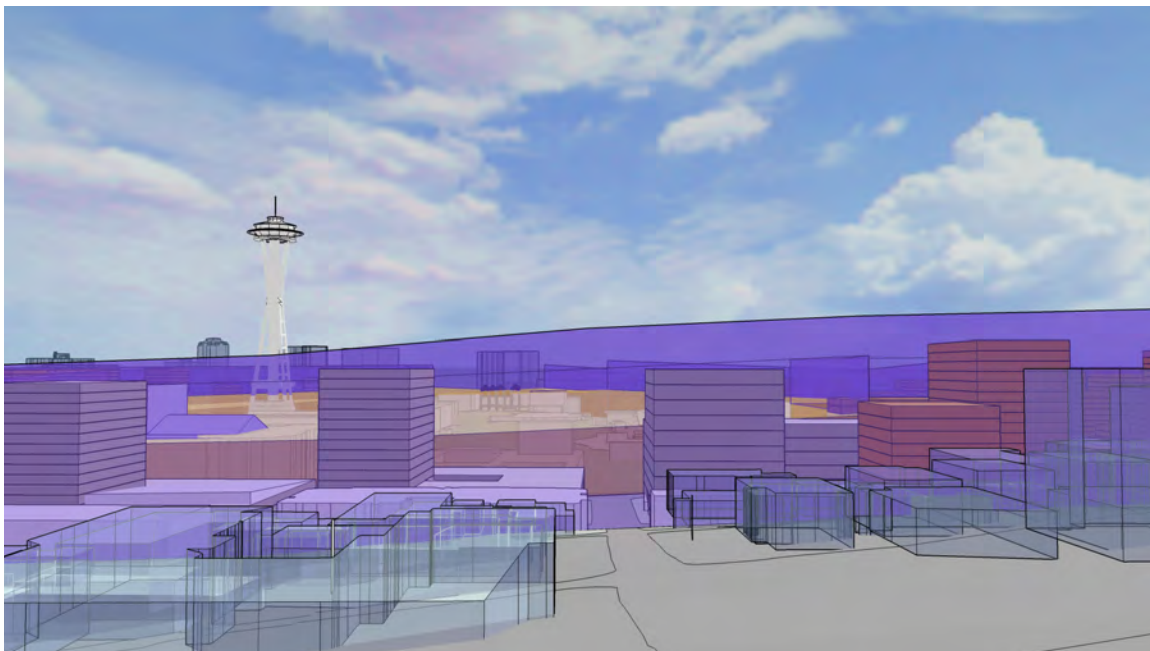


Exhibit 3.4-91 Full Buildout and Zoning: North Panorama, Alternative 3 High-Rise

Source: Hewitt
Architecture,
2017

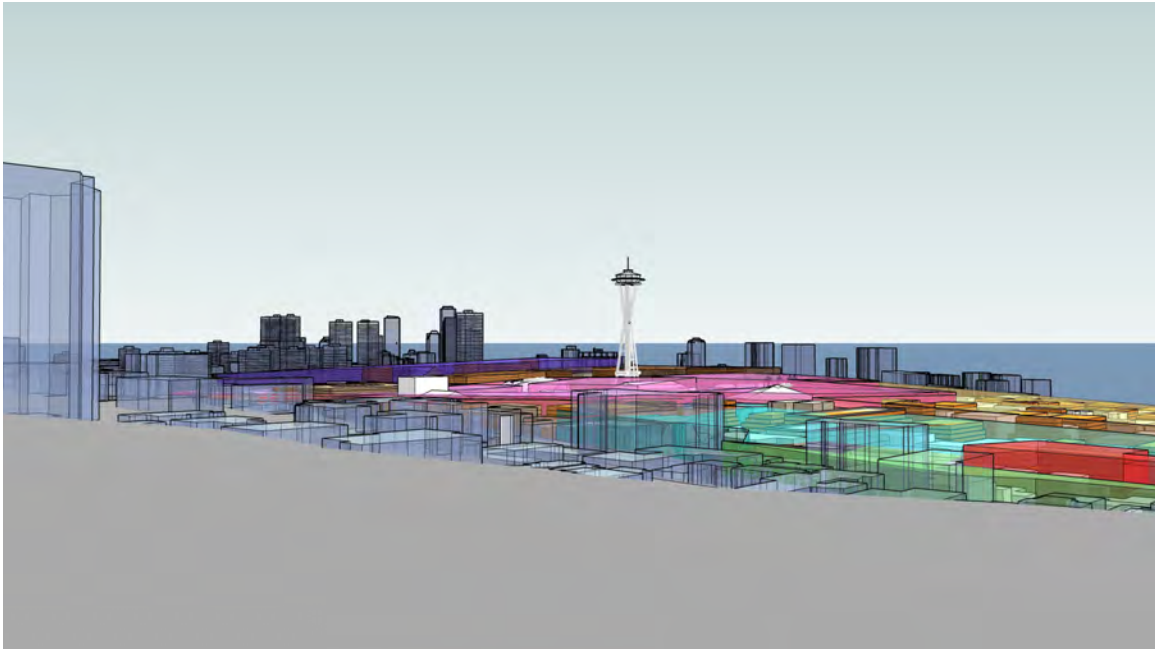


Exhibit 3.4-92 Full Buildout and Zoning: View from Kerry Park, Preferred Alternative

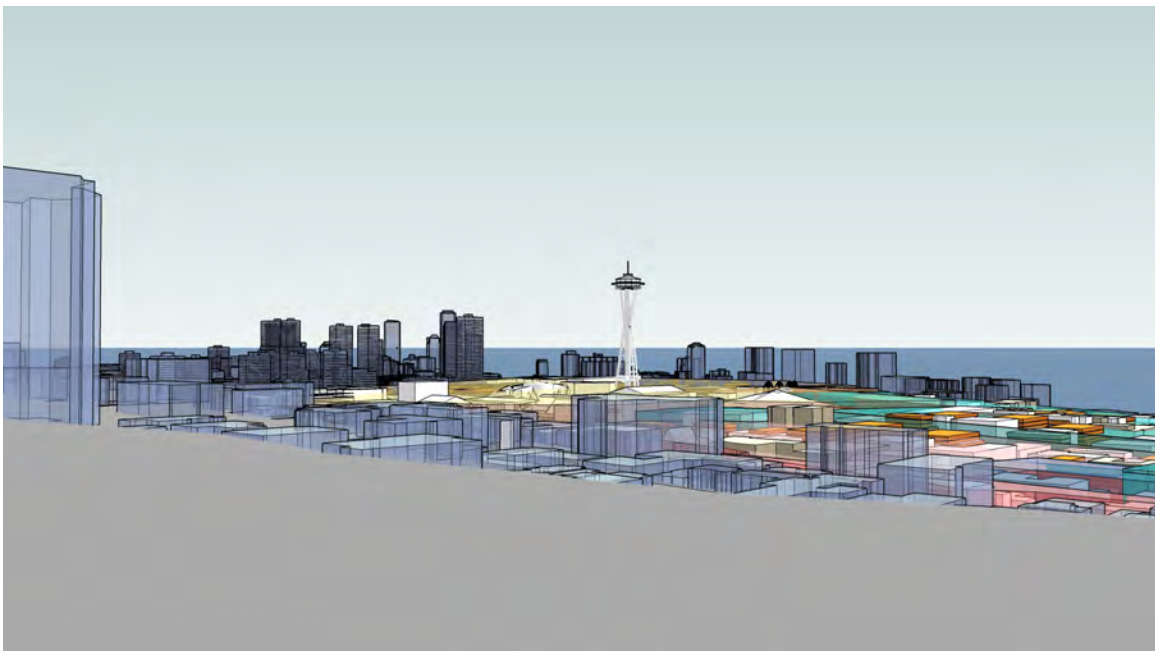


Exhibit 3.4-93 Full Buildout and Zoning: View from Kerry Park, Alternative 1 No Action

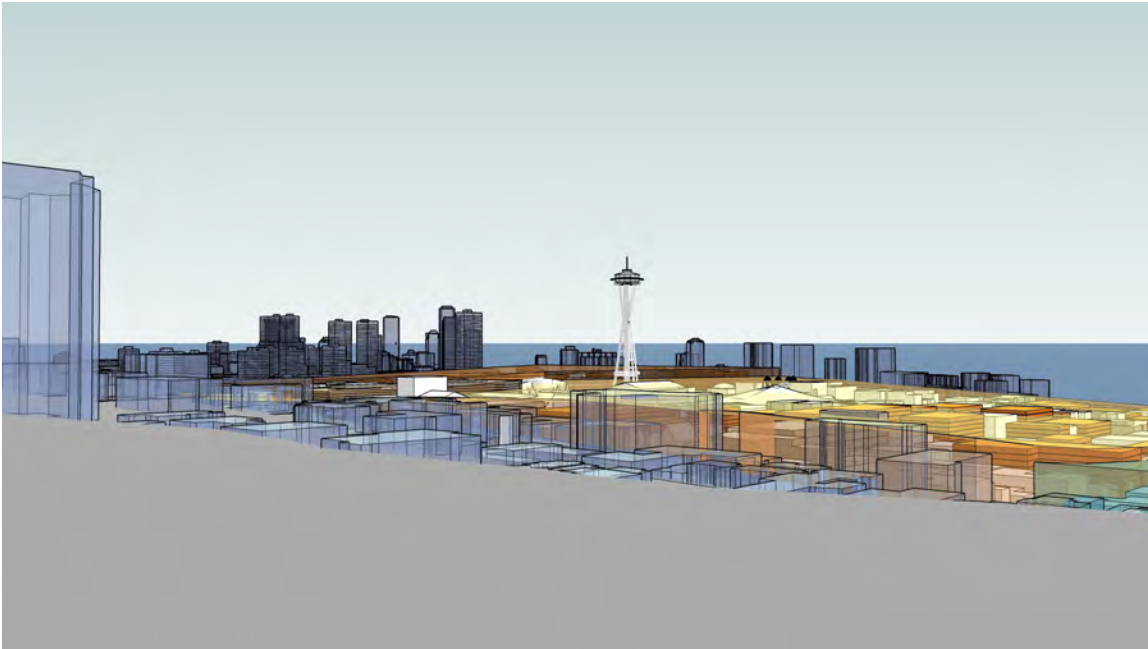


Exhibit 3.4-94 Full Buildout and Zoning: View from Kerry Park, Alternative 2 Mid-Rise

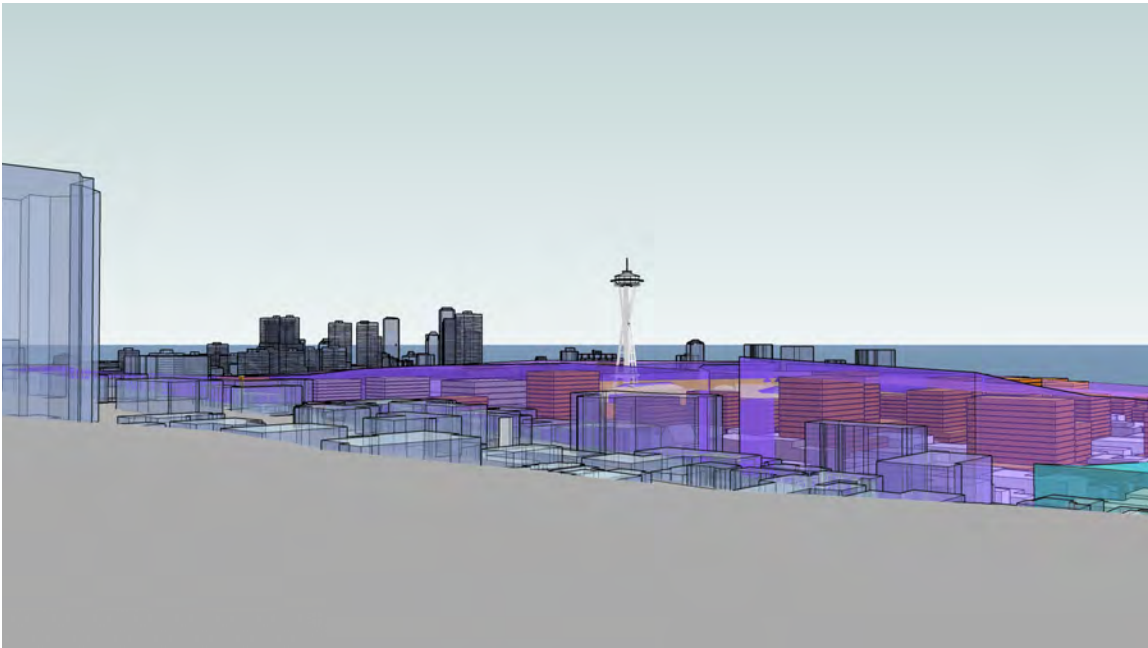


Exhibit 3.4-95 Full Buildout and Zoning: View from Kerry Park, Alternative 3 High-Rise

increases over the Draft EIS Alternatives, and application of design and development standards, this change from C2-40 to C2-50 is not anticipated to have any significant effects on protected views. (See also Appendix D for additional analysis.)

The MR-80 area in the northwestern portion of the study area would increase heights by 20 feet over the current height limit of 60 feet. The portion of this area between W Roy Street and W Mercer Street would increase height limits above the range of 60 to 65 feet studied in the Draft EIS; however, south of Mercer Street, the 80-foot height limit would be greater than the height limits for the No Action Alternative and lower than those for Alternative 2 Mid-Rise or Alternative 3 High-Rise. The increased height limit in the area between W Roy Street and W Mercer Street could increase the potential for localized private view obstructions in the areas immediately north of the study area (e.g., along W Olympic Place). However, due to the downward slope of the hill, the potential for view obstructions would be similar to Alternative 2 Mid-Rise and would be reduced in comparison to Alternative 3 High-Rise. In addition, design standards would require upper level setbacks, which would preserve view corridors along public rights-of-way and reduce building bulk and shade/shadow effects. Coupled with limited opportunities for redevelopment in the area, as described in Chapter 3.1 Land Use, application of design and development standards are anticipated to mitigate impacts.

Similarly, the Preferred Alternative's height limits would have the potential to moderately increase obstruction of views from hillside parks such as Kerry Park or Bhy Kracke Park. As described above, the Preferred Alternative incorporates lower height limits than Alternatives 2 or 3 in the southwestern and northern portions of the study area. Due to the slope of the hillside, increased C2 and MR zone heights in the northwestern portion of the study area would have a relatively small effect on views from hillside parks such as Kerry Park or Kinnear Park. Taller buildings in the C2-50 or MR-80 zones would be visible and would increase potential for obstruction of views of Elliott Bay to a degree similar to Alternative 2 Mid-Rise and to a lesser degree than Alternative 3 High Rise. (See also Appendix D for additional discussion of views in the western study area.)

Central Study Area

For the Seattle Center including the SPS stadium parking area and Gates Foundation properties, the Preferred Alternative applies SM-95. A range of heights from 85-160 were considered on the SPS parking site under Draft EIS Alternatives, but no other redevelopable sites were identified on the remaining properties and heights of 85 feet were considered under all alternatives. Though the aesthetic modeling assumed 85 feet, the NC3-85 zone allows a base height of 85 feet plus additional height is allowed for pitched roofs (5 feet), rooftop features (4-15 feet) including play areas, green houses, and mechanical equipment and their enclosures. (SMC 23.47A.012.B and C) Additionally, redevelopment or development on the site would be subject to Master Plan amendment and associated SEPA analysis and would be subject to design and development standards.

Southeastern Study Area

The primary potential for view obstruction would be in the southeastern corner of the study area, where buildings up to 160 feet could partially obstruct views of Downtown, and along Queen Anne Avenue, where taller buildings could further obstruct views of Key Arena, Elliott Bay, and the waterfront (Exhibit 3.4-92 through Exhibit 3.4-95).

MITIGATION MEASURES

The mitigation identified in Draft EIS Section 3.4, Aesthetics and Urban Design, is adequate to mitigate potential impacts to the Preferred Alternative. No new mitigation is proposed. Elements of the Preferred Alternative include those recommended in the Draft EIS including upper-story setbacks, ground floor open space, and a pattern of heights that are lower in the west and northeast where there are residential focused neighborhoods, moderate in mixed-use areas to the north and central west, and greater in the southeast away from established residential areas and closer to employment-focused blocks and major transit investments.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

The Preferred Alternative is not expected to result in significant unavoidable adverse impacts beyond those described in the Draft EIS Section 3.4, Aesthetics and Urban Design.

3.5 HISTORIC AND CULTURAL RESOURCES

IMPACTS OF THE PREFERRED ALTERNATIVE

Aboveground Resources

The Preferred Alternative provides for a mix of moderate height increases within the range of height increases considered under Alternatives 2 and 3, though with reduced heights in certain areas where historic properties are located. Increased height limits would occur on seven blocks containing National Register of Historic Places (NRHP), Washington Heritage Register (WHR), or Seattle City Landmark properties.

The majority of the register-listed structures in Uptown are in areas where, under the Preferred Alternative, no, or only minor height increases would occur. Still, the Preferred Alternative could affect some established or potential historic register properties, districts, or landmarks as a result of development pressure. Exhibit 3.5-1 identifies locations of historic properties on blocks proposed for increased height limits under the Preferred Alternative.

Exhibit 3.5-2 shows those properties in the Uptown Study Area that meet the minimum age threshold for consideration for listing in the NRHP or recognition as a Seattle City Landmark.

Impacts could include demolition of such properties, or inappropriate rehabilitation and re-use that could change the character and/or setting, or result in changes in the physical context (i.e., new construction adjacent or across the street). For example, the height limits of several blocks that include register or landmark-listed buildings are proposed to be raised between 10 and 75 feet, potentially altering some characteristic that make those properties eligible. One is the Marquee Apartment building on the northeast corner of Queen Anne Avenue N and Mercer Street (property 21 in Exhibit 3.5-4 of the Draft EIS). This is a three-story building approximately 35 feet tall. The building has been determined NRHP- and WHR-eligible based on its architectural character and siting on a prominent corner in the heart of Uptown. While less of a height increase compared to Alternatives 2 and 3, increasing adjacent height limits to 65 feet under the Preferred Alternative still has the potential to significantly impact the building's prominence and regard in the neighborhood.

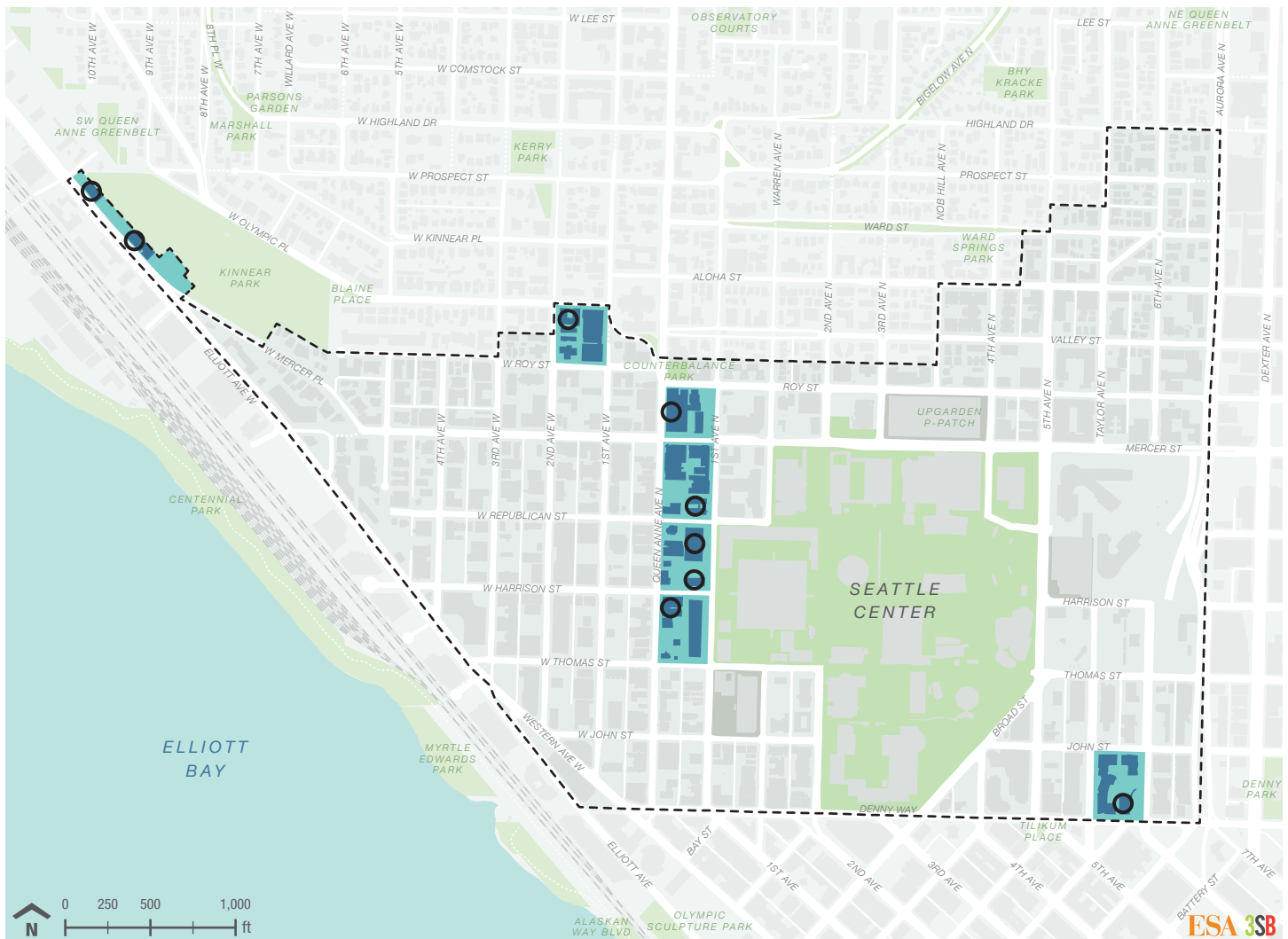


Exhibit 3.5-1 Locations of Historic Properties on Blocks Proposed for Increased Height Limits Under the Preferred Alternatives

The potential for increased height limits to diminish the characteristics of the existing 50-foot tall Queen Anne Post Office would be the same as described for Alternative 2, where proposed height limits would increase from 65 to 85 feet. Compared to Alternative 3 where height limits would increase to 160 feet in this area, potential impacts would be considerably reduced under the Preferred Alternative.

In addition, under the Preferred Alternative the current heights would be maintained at the Seattle Center Campus. For a conservative analysis, increased heights of 10 feet are studied on the Seattle Center campus which has a number of designated historic properties. However, no redevelopable properties are identified in this analysis for the main Seattle Center campus under

- Urban Center Boundary
 - Open Space and Recreation
 - Seattle Center Management Area
(Non Open Space and Recreation)
- Historic Properties on Blocks
Proposed for Increased Height
Limits Under Alternatives 2 and 3**
- Blocks with Register and/or
Landmark-listed Properties
 - Buildings on Blocks with
Register and/or Landmark-
listed Properties (2012)
 - Historic Sites

Source: DAHP, 2010; Seattle Department of Neighborhoods, 2017

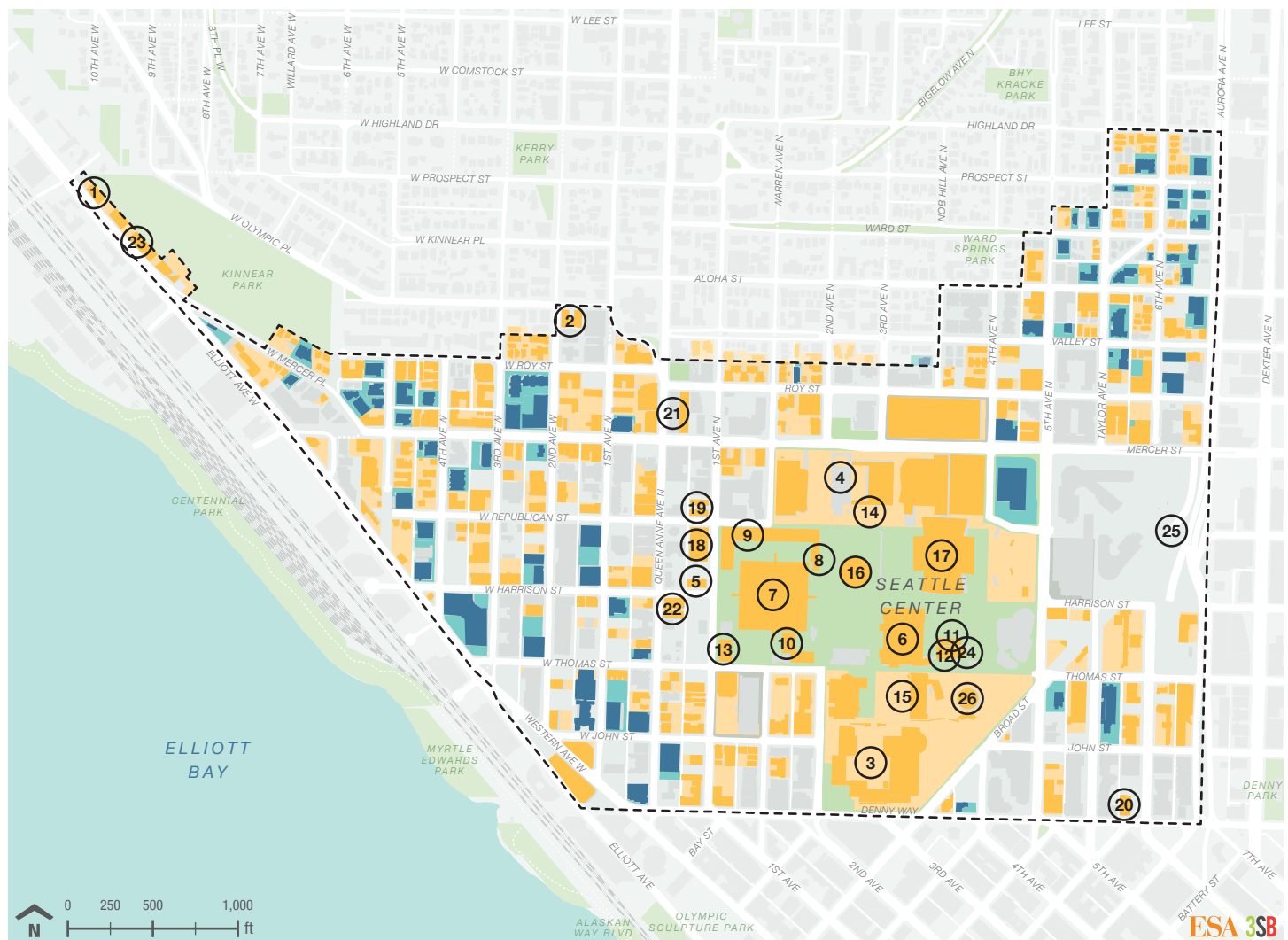


Exhibit 3.5-2 Register and Landmark-Listed and Potentially Register or Landmark-Eligible Properties

--- Urban Center Boundary

Open Space and Recreation

Seattle Center Management Area
(Non Open Space and Recreation)

**Register and Landmark-Listed
and Potentially Register or
Landmark-Eligible Properties**

Meets minimum-age threshold for
NRHP eligibility (50 years, pre-1967)

Meets minimum-age threshold for
SCL eligibility (25 years, pre-1992)

○ Historic Sites

Source: DAHP, 2010; Seattle Department
of Neighborhoods, 2016

any studied Alternative including the Preferred Alternative. Should redevelopment or alteration be proposed it would be subject to the regulations and commitments identified below. Further, such changes would need to be addressed in the Seattle Center Master Plan and evaluated appropriately under SEPA.

Because Seattle SEPA policies require investigation of the historic significance of structures over 25 years of age as part of project-level SEPA review (when required), rezoning may also encourage preservation efforts through the nomination of historic properties, districts, or landmarks. Owners of buildings listed in the NRHP are provided the opportunity receive federal investment tax credits, matching grant-in-aid funds for restoration, and free technical assistance from DAHP for the maintenance, rehabilitation, and

restoration of the property. For Seattle City Landmarks, incentives include special tax valuation, and zoning and building code relief.

While height increases under the Preferred Alternative in most areas are more modest than under Alternatives 2 or 3, there is potential that raising height limits within Uptown could obscure views or diminish the standing of register-listed or potentially register-eligible properties, particularly in regards to the Space Needle. These impacts may be reduced under the Preferred Alternative, particularly along the Mercer Corridor where height increases will go from 40 feet to 85 feet (as opposed to 85 or 160 feet under Alternatives 2 or 3), and the area immediately west of Seattle Center where increases would go from 65 to 85 feet (rather than 85 or 160 feet under Alternatives 2 or 3).

Belowground Resources

Redevelopment would occur under the Preferred Alternative. Any ground disturbance has the potential for significant, irreversible impacts to belowground cultural resources because of damage, destruction, or loss of integrity. Impacts would be the same as described for Alternatives 2 and 3, but would likely involve fewer areas of Uptown.

MITIGATION MEASURES

The mitigation identified in Draft EIS Section 3.5, Historic and Cultural Resources continue to apply to the Preferred Alternative. These included:

- Comprehensive Plan Policies that promote new development consistent with the historic character of Queen Anne Boulevard and suggest the creation of a conservation district to retain the art deco influenced multi-family housing along Roy Street.
- City regulations including the Seattle City Landmark process and archaeological surveys per the Seattle Municipal Code.

Additional mitigation identified for the Preferred Alternative includes development of a TDR program similar to the City's Pike/Pine TDR program, which would help to reduce impacts by providing incentives for property owners to retain existing historic structures. In addition, the Preferred Alternative includes removing SEPA review thresholds for purposes of determining landmark eligibility. This would ensure that any structure that is subject to demolition has been assessed for Landmark eligibility and allow opportunity to identify appropriate mitigation before demolition occurs.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

The Preferred Alternative establishes height increases and other zoning changes that could result in significant unavoidable adverse impacts to some aboveground historic properties, though in most areas there would be a reduced potential for adverse impacts compared to Alternative 3 and more graduated height increases compared to Alternative 2. These adverse impacts would occur if redevelopment substantially impacts the character of an adjacent designated landmark, or if the development alters the setting of the landmark, and the setting is a key component of that landmark's eligibility. Redevelopment of potential landmarks could be a significant impact if the regulatory process governing the development does not require a consideration of that structure's eligibility as a Seattle City Landmark such as for SEPA-exempt review. However, this impact could be avoided if mitigation requiring assessment of all structures, including for SEPA-exempt development were implemented.

A significant impact may result from development of a site when that development does not require an assessment of belowground cultural resources. However, it is assumed that any impact to a belowground cultural resource would occur during construction and would be mitigated during the construction phase. Thus significant unavoidable adverse impacts to belowground cultural resources are considered unlikely.

3.6 TRANSPORTATION

BACKGROUND

This section presents the multimodal transportation analysis performed with the proposed height and density rezone of the Uptown neighborhood. It presents existing transportation conditions in Uptown, as well as future (2035) conditions under two alternatives—No Action and the City's Preferred Alternative. Transportation impacts and potential mitigation measures are identified for each future alternative based on the policies and recommendations established in state, regional, and City plans.

Mode Split

Fundamental to the discussion of transportation is the mode of transportation used. The City of Seattle has set mode share targets

based on the percent of drive-alone trips by neighborhood for work and non-work trips. Impacts are determined based on whether any of the alternatives would either:

1. Cause the non-SOV mode share for Uptown to fall below 60 percent for work trips and 85 percent for non-work trips (Seattle 2035 Mode Split Targets) or;
2. Cause a screenline to exceed its stated level of service (LOS) threshold by at least 0.01 more than the No Action Alternative² or;
3. Cause corridor travel times to increase by 10 percent over No Action.

Compared to existing mode shares, these are aggressive but attainable targets for future (2035) mode share. The trip generation for existing and the future alternatives for Uptown are shown in Exhibit 3.6-1. These include both work and non-work trip types and are based on the City Comprehensive Plan travel demand model. These do not assume the effects of potential light rail investments proposed as part of Sound Transit 3.

Exhibit 3.6-1 Trip Generation by Mode—Daily Trips (All Types), 2015 and 2035

Mode	Existing (2015)		Alt 1 No Action (2035) ¹		Preferred Alternative (2035) ¹	
	Trips	%	Trips	%	Trips	%
Pedestrians	17,326	18%	38,957	20%	40,125	20%
Teleworked/Other	1,519	2%	2,856	1%	2,913	1%
Bicyclists	1,323	1%	2,564	2%	2,533	1%
Transit (Passengers)	11,904	12%	26,604	13%	27,216	14%
HOV (All Passengers)	28,423	30%	59,578	30%	60,616	30%
SOV (Drivers)	35,440	37%	66,753	34%	68,010	34%
Total	95,935	—	197,312	—	201,413	—

SOV = single-occupancy vehicle

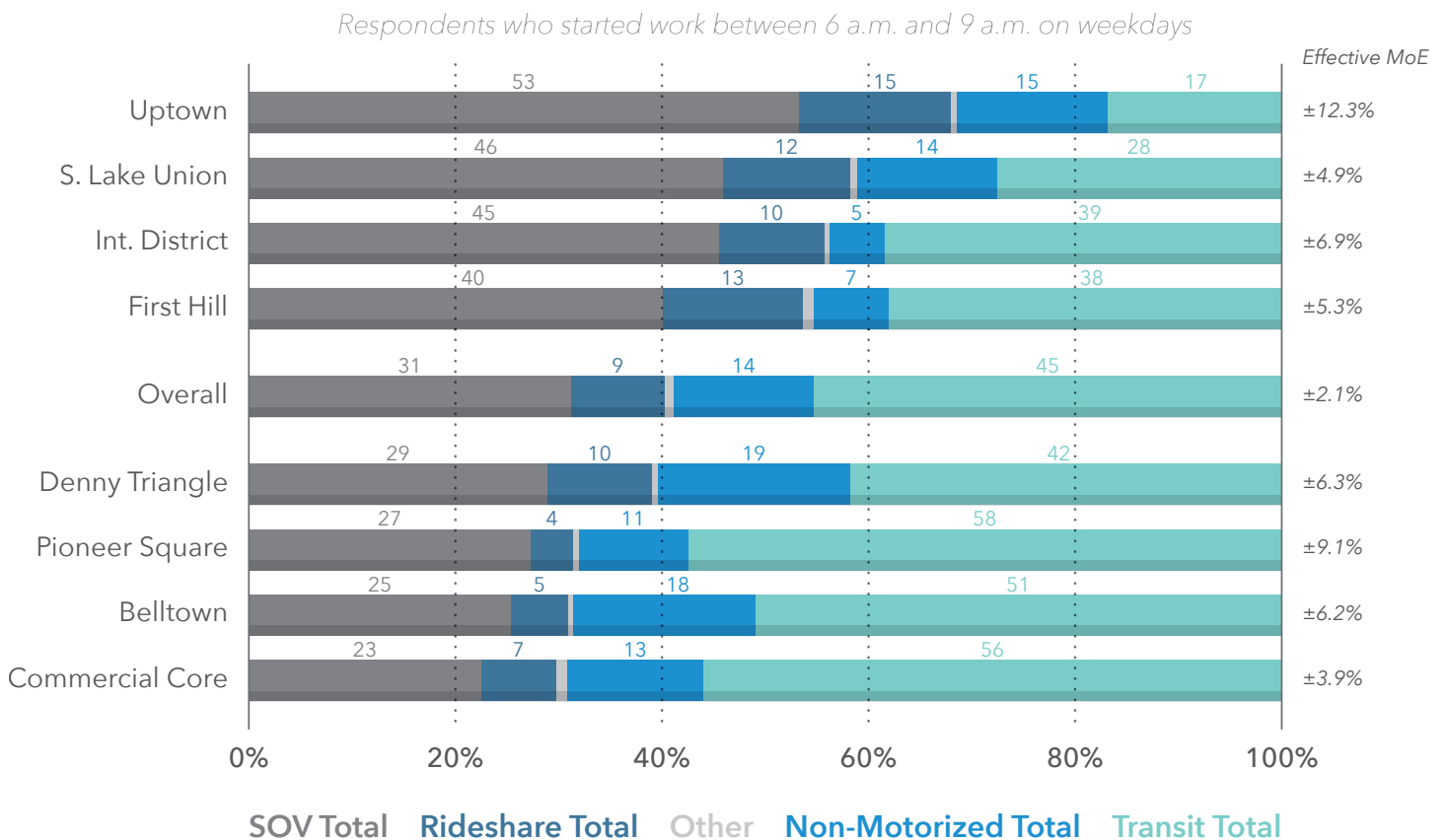
HOV = high-occupancy vehicle

¹Results from Center City Commuter Mode Split Survey (2014), Commute Seattle, <http://commuteseattle.com/resources/>

Source: Transpo Group, 2016; Seattle 2035 Comprehensive Plan Model, Fehr & Peers, 2015

Based on the Downtown Seattle Association 2014 Mode Split Study including surveys of employers, the proportion of drive-alone work-related trips for Uptown is higher than for all trips (roughly 47

² LOS threshold of 0.01 is identified in Draft Seattle 2035 Environmental Impact Statement and represents an increase in vehicle demand.

Exhibit 3.6-2 2014 Aggregated Mode Split for Commute Trips

Q1. Last week, what type of transportation did you use each day to commute to your usual work location?

Note: Effective MoE (Effective Margin of Error) accounts for accuracy in survey results and is different between neighborhoods due to the number of interviews conducted in each subgroup.

Source: Commute Seattle 2014 Mode Split Study

percent compared to the 37 percent for all trips). Based on the employer survey, Uptown currently has the highest drive-alone mode share of Center City neighborhoods.³ While daily trips have a drive-alone mode share of 37 percent, the current share of drive-alone work-related trips is more than half of all work-related trips as noted in Exhibit 3.6-2. The specific neighborhoods are shown in Exhibit 3.6-3. In the future, with the anticipated increase of alternative modes due to several factors, including the completion of the SR 99 North Portal with additional roadway crossings,

³ Results from Center City Commuter Mode Split Survey (2014), Commute Seattle, <http://commuteseattle.com/resources/>

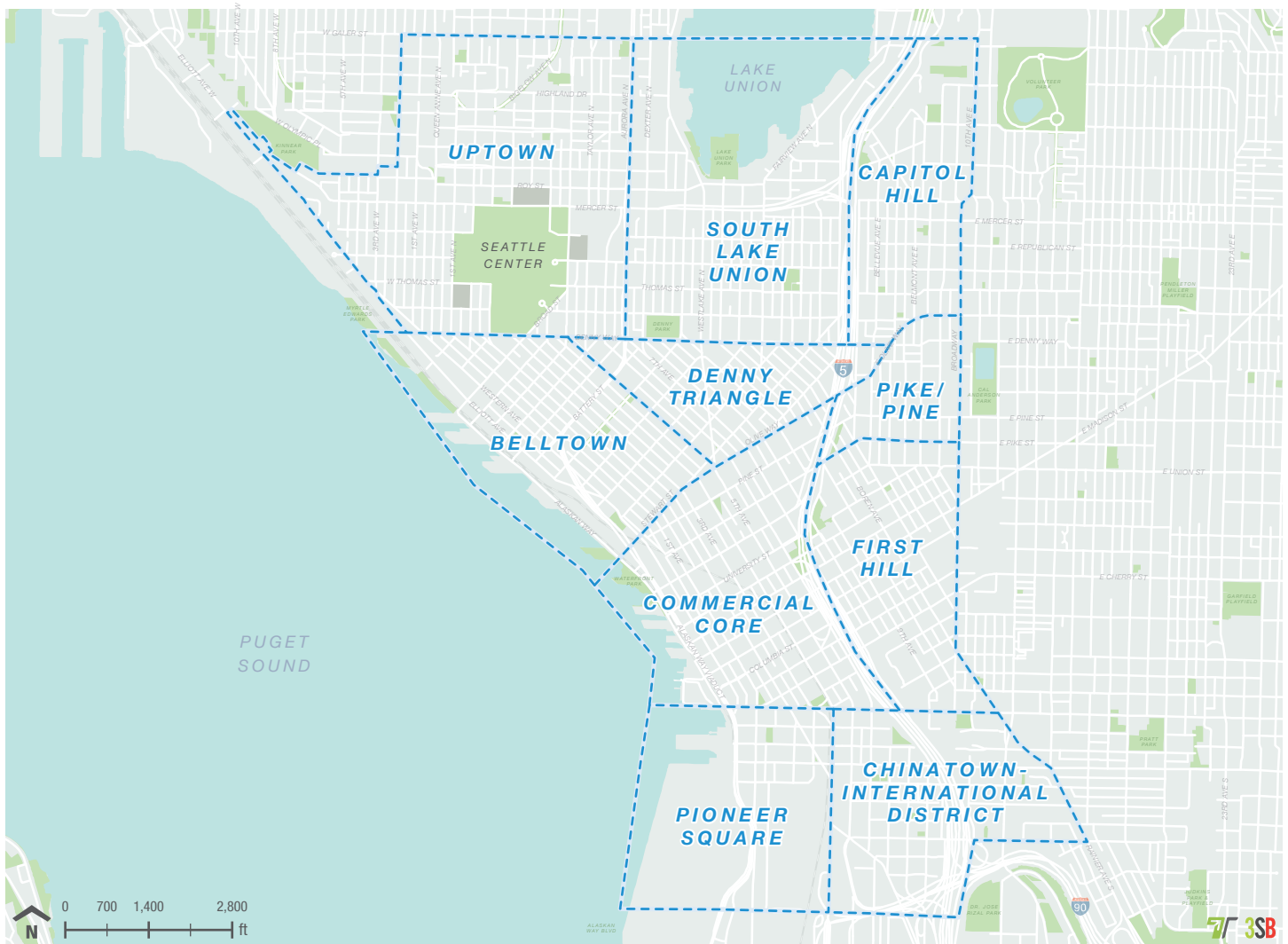


Exhibit 3.6-3 Center City Neighborhoods

- Center City Neighborhood Boundary
- Open Space and Recreation
- Seattle Center Management Area (Non Open Space and Recreation)

Source: *Commute Seattle; Transpo Group, 2016*

increased frequent transit service, dedicated bike and improved pedestrian facilities, and potential new Sound Transit stations, the share of drive-alone trips decreases substantially. With taller, denser land uses in Uptown, the amount of total trips will increase; however, more of them will be made in less impactful modes.

The Uptown Study Area shown in Exhibit 3.6-3 is one of Seattle's ten Center City neighborhoods. Uptown is served by a well-developed though largely vehicular-focused transportation system. Through long-range planning and reasonably foreseeable investments, this transportation network will provide a more connected and multimodal system that provides a variety of transportation choices.

IMPACTS

This section evaluates transportation system operations in 2035 for the No Action alternative that maintains the current zoning in Uptown, and the City's Preferred Alternative, which includes an increase in land use density over Alternative 1 No Action similar to that of Alternative 2, but less than Alternative 3 High-Rise.

Analysis Methodology

The study area was evaluated for weekday PM peak conditions, which represent the period when traffic levels are anticipated to be highest. This is consistent with available data from the Seattle Comprehensive Plan's travel demand model and with other rezone analyses completed in Seattle. Background traffic volumes are assumed and based on transport investments as proposed in state, regional, and city plans, shown in Exhibit 3.6-5.

As shown in Exhibit 3.6-4, this analysis evaluates the options of High Capacity Transit (HCT) as part of the ST3 Ballard to Downtown HCT corridor. ST3 is the next package of regional HCT investments that was approved by voters in November 2016. Its funded improvements could be in place by the horizon year of 2035.

The Preferred Alternative HCT scenario is discussed following a description of the future alternatives.

High Capacity Transit (HCT) is proposed proposal by Sound Transit that includes a light rail connection between Ballard and downtown Seattle using both elevated and tunnel sections. In the study area the light rail is proposed to be in a tunnel. According to the ST 3 plan, this segment of light rail would be completed by 2035.

Exhibit 3.6-4 Comparison of Transportation Improvements Among Alternatives

Scenario	HCT ¹	Other Planned Improvements ²
Existing Conditions (2015/2016)		
Alternative 1 No Action (2035)		•
Alternative 1 No Action (2035) HCT	•	•
Preferred Alternative (2035)– Similar to Alternative 2 Mid-Rise		•
Preferred Alternative (2035) with HCT– Similar to Alternative 2 Mid-Rise	•	•

1. High Capacity Transit as described in Sound Transit 3 studies and including Uptown, South Lake Union and Smith Cove Stations.

2. Location and type of other planned improvements is shown in Exhibit 3.6-5.

Source: Transpo Group, 2016

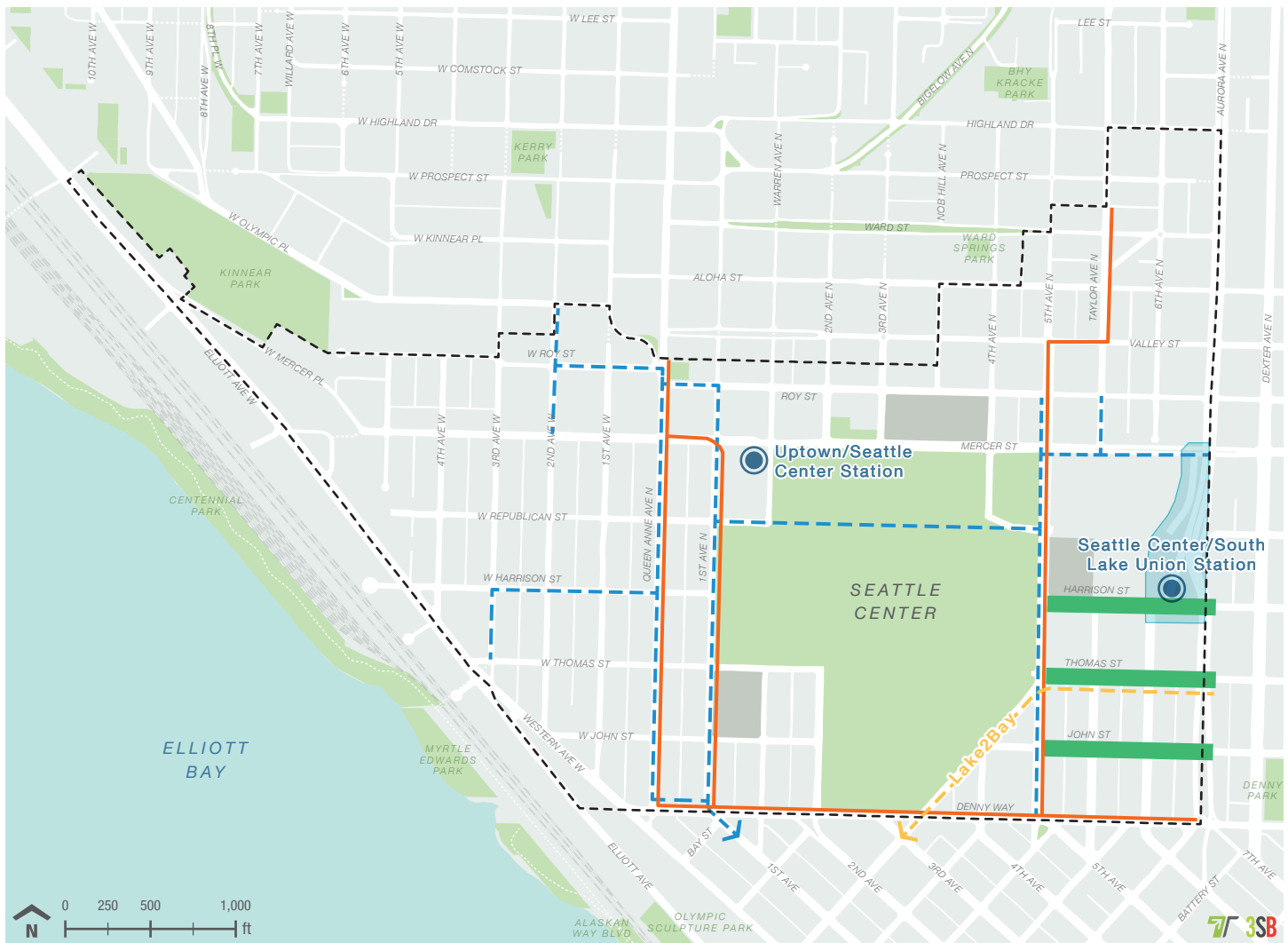


Exhibit 3.6-5 Summary of Planned Transportation Capital Improvements

The analysis methodology for evaluating impacts is detailed in the *Uptown Rezone EIS Transportation Analysis–Methods and Assumptions Memo* (Draft January 6, 2016). The memorandum contains the transportation network and land use assumptions, as well as details for updates to the Seattle travel demand forecast model that were used for Alternative 2–Preferred Alternative. Key assumptions discussed in the memorandum include screenline placement, measures of effectiveness, and planned transportation projects assumed in analysis. The memo can be found in Appendix B.

- Urban Center Boundary
- Open Space and Recreation
- Seattle Center Management Area (Non Open Space and Recreation)
- Planned Transportation Improvements**
 - Priority Bus Corridor
 - Bicycle Network Link
 - Future Streets and Connections
 - North Portal
 - Proposed New ST High-Capacity Transit Station

Source: Transpo Group, 2016

Corridor Analysis

Corridors are arterial roadways (Mercer Street and Queen Anne/1st Ave) on which vehicle travel time is calculated from one end to the other.

Corridor analysis is based on vehicle travel time. Vehicle volumes for each scenario at intersections along the corridor were entered into traffic operations software to calculate travel time between corridor segments. The travel time was then summed for the length of the corridor to arrive at a corridor travel time.

Two corridors were studied for auto and transit along their length using travel time as the basis for analysis:

- A. Mercer Street (between 3rd Avenue W and Dexter Avenue N)
- B. Queen Anne Avenue/1st Avenue N couplet (between Denny Way and W Roy Street)

The following seven screenlines were selected to provide a finer grained assessment of travel in the subarea and are evaluated for mode split, vehicle and transit operations, and pedestrian and bicycle modes across their length:

1. North of Mercer Street
2. 5th Avenue N from Aloha to Denny (includes Broad Street)
3. West of SR 99 (across Thomas, Harrison, Republican)
4. West of Seattle Center from Mercer to Denny
5. Across Elliott Avenue and W Mercer Place
6. North of Denny Way from Western Avenue to Dexter Avenue

As part of the Seattle 2035 Comprehensive Plan (City of Seattle, 2016) two screenlines are identified in Uptown:

- Screenline A4 is an east-west screenline measuring north-south travel, just south of Mercer Street extending as far west as Elliott Avenue West and east to include Aurora Avenue North. This screenline mirrors the Uptown rezone screenline 1 which is just north of Mercer in order to capture more cross streets.
- Screenline A5 from the plan is drawn north-south, measuring east-west travel, between 5th Avenue North and Taylor Avenue North. This Comprehensive Plan screenline is similar to the Uptown rezone screenline 2.

The corridors and screenlines are shown in Exhibit 3.6-6.

The screenline analysis includes volume to capacity (V/C) calculations for the vehicles traversing the screenlines using volumes (SOV, HOV2, HOV3+) from the travel demand model and roadway capacity estimates. V/C results give an indication of the level of congestion across the screenlines and show the effect of spreading traffic across several roadways as opposed to concentrating congestion on a few corridors. As a result, many of the screenlines have capacities that are larger than any individual roadway and typically exceed the volume demand across the entire screenline.

Screenline

Screenlines are imaginary lines across which the number of passing vehicles is counted.

Screenlines in this study were selected to count vehicle traffic entering and exiting the Seattle Center area.

The intersecting traffic volumes are used to calculate volume to capacity ratios and determine whether a screenline exceeds a level of service threshold.



Exhibit 3.6-6 Corridors and Screenlines

Thresholds of Significance

This section describes the methodology used to analyze the existing transportation conditions within the study area. Deficiencies are defined if the alternative would:

- Cause the non-SOV mode share for Uptown to fall below 60 percent for work trips and 85 percent for non-work trips (Seattle 2035 Mode Split Targets) or;
- Cause a screenline to exceed its stated LOS threshold by at least 0.01 more than the No Action Alternative or;
- Cause corridor travel times to increase by 10 percent over No Action.

- Urban Center Boundary
- Open Space and Recreation
- Seattle Center Management Area (Non Open Space and Recreation)
- Corridors and Screenlines**
- Corridor
- Screenline
- Seattle Comprehensive Plan Screenline

Source: Transpo Group, 2016

Capacity is the maximum number of vehicles a roadway can serve during a given hour. For screenline analysis in this study, capacity is summed for all roadways intersecting the screenline.

Vehicle-to-Capacity (v/c) represents the number of vehicles crossing the screenline compared to the designated capacity of the roadways crossing the screenline.

Level of Service (LOS) is based on the v/c of a screenline, as found in Seattle 2035. For this study, screenlines v/c's that do not exceed the No Action alternative are acceptable.

The impacts and potential mitigation measures for No Action and the Preferred Alternative are described in the following sections.

Impacts of Alternative 1 No Action

Analysis results and environmental deficiencies of Alternative 1 No Action Alternative are summarized in this section. Alternative 1 No Action serves as a baseline for the impact analysis of the Preferred Alternative. It represents the operations of the transportation system if no actions were taken by the City Council and no zoning changes were made to the study area. Except for the potential introduction of light rail service to Uptown and Ballard, the same transportation network (including all reasonably foreseeable transportation improvements) is assumed for all alternatives. The introduction of High Capacity Transit is studied as an option in each alternative.

Land Use

Alternative 1 No Action would maintain current heights and development standards. As such, Alternative 1 is expected to add 3,000 households and 2,500 jobs by 2035 the lowest studied in this EIS. Households would increase by 39 percent over existing levels. Jobs would increase by 12 percent.

The household and employment growth for Alternative 1 No Action is consistent with the draft 2035 Comprehensive Plan (March 2016) and reflects a growth of 2,500 jobs and 3,000 households over current jobs, as shown in Exhibit 3.6-7. The traffic analysis zones (TAZs) represent an area larger than the Uptown neighborhood boundary as defined by the City travel demand model and, therefore, include more households and employees under existing (2015) conditions in these additional areas. A correlation of TAZs and the Uptown study areas provided in Exhibit 3.6-8.

Traffic Analysis Zone (TAZ)

Traffic analysis zones are the basic geographic unit for inventorying demographic data and land use within a study area.

TAZ boundaries are generally drawn along geographic features, land use boundaries, or transportation network features.

Trips are produced and attracted to/from TAZs based on land use.

Typically, the smaller the TAZ the more detail the travel demand model will have.

Exhibit 3.6-7 Uptown TAZs Land Use Change (2015 to 2035 No Action)

Land Use	2015	Alternative 1 No Action (2035)	Preferred Alternative (2035)
Households	7,734	10,733	11,103
Employment	20,617	23,117	23,417

Source: Seattle Comprehensive Plan Travel Demand Model 2015, No Action; BERK Consulting, 2016

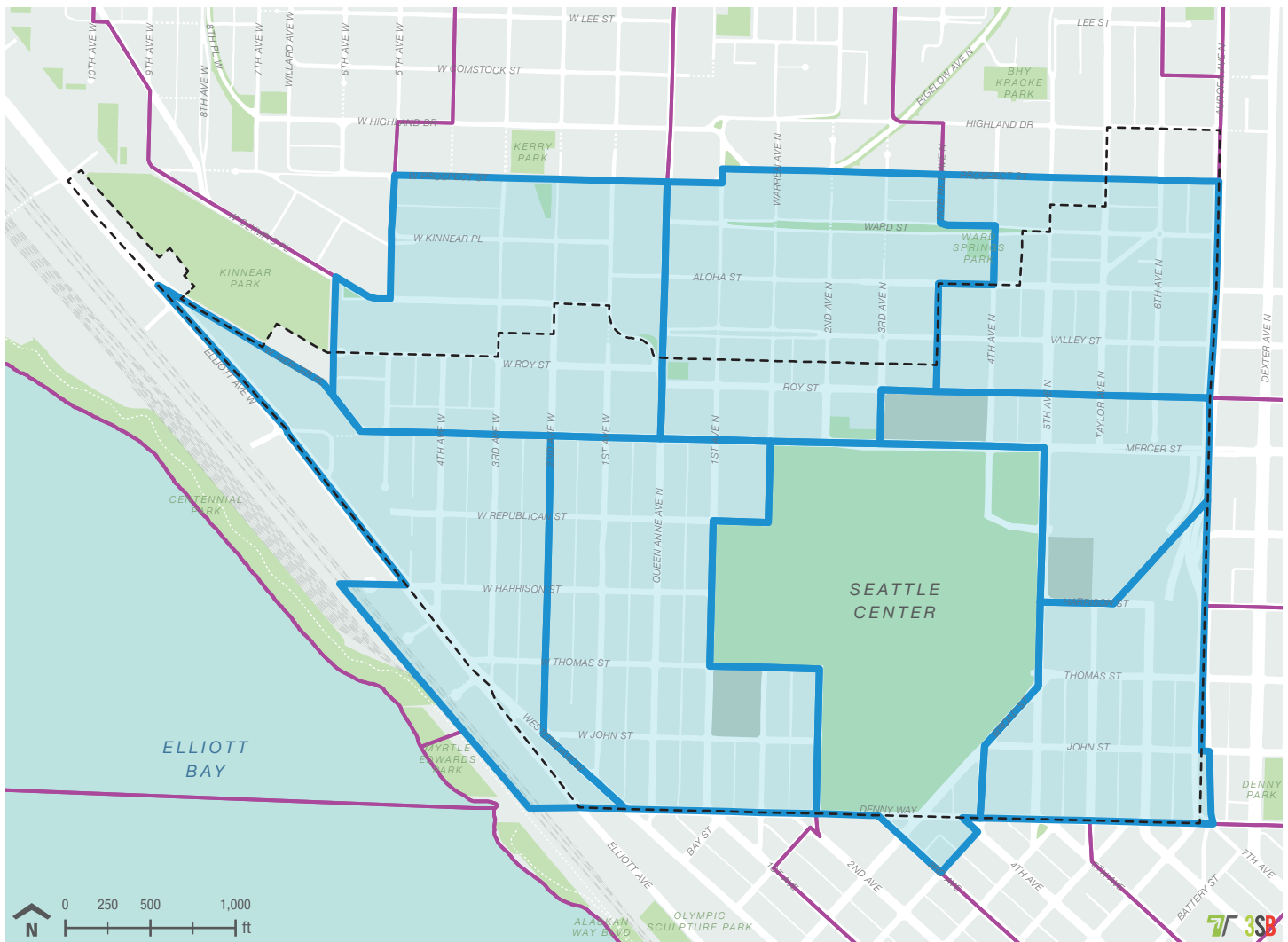


Exhibit 3.6-8 Uptown Traffic Analysis Zones (TAZs)

Exhibit 3.6-7 is from the transportation model and shows a higher base of households and jobs than is assumed within the Uptown neighborhood study area. Since transportation and other EIS analyses are generally based on the net increase in households and jobs and the net increases are consistent, the impact analysis is valid. Exhibit 3.6-8 shows the Uptown neighborhood study area compared to the travel demand model TAZs.

Trip Distribution

To determine where vehicles trips were coming from and going to, results from the travel demand model Home Based Work (HBW),

- Urban Center Boundary
- Open Space and Recreation
- Seattle Center Management Area (Non Open Space and Recreation)
- Traffic Analysis Zones**
 - Study Area TAZs
 - Non-Study Area TAZs

Source: Transpo Group, 2016

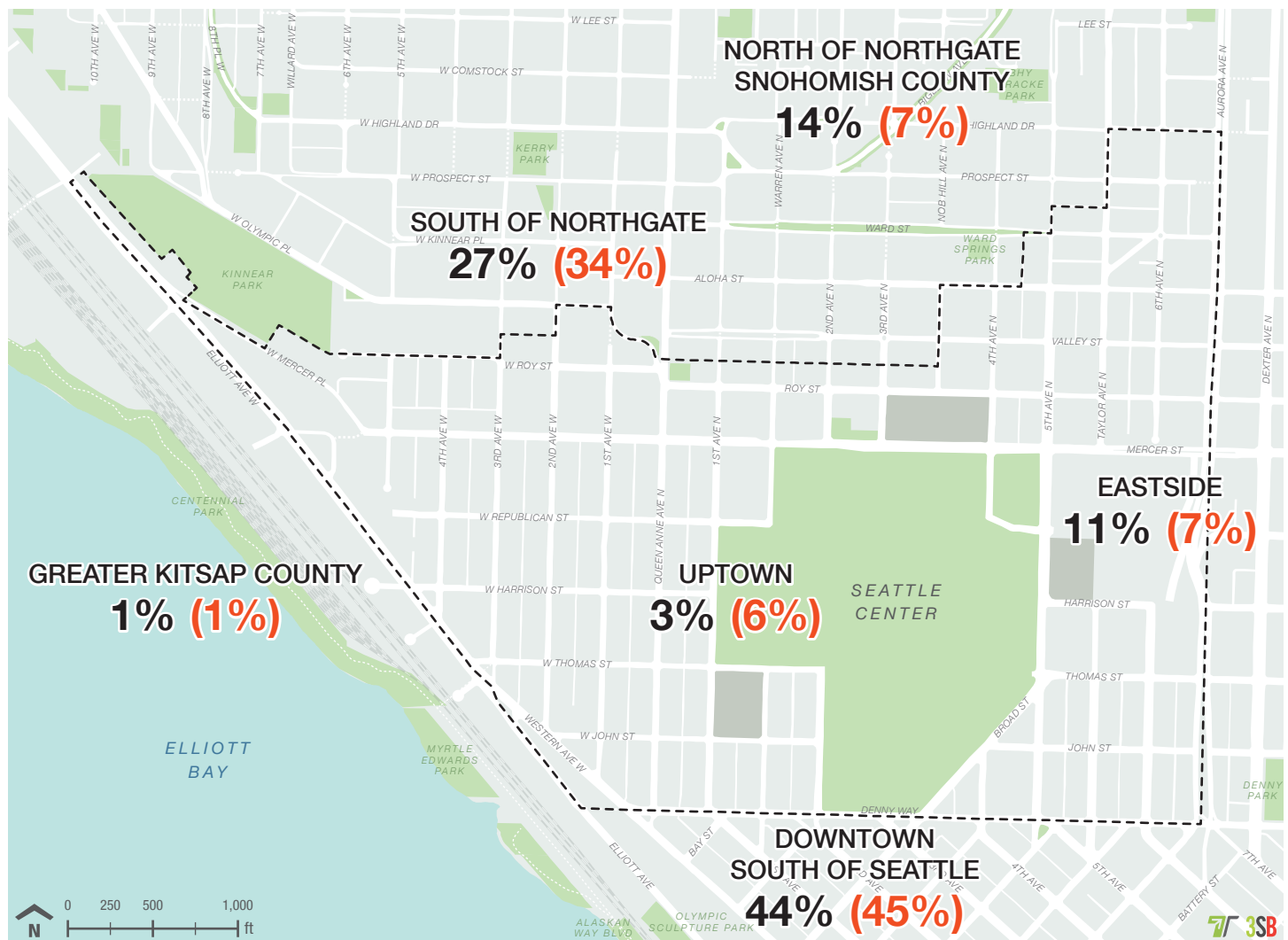


Exhibit 3.6-9 Drive Alone Vehicle Trip Distribution, No Action

- Urban Center Boundary
- Open Space and Recreation
- Seattle Center Management Area (Non Open Space and Recreation)

Drive Alone Vehicle Trip Distribution

- XX% Home Based Work Trip Distribution
- (XX%) Non-Home Based Work Trip Distribution

Source: Transpo Group, 2016

or work-related trips, and non-home based (NHB), or all other trips, were used. The model coverage area, which includes King, Snohomish, Pierce, and parts of Kitsap County, was divided into analysis districts so that trips within each area could be counted. The results are the distribution maps found in Exhibit 3.6-9 and Exhibit 3.6-10, which detail the proportion of trips originating or with a destination in Uptown, based on land use assumptions from the No Action Alternative. Similar distribution results were found for the Preferred Alternative. The analysis shows that 27 percent of

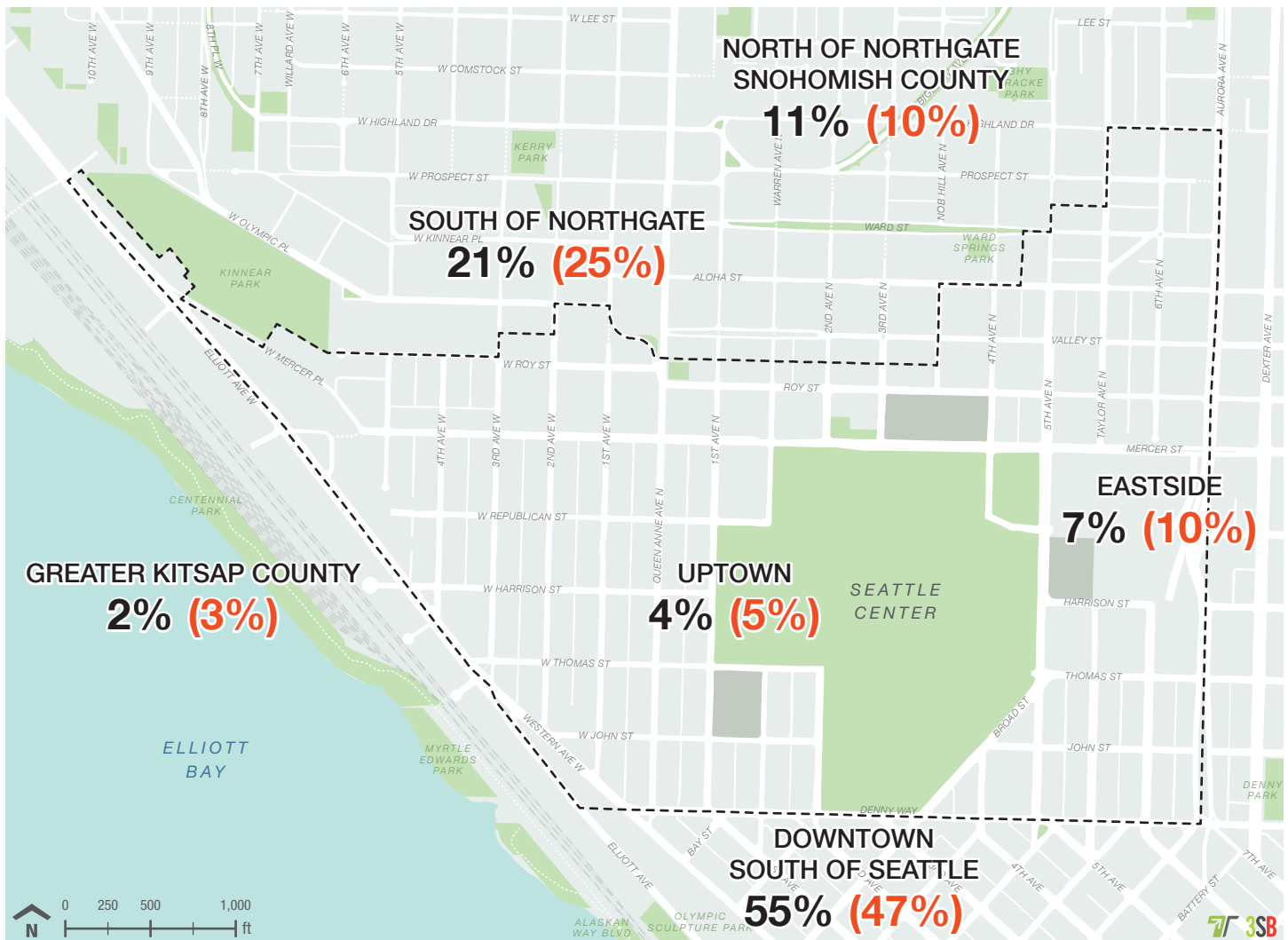


Exhibit 3.6-10 Shared-Ride Vehicle (HOV) Trip Distribution, No Action

drive-alone work trips come from/go to areas south of Northgate which include Ballard, Greenwood, and other large neighborhoods. Another 34 percent of drive-alone non-work trips originate or have a destination in those same areas. Trips coming from the Eastside, which represent areas east of Seattle, including Mercer Island, Bellevue, and east of the Cascades, represent 11 percent of drive-alone home-based work trips. Shared-ride trips (HOV) have similar distribution results with a higher number of work trips coming from/going to areas south of Seattle.

- Urban Center Boundary
- Open Space and Recreation
- Seattle Center Management Area (Non Open Space and Recreation)

Shared-Ride Vehicle Trip Distribution

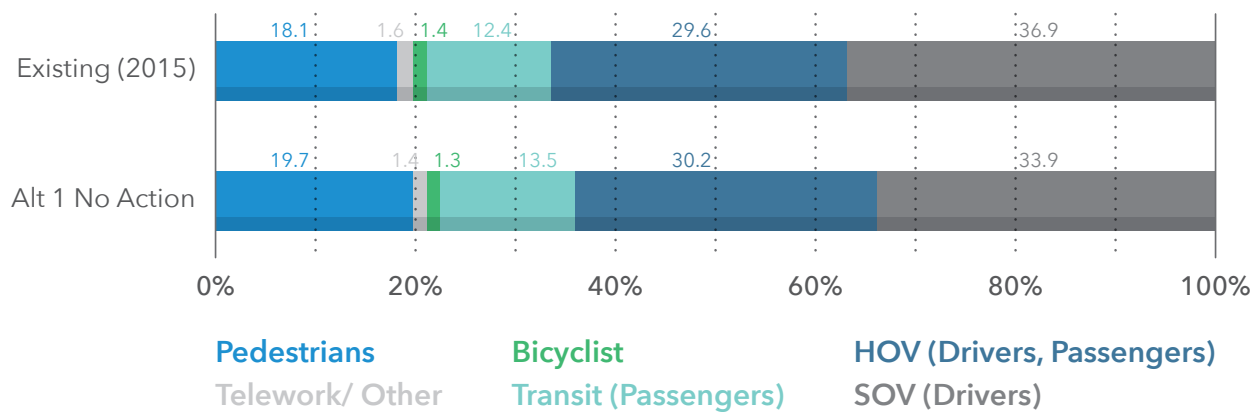
- XX% Home Based Work Trip Distribution
- (XX%) Non-Home Based Work Trip Distribution

Source: Transpo Group, 2016

Mode Share

Mode share percentages among the two alternatives in 2035 are generally similar. The share of pedestrian, bicycle, and transit modes under the No Action Alternative is projected to increase compared to the existing mode share. Although the absolute number of auto trips would increase, the auto mode-share percentage would decrease compared to 2015, as shown in Exhibit 3.6-11.

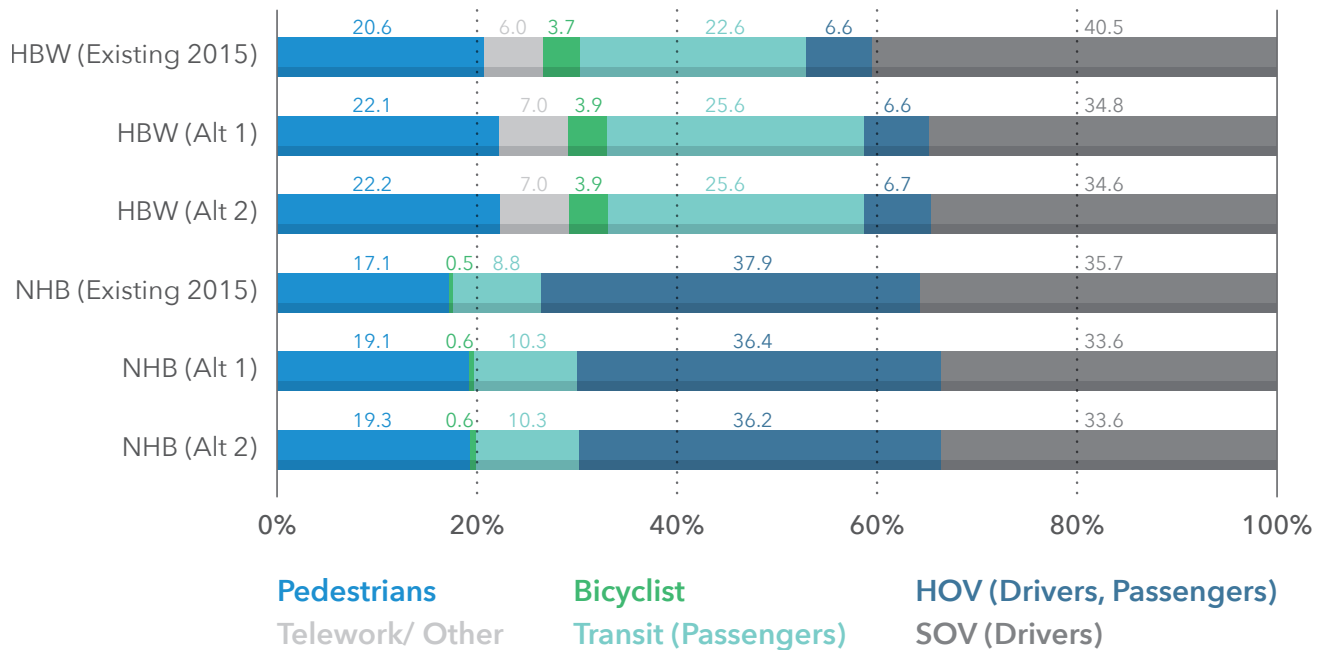
Exhibit 3.6-11 Mode Split, Existing Conditions and Alternative 1 No Action, All Trips



Source: Transpo Group, 2016

The SOV mode share for all trips under this alternative is estimated to be approximately 34 percent, resulting in 64 percent taking other modes and meeting the non-SOV mode share goal for Uptown of 60 percent for work trips (HBW). For non-work trips, the No Action Alternative results in 66 percent taking other modes which does not meet the 85 percent goal for Uptown for non-work trips (NHB) as noted in the Comprehensive Plan. This mode split does not assume implementation of ST3, High Capacity Transit.

Trips are categorized by either home based work (HBW)—originating or ending at a residence; or non-home based (NHB)—all other types of trips including recreational, college, etc. HBW and NHB trips may rely differently on travel modes as shown in Exhibit 3.6-12. NHB trips show a higher proportion on HOV trips, while NHB assumes a higher proportion on bicycle and walking in addition to telecommuting.

Exhibit 3.6-12 Mode Split, Home Based Work and Non-Home Based, Existing and 2035 Alternatives Without HCT

Note: Alternative 1 refers to the No Action Alternative. Results for Alternative 2 in this diagram refer to both Alternative 2 Mid-Rise and the Preferred Alternative which have the same growth estimates for the 20-year period.

Source: Transpo Group, 2016

A reduction in the proportion of single occupant vehicle trips will be taken up by incrementally small proportions of pedestrian, bicycle, and transit trips. Each proportion is expected to increase by as much as 2-3 percent.

Overall growth between 2015 and 2035 is expected to increase trips by 60 percent. The number of people taking transit, walking, and biking for travel in Uptown could almost double between 2015 and 2035 with anticipated growth. The Comprehensive Plan identifies goals in the Uptown Neighborhood plan and Transportation Element that recommend utilizing the Pedestrian, Bicycle and Transit Master plans to guide investments, and identifies areas that are high priority for pedestrian priority investments. These planned investments are expected to serve this anticipated growth.

Screenline Analysis

A key consideration for the screenline analysis is determining the lane capacity of each roadway segment that crosses the screenline.

Lane capacity is a measurement of how many vehicles per hour can travel within the lanes on various streets. The assumptions for lane capacity are shown in Exhibit 3.6-13.

The results of the screenline analysis are shown in Exhibit 3.6-14.

Exhibit 3.6-13 Lane Capacity Assumptions

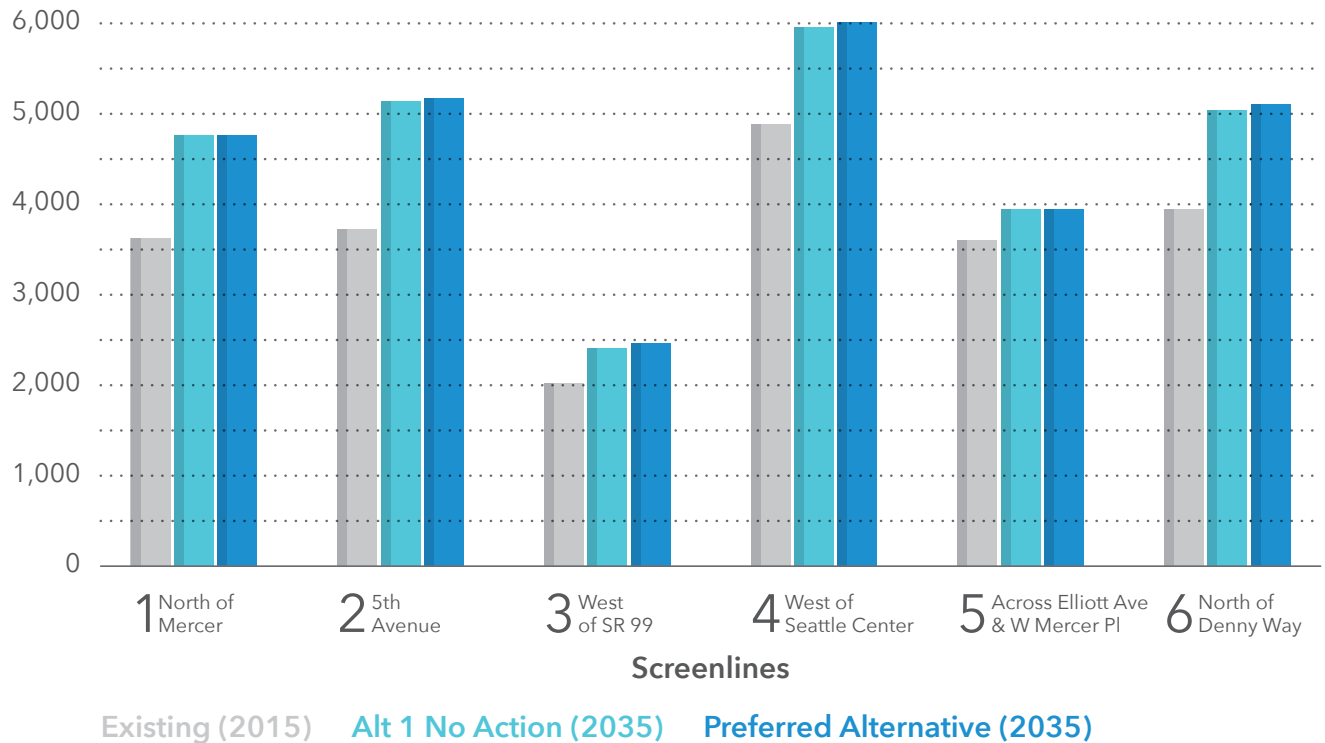
Roadway Description	Capacity (per direction, per hour)
Two-lane street	800
Four-lane street	1,600
Six-lane street	2,400
Two-lane street with frequent buses	750
Four-lane street with frequent buses	1,450
Six lane street with frequent buses	2,150

Source: NACTO and Transpo Group, 2016

Exhibit 3.6-14 Alternative 1 No Action Screenline PM Peak Hour Volumes

Screenline	Screenline Volume (Vehicles)	Capacity	V/C
1 North of Mercer Street from Elliott Avenue W to Aurora Avenue N (A4)			
Northbound	2,249	4,650	0.48
Southbound	2,504	4,650	0.54
2 East of 5th Avenue N from Valley Street to Denny Way (A5)			
Westbound	2,088	6,250	0.33
Eastbound	3,044	7,050	0.43
3 West of SR 99 (across Thomas, Harrison, Republican)			
Westbound	1,070	4,650	0.23
Eastbound	1,311	3,850	0.34
4 West of Seattle Center from Mercer to Denny			
Westbound	2,639	6,000	0.44
Eastbound	2,958	4,650	0.64
5 Across Elliott Avenue and W Mercer Place			
Westbound	2,398	3,400	0.71
Eastbound	1,638	3,400	0.48
6 North of Denny Way from Western Avenue to Dexter Avenue			
Northbound	2,238	6,400	0.35
Southbound	2,816	6,400	0.44

Source: Transpo Group, 2016

Exhibit 3.6-15 Afternoon Screenline Vehicle Volumes, 2015 and All Alternatives**Total Roadway Vehicles**

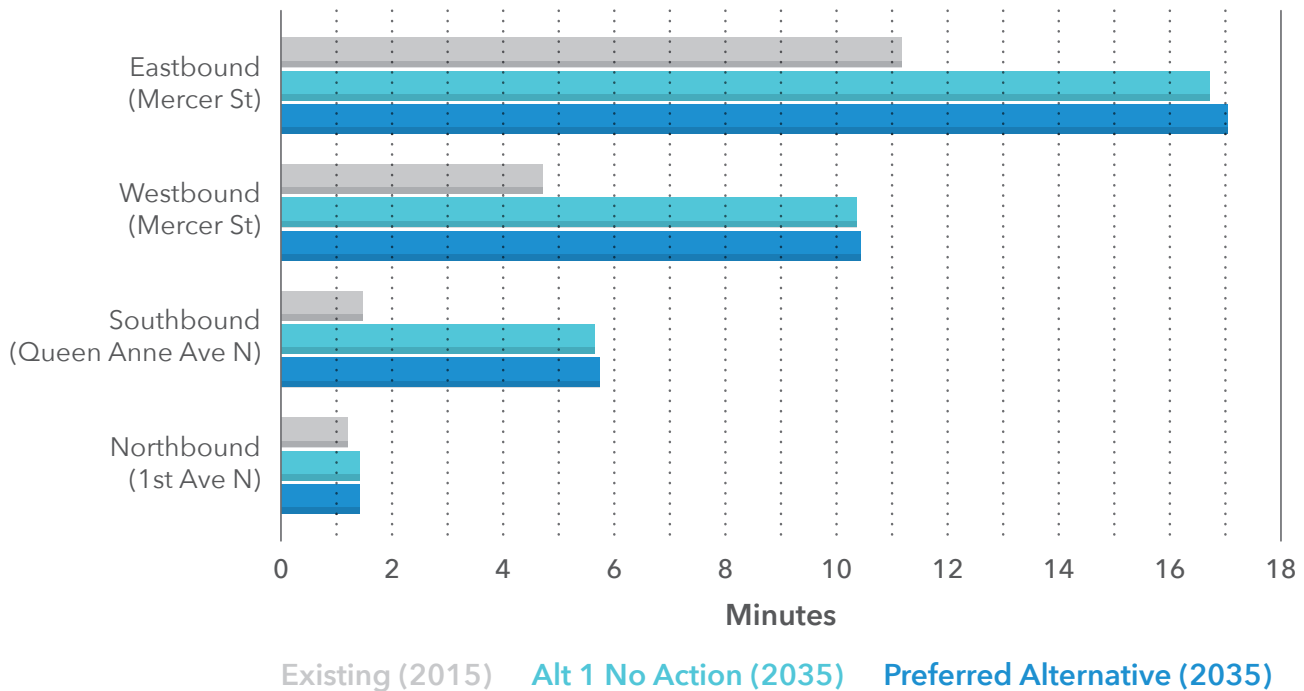
Source: Transpo Group, 2017

A comparison of screenline volumes for existing conditions, the No Action Alternative, and the Preferred Alternative is shown in Exhibit 3.6-15.

Corridor Analysis

The corridor analysis includes a review of PM peak hour travel time for vehicles as calculated using Synchro. Details of the travel time and operations are provided in Appendix B. The results of the travel time analysis are shown in Exhibit 3.6-16.

As shown in the chart, growth anticipated to occur as part of the No Action Alternative will result in an increase of approximately six minutes in each direction on Mercer Street as compared to existing conditions, while the increase for Queen Anne Avenue (southbound) is approximately four minutes, and for 1st Avenue N is a slight increase (less than one minute). In all the study locations, the Preferred Alternatives shows little change in vehicle travel time compared to the No Action Alternative.

Exhibit 3.6-16 Mercer and Queen Anne/1st Avenue Corridor PM Peak Travel Times in Minutes, Existing and All Alternatives, Without HCT

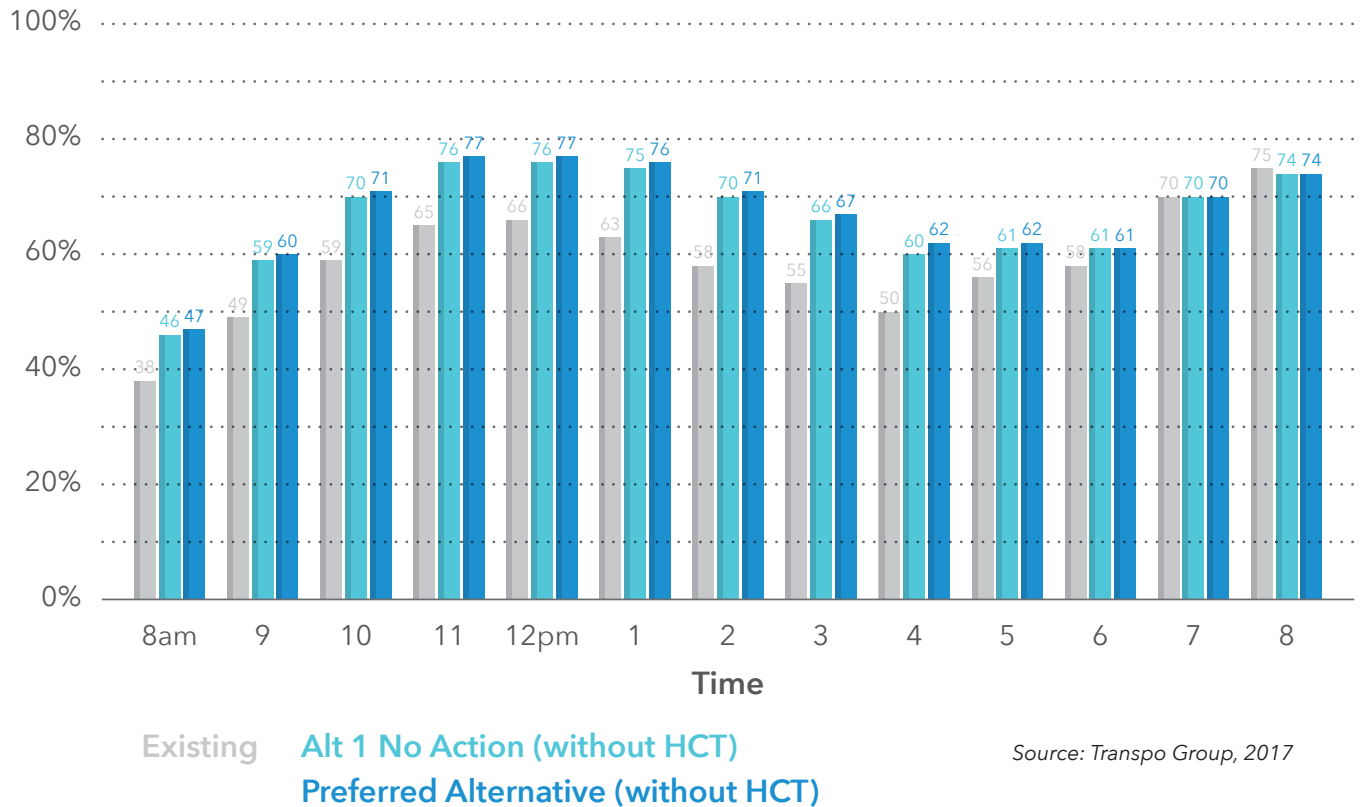
Source: Transpo Group, 2016

Parking

A calibrated parking model was developed to determine the parking impacts for the alternatives. The model considers changes in parking demand associated with growth in land use, event activities, future shifts in travel mode splits, the potential for high capacity transit, and parking pricing changes. Based on the land use growth and mode split characteristics, the parking model was used to forecast 2035 future parking demands for the No Action Alternative. Specifically, the parking model assumes existing parking demands for publicly utilized facilities in the study area would increase proportional to growth in vehicle trips to Uptown based on the Seattle travel demand model. An evaluation was conducted for both with and without high capacity transit (HCT). As discussed previously, transit use could increase by approximately 10 percent within Uptown with HCT. With the opening of the University of Washington light rail station there was an observed 13 percent increase in use of the U-PASS as compared to the

Exhibit 3.6-17 Comparison of Weekday Existing Conditions (2015), Alternative 1 No Action (2035) and Preferred Alternative (2035) Parking Occupancy, Without HCT–Light Evening Activity in July

Percent of Spaces Occupied



year before.⁴ It is anticipated that for Seattle Center and event-related activities the increase in transit use would be substantial. This evaluation conservatively assumes the mode shift for transit would be consistent throughout the day and does not consider the potential for higher transit use to and from events.

Exhibit 3.6-17 provides a summary of the projected 2035 parking occupancy under the No Action and Preferred Alternatives for a weekday with a light evening event activity at the Seattle Center. Compared to existing conditions, the exhibit shows that parking demand during the daytime hours would increase at a higher rate than during the evening. The difference is consistent with the land use projections for Alternative 2, which shows that compared to No Action, employment would increase by about 300 employees or one percent and residential units would increase by 370 units or three percent.

⁴ University of Washington Campus Master Plan, 2016.

For No Action conditions without HCT, hourly parking occupancy would increase by an average of eight percent, with the increase ranging from 0–12 percent. The Preferred Alternative without HCT is anticipated to increase the No Action Alternative hourly occupancy rate by approximately one percent, which in the evening hours would result in occupancy levels less than current conditions. With increases in parking demand, parking impacts within the neighborhood may increase and it could be more difficult to find short-term parking immediately proximate to businesses for customers and visitors. The evaluation shows that for the No Action Alternative with HCT, parking impacts within the study area would generally be no worse than experienced today.

Impacts of the Preferred Alternative

Analysis results and environmental deficiencies of the Preferred Alternative are summarized in this section.

Land Use

The Preferred Alternative would allow greater heights in some areas of Uptown, would result in greater capacity for development that meets the urban design concept for an Arts and Culture District, and would allow greater opportunities for both commercial and housing uses. The style of development would emphasize vertical mixed uses. Under the Preferred Alternative, 370 new dwelling units, a three percent increase, and 300 jobs, a one percent increase, are anticipated over the No Action Alternative, as summarized in Exhibit 3.6–18.

Exhibit 3.6–18 Uptown TAZs Land Use Change (2035 No Action to 2035 Preferred Alternative)

Land Use	Alternative 1 No Action (2035)	Preferred Alternative (2035)	Change	% Increase Over No Action
Households	10,733	11,103	370	3%
Employment	23,117	23,417	300	1%

Source: Seattle Comprehensive Plan Travel Demand Model 2015, No Action; BERK Consulting, 2016

Mode Share

The pedestrian, bicycle, and transit mode share under the Preferred Alternative is similar to the No Action Alternative. The increased proximity of destinations within Uptown under the Preferred

Alternative slightly increases the walking share of trips (by 0.2 percent), as shown in Exhibit 3.6-23.

Under the Preferred Alternative, overall trips are expected to increase slightly more than one percent above the No Action Alternative. The increase in the number of people taking transit, walking, and biking for travel in Uptown would increase slightly as compared to No Action.

Screenline Analysis

The results of the screenline analysis are shown in Exhibit 3.6-19. In comparison to the No Action Alternative, all screenlines have capacity within 0.01 V/C ratio of the Preferred Alternative, with the exception of screenline 5 across Elliott Avenue which resulted in a slightly lowered V/C than the No Action Alternative.

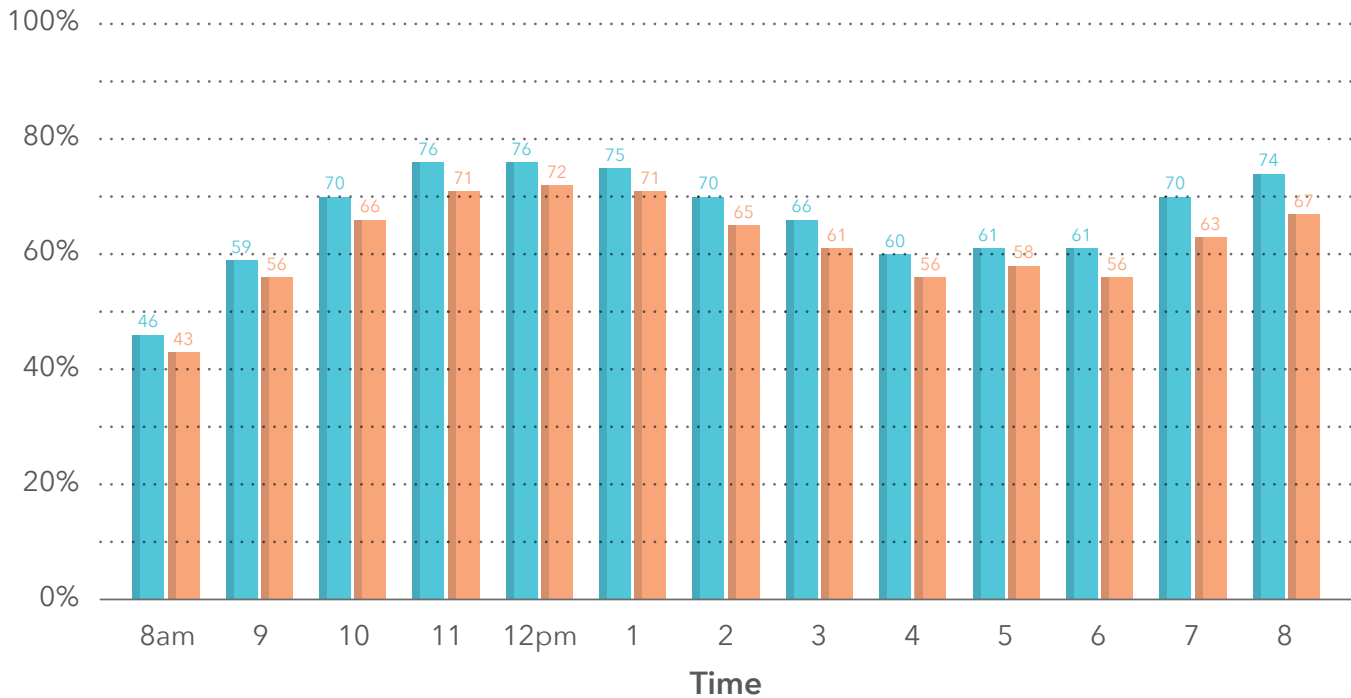
Exhibit 3.6-19 Preferred Alternative Screenline PM Peak Hour Volumes

Screenline	Screenline Volume (Vehicles)	Capacity	V/C
1 North of Mercer Street from Elliott Avenue W to Aurora Avenue N (A4)			
Northbound	2,248	4,650	0.48
Southbound	2,521	4,650	0.54
2 East of 5th Avenue N from Valley Street to Denny Way (A5)			
Westbound	2,093	6,250	0.33
Eastbound	3,068	7,050	0.43
3 West of SR 99 (across Thomas, Harrison, Republican)			
Westbound	1,106	4,650	0.24
Eastbound	1,353	3,850	0.35
4 West of Seattle Center from Mercer to Denny			
Westbound	2,646	6,000	0.44
Eastbound	2,965	4,650	0.64
5 Across Elliott Avenue and W Mercer Place			
Westbound	2,313	3,400	0.68
Eastbound	1,635	3,400	0.48
6 North of Denny Way from Western Avenue to Dexter Avenue			
Northbound	2,260	6,400	0.35
Southbound	2,848	6,400	0.45

Source: Transpo Group, 2016

Exhibit 3.6-20 Comparison of Weekday Alternative 1 No Action (2035, Without HCT) and Preferred Alternative (2035, With HCT) Parking Occupancy–Light Evening Activity in July

Percent of Spaces Occupied



Alt 1 No Action (without HCT)

Preferred Alternative (with HCT)

Source: Transpo Group, 2017

Corridor Analysis

The corridor travel results for the Preferred Alternative would be similar to No Action as shown in Exhibit 3.6-18. Detailed analysis results are provided in Appendix B.

A comparison of screenline volumes across existing conditions and all alternatives is found in Exhibit 3.6-15.

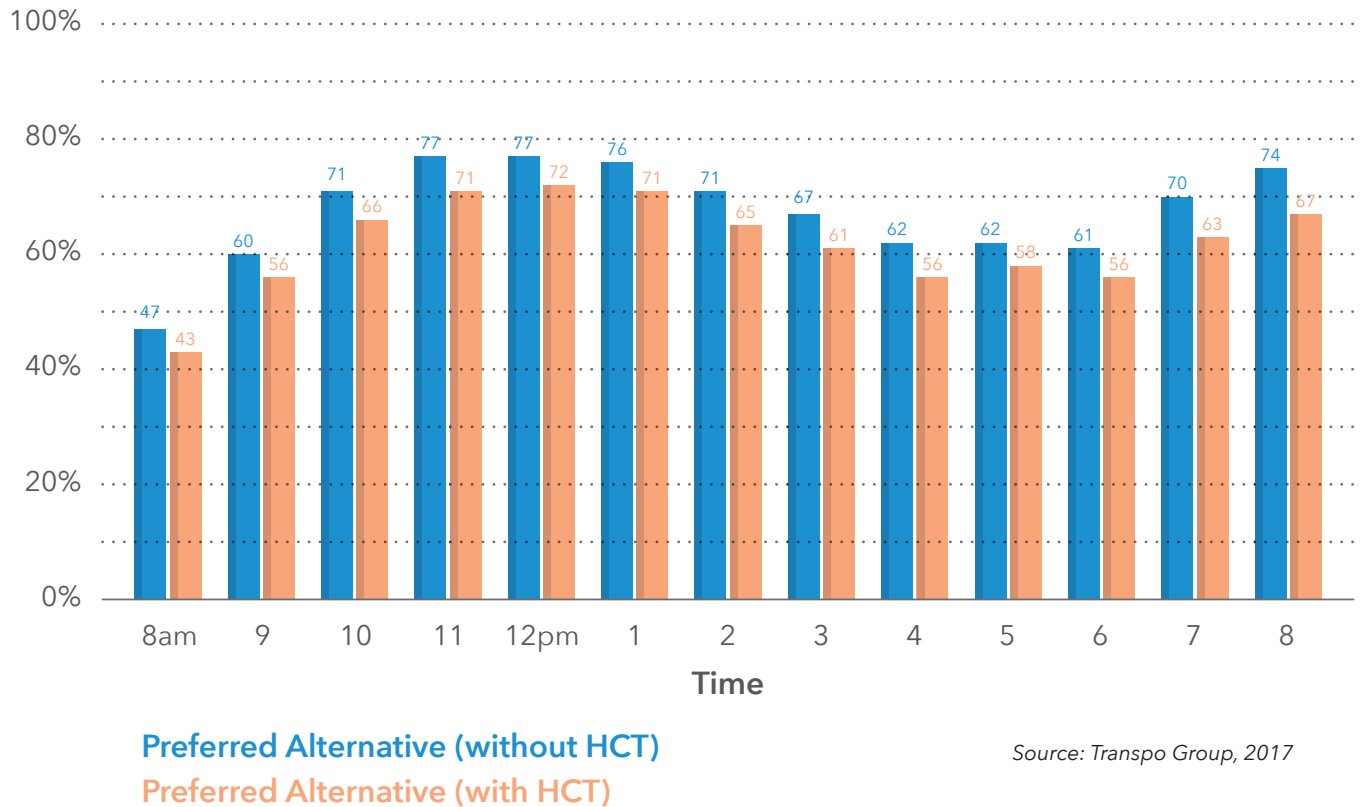
Parking

Parking demand in 2035 under the Preferred Alternative was determined using the same method described for the No Action Alternative.

Exhibit 3.6-20 provides a summary of the projected 2035 parking occupancy for the Preferred Alternative with HCT compared to the No Action without HCT, for the weekday with a light evening event activity at the Seattle Center.

Exhibit 3.6-21 Comparison of Weekday Preferred Alternative (2035) Parking Occupancy, Without and With HCT–Light Evening Activity in July

Percent of Spaces Occupied



As shown on Exhibit 3.6-20, there is a five percent or less difference in parking occupancy between the No Action without HCT and the Preferred Alternative with HCT conditions. The difference illustrates how HCT could affect anticipated mode share, shifting a portion of vehicle trips to transit, and subsequently reducing parking demand in the study area. The evaluation of parking focuses on publicly-available parking; however, the overall parking demand related to the employment and residential uses is anticipated to be captured within both private and public parking facilities.

Exhibit 3.6-21 shows the difference between Preferred Alternative with and without HCT conditions. Similar to the No Action Alternative, with decreases in parking demand for Alternative 2 with HCT conditions, parking impacts within the neighborhood may decrease and it could be less difficult to find short-term parking immediately proximate to businesses for customers and visitors. The evaluation shows that the neighborhood parking impacts of

Alternative 2 would be very similar to the No Action Alternative with small increases over the day.

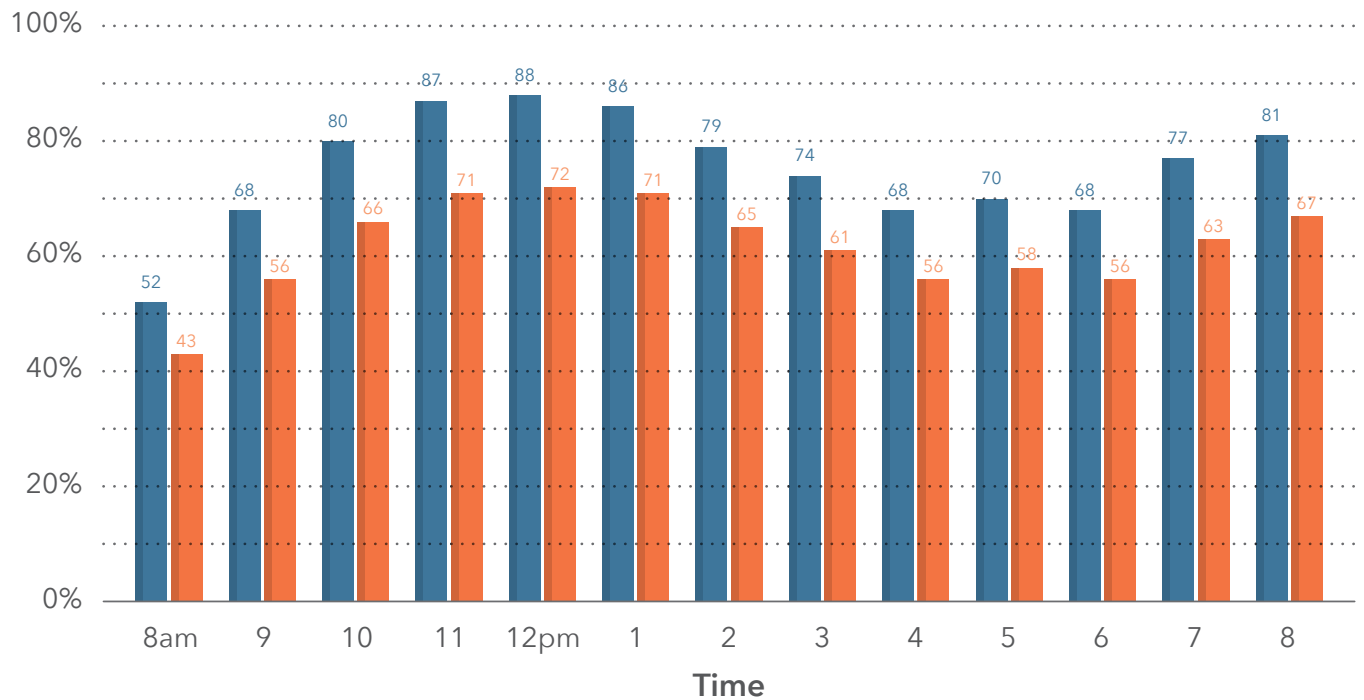
Alternatives analysis presented above assumes that with redevelopment of the neighborhood, parking would be replaced and the studied parking supply would not change. Redevelopment may result in a reduction in on-street and publicly-available off-street parking. A 10 percent reduction in parking supply would increase hourly occupancy levels by an average of six percent.

The Century 21 Master designated the Mercer St. Garage site as mixed use development with amenities at the street level to enhance the Theater District. The Uptown Urban Development Framework shows significant support for this proposed redevelopment. The Century 21 Master showed replacement of the Mercer St. Garage with an underground parking structure. The Seattle Center is looking at additional options for replacing some portion of the capacity of the Mercer St. Garage considering event attendance, alternative transportation options in Uptown, opportunities with shared parking with existing or new development, access needed for the Theater District, capital and operating cost of replacing the Garage, and capital cost of deferred major maintenance.

Exhibit 3.6-22 illustrates the Preferred Alternative parking occupancy with and without the Mercer St. Garage. Consistent with the other analyses presented in this Final EIS, a 10,000 person attendance level is assumed. As shown in the Exhibit, parking occupancies in the study area would increase by 9 to 15 percent with removal of the Mercer St. Garage. The highest parking occupancy would be midday where the study area would be 88 percent full and finding parking would become more challenging. The evening parking occupancy with an event would be over 80 percent. The Uptown & Seattle Center Strategic Parking Study, January 2017 notes that with evening events larger than 12,000 attendees and without replacement of the Mercer St. Garage there would be parking impacts and additional parking outside the Uptown neighborhood would occur. Replacing the Mercer St. Garage with approximately 600 spaces provides conditions similar to those experienced today in Uptown.

Exhibit 3.6-22 Comparison of Weekday Preferred Alternative (2035) Parking Occupancy, Without and With Mercer Garage—Light Evening Activity in July

Percent of Spaces Occupied



Preferred Alternative (with HCT, without Mercer Garage)

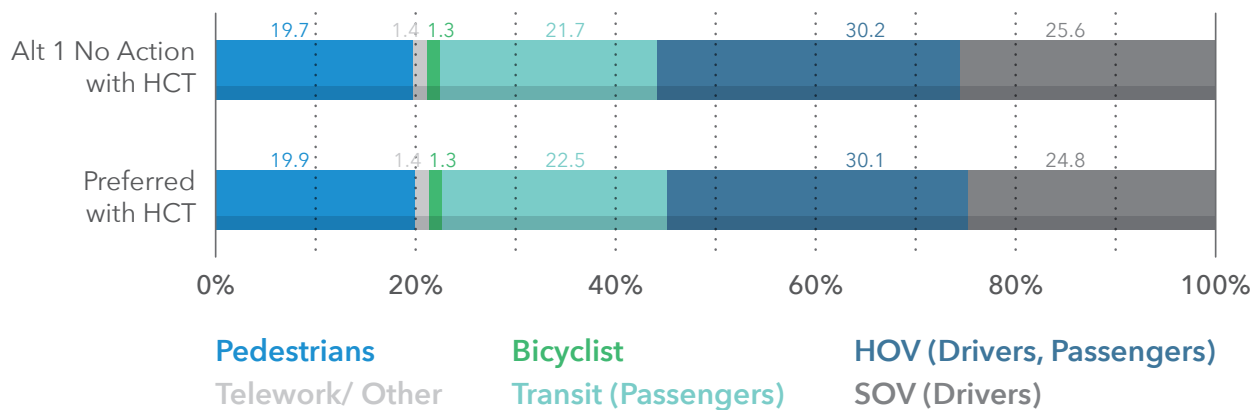
Preferred Alternative (with HCT, with Mercer Garage)

Source: Transpo Group, 2017

Land Use/Mode

Analysis results and transportation impacts of the Preferred Alternative with High Capacity Transit (HCT) are summarized in this section.

With potential HCT stations as part of the recently approved ST 3 package, land use is assumed to be consistent with the household and employment figures included in the Preferred Alternative. As noted in Exhibit 3.6-23, total SOV for all alternatives with the assumption of HCT is almost eight percent lower than without HCT. Even with HCT and increased transit, non-work trips would not meet the 15 percent SOV goal defined in the Comprehensive Plan.

Exhibit 3.6-23 Mode Split, All Alternatives with HCT

Source: Transpo Group, 2016

Bus service, including the enhancements for transit priority corridors in Uptown, include good peak hour service to and from employment locations in downtown. Light rail service completed by ST2 to Bellevue and east King County could attract drivers and HOVs to use transit during commuter periods.

Non-work based trips would be able to use light rail for trips to regional destinations, including the airport and downtown. Given the number of trips outside of commute hours, these non-work trips could constitute a significant portion of the estimated 102,000 to 133,000 daily trips on the Ballard HCT that includes a second downtown transit tunnel. A second station near Harrison at SR 99 is projected to carry 3,000-4,000 daily boardings. The addition of HCT, the recently approved Sound Transit 3 Ballard light rail extension to Uptown and adjacent neighborhoods, has the potential to increase the mode share for transit trips.

MITIGATION MEASURES

Draft EIS Section 3.6.3 identifies potential mitigation measures that could be implemented to lessen the magnitude of the pedestrian, bicycle, transit, traffic, and parking impacts identified in the previous sections. Impacts to pedestrian, bicycle and transit systems are expected to be minor due to the nominal increase in growth and travel as compared to Alternative 1, No Action. Although no significant auto impacts were identified for the Preferred Alternative (as compared to Alternative 1) some of the mitigation strategies included in Draft EIS Section 3.6.3 would help encourage use of

non-SOV modes, reducing auto congestion. Some of the mitigation measures that were anticipated have been approved, such as high capacity transit through ST3, or an updated Pedestrian Master Plan. Categories of mitigation are summarized below and addressed in greater detail in Draft EIS Section 3.6.3:

- **Advancing Pedestrian and Bicycle System:** Projects listed in various plans and documents including the Pedestrian Master Plan (PMP) and Bicycle Master Plan (BMP) should be considered to address growth in pedestrian and bicycle impacts.
- **Supporting Transit:** With the recently approved ST3 High Capacity Transit package that includes the Ballard to downtown Light Rail line serving Uptown, people using transit to travel within and to Uptown could increase substantially and will help reduce dependence on Single Occupant Vehicles. Additionally, the Seattle Transit Master Plan (TMP), and King County Metro Long Range Transit Plan (Metro Connects) identify numerous RapidRide and priority bus corridors to improve transit speed and reliability.
- **Parking strategy:** The EIS analysis presents a programmatic analysis of parking conditions, as well as presents a comprehensive parking strategy and implementation plan for the Uptown neighborhood and Seattle Center. Specific parking mitigation measures are being addressed in the Seattle Center/ Uptown Strategic Parking Study issued in 2017. The study includes recommendations to meet parking needs, strategies to manage existing and future parking, as well as how to balance the parking and other modal needs of the neighborhood. For example, the study notes that with evening events larger than 12,000 attendees and without replacement of the Mercer St. Garage there would be parking impacts and additional parking outside the Uptown neighborhood would occur. Replacing the Mercer St. Garage with approximately 600 spaces provides conditions similar to those experienced today in Uptown.
- **Concurrency:** The Washington State Growth Management Act (GMA) and approved Seattle Directors Rule 5-2009 regulate development to be concurrent (account for transportation to accommodate growth) as a condition of approval.
- **Commute Trip Reduction (CTR) Act:** The Commute Trip Reduction Act requires employers with over 100 employees commuting between 6 and 9am to meet specific reduction targets for employees driving alone. The City of Seattle offers

programs and support through its partner Commute Seattle to support employers in reaching these targets.

- **Emerging real-time applications:** Real-time information is expanding to new applications, such as e-park, and these applications may impact travel behavior and improve system effectiveness.
- **Shared uses:** Shared use mobility includes vehicles (car2go, ReachNow, and Zipcar), bikes (Pronto through March 2017 and other future programs) and Transportation Network Companies (TNCs). These shared uses provide greater flexibility for travelers and provide additional travel options.
- **Parking regulations:** Changing parking regulations can help to maximize space used for parking including implementing shared parking strategies, and real-time parking occupancy in public and private spaces.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

No significant unavoidable adverse impacts are anticipated. All future Action Alternatives will increase the number of drive alone vehicles and, as a consequence, increase vehicle miles travelled (VMT). A discussion of increased VMT is provided in the Air Quality analysis. Additionally, increased drive alone trips would likely result in increased number of private vehicles and as a result increased the demand for parking. However, the threshold of significance is based on the percentage change from Alternative 1 screenline results. Action Alternatives will result in some minor increase in vehicular trips and vehicle miles of travel on the network; however, screenlines will operate with adequate capacity and corridors will operate similar for all action cases. Adequate parking capacity exists to accommodate future anticipated demand for all alternatives.

3.7 GREENHOUSE GAS EMISSIONS

IMPACTS OF THE PREFERRED ALTERNATIVE

Quantitative GHG Emissions

The Preferred Alternative would have building heights and densities that are primarily a mix of those identified for Alternative 1, Alternative 2, and Alternative 3, with some areas retaining current zoning heights (same as Alternative 1). Twenty-year growth considered in the GHG analysis would be similar to Alternative 2. Consequently, the Preferred Alternative would have a net increase in operational GHG emissions of about 428 metric tons (MT) of carbon dioxide equivalents (CO₂e) per year compared to Alternative 1. While this increase is below the 10,000 MTCO₂e mandatory reporting threshold for the state of Washington, the Preferred Alternative would result in an increase in GHG emissions that would be considered a moderate adverse impact and mitigation measures are warranted.

Consistency with Comprehensive Plan and CAP Policies

The Preferred Alternative would provide different types of redevelopment incentives that would encourage concentration of growth focused within the Uptown Urban Center. The Preferred Alternative would support efficient growth patterns, consistent with regional planning as well as the long-term planning goals of the City's Comprehensive Plan and 2013 CAP, which are expected to assist in controlling GHG emissions. The Preferred Alternative would help Seattle achieve its goals for accommodating residential growth in areas that are well served by transit and within walking distance to a broad range of services and employment opportunities.

To the extent that the Preferred Alternative attracts growth that would otherwise occur outside of Seattle, it would result in an increase in total vehicle miles travelled (VMT) within the city, making it more difficult to achieve City goals for a net reduction in citywide VMT over time. On a regionwide basis, however, the Preferred Alternative would be anticipated to result in a reduction in overall VMT, and increased use of public transit and non-motorized forms

of transportation as compared to similar growth accommodations in a more peripheral location.

The Preferred Alternative would result in a more modest increase in total non-vehicular GHG emissions generated from the Uptown area as compared to Alternative 3. As described for Alternatives 2 and 3, newer, multi-unit buildings common to high density development have lower natural gas demand than that of single family housing and many older multi-unit buildings. Consequently, per capita GHG emissions would be reduced with this increased intensity of development.

Compared to Alternative 1, redevelopment incentives under the Preferred Alternative would go further in helping to achieve the City's vision for "Complete Communities." The Preferred Alternative supports citywide reduction goals established for VMT, commercial building energy use, and residential building energy use. Therefore, based on redevelopment incentives and by virtue of location and nature, the Preferred Alternative would be consistent with the City's emissions reduction goals and applicable policy-driven actions, as defined in the 2013 CAP.

MITIGATION MEASURES

The Preferred Alternative would support citywide goals and policies included in the Seattle Comprehensive Plan and 2013 CAP, but would contribute to increased GHG emissions through future growth and development in the Uptown Urban Center. Therefore, mitigation measures implementing GHG reduction measures of the City's Climate Action Plan are warranted to maintain consistency with the long-term GHG reductions goals of the Comprehensive Plan and the 2013 CAP. The mitigation identified in Draft EIS Section 3.7.3 is adequate to mitigate potential impacts to the Preferred Alternative. No new mitigation is proposed.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

No significant unavoidable adverse impacts related to greenhouse gas emissions are anticipated from the Preferred Alternative. Moderate impacts are expected since the Preferred Alternative would have increased GHG emissions compared to the No Action Alternative. With identified mitigation, the Preferred Alternative would be consistent with GHG reduction and climate change planning in the City of Seattle, reducing the severity of the

identified moderate adverse impact. While the residual impact would still be a net increase in GHG emissions generated from growth and development in the Uptown area, the citywide benefit of capturing development that might otherwise occur in peripheral areas of the city or region would serve to offset these impacts.

3.8 OPEN SPACE AND RECREATION

GUIDELINES FOR PARKS AND OPEN SPACE

The Seattle 2035 Comprehensive Plan was signed into law by Mayor Murray in October 2016, after publication of the Draft EIS. The plan does not carry forward the open space and recreation goals that were in the prior comprehensive plan, but rather refers to Seattle Parks and Recreation (SPR) standards. Policy P1.2 in the Parks and Open Space Element of the Seattle 2035 Comprehensive Plan calls for providing parks and open spaces consistent with the priorities and level of service standards in SPR's Development Plan. The Parks and Open Space Element also includes language recognizing that there are not many opportunities to acquire new land for open spaces because Seattle is already very developed, and that meeting demand for open space and recreation services as the city grows will require new strategies (pg. 138).

SPR is in the process of updating its Development Plan, which was last adopted in 2011. As part of this process, SPR is evaluating its open space and recreation goals and is considering updating its facility distribution guidelines (Conner, 2016).

Current Distribution Guidelines for Parks and Open Space

The 2011 SPR Development Plan establishes distribution guidelines for open space and parks (pages 18-26). These distribution guidelines are aspirational in nature. Most of the guidelines are citywide. The guidelines that are specific to Urban Centers are summarized below and apply to the Uptown study area. The 2011 SPR Development Plan provides both "desirable" and "acceptable" categories for these guidelines. The term "desirable" refers to the long-term ideal distribution of parks (page 18). The growth planned under the Preferred Alternative is expected to take place

over a twenty-year period, and for this reason the Final EIS assesses impacts to open space and recreation resources using the desirable distribution guidelines.

Urban Center Guidelines

- Neighborhood Park or Usable Open Space⁵
 - » One acre per 1,000 households
 - » One-quarter acre within an eighth of a mile of all locations in the Urban Village
- Community Centers
 - » Each Urban Center of the City is served by a community center

Distribution Guidelines Performance

Exhibit 3.8-1 shows the City's performance in meeting the Urban Center distribution guidelines. The first guideline for neighborhood park or usable open space is population based, and Exhibit 3.8-1 shows the target amount of acreage needed under current conditions and under each alternative to meet the guideline. According to the SPR 2011 Gap Report Update, the Seattle Center has 20 acres of Usable Open Space, and Counterbalance Park has 0.3 acres. The definition of Usable Open Space in the report is generally consistent with the definition of Neighborhood Park or Usable Open Space in the SPR Development Plan. These two facilities provide a total of 20.3 acres of Usable Open Space within the study area, which significantly exceeds the Uptown targets for this guideline.

The second guideline for neighborhood park or usable open space is distribution based and is the same under current conditions and all alternatives. SPR's 2011 Gap Report Update includes a map showing areas in the city within an eighth of a mile of open spaces that are classified as Usable Open Space. Exhibit 3.8.3 in the Draft EIS provides a version of this map modified to focus on the study area. The largest gap in coverage is in the western portion of the study area. There is also a gap in the northeast corner, and a small

⁵ The 2011 SPR Development Plan defines Neighborhood Park or Usable Open Space for Urban Villages as "publicly owned or dedicated open space that is easily accessible and intended to serve the immediate Urban Village. This encompasses various types of open space for passive enjoyment as well as activity and includes green areas and hard-surfaced urban plazas, street parks, and pocket parks. Dedicated open spaces should be at least 10,000 square feet in size."

Exhibit 3.8-1 SPR Development Plan Distribution Guidelines for Urban Centers and Performance for Uptown

Category	SPR Development Plan Guidelines	Uptown Target	Existing Resources	Status
Neighborhood Park or Usable Open Space	1 acre per 1,000 households	2016: 6.8 acres Alt 1: 9.9 acres Alt 2: 10.2 acres Alt 3: 10.6 acres Preferred Alt: 10.2 acres	20.3 acres	Guideline met
Neighborhood Park or Usable Open Space	1/4 acre within 1/8 mile of all locations	1/4 acre within 1/8 mile of all locations	See Draft EIS Exhibit 3.8.3	Guideline not met
Community Centers	1 community center	1 facility	None	Guideline not met

Source: City of Seattle, 3 Square Blocks, 2016

gap in the southeast corner. These gaps could be filled by future open space development, but SPR currently has no plans to do so. Uptown is a challenging area in which to acquire land, due to a lack of vacant land and high land acquisition costs (Conner, 2016).

The guideline for community centers calls for one facility in each Urban Center. This guideline is the same under current conditions and under all alternatives. As described in Chapter 4 of the Final EIS, the Uptown study area does not currently have any community centers and is not meeting this guideline.

IMPACTS OF THE PREFERRED ALTERNATIVE

Under the Preferred Alternative, population density and average building heights are expected to increase in various amounts and locations in the study area, construction and redevelopment is expected to occur, and transportation improvements are planned.

As discussed in the prior section, based on existing conditions and the City's currently adopted distribution guidelines, the City should strive to fill the gaps in neighborhood park or usable open spaces shown in Draft EIS Exhibit 3.8.3 and to provide a community center in the Uptown study area. The City's distribution guidelines are aspirational in nature and failure to achieve them does not constitute a deficiency in service. These guidelines may also change in the near future when SPR completes the update to their Development Plan.

Under the Preferred Alternative, the Uptown study area population would increase by 49 percent and employment by 19 percent. Greater demand for open space and recreation services could

occur compared to Alternative 1, and less than compared to Alternative 3. The demand for open space and recreation services would be similar under Alternative 2, which has the same population and job growth estimates as the Preferred Alternative. Under the Preferred Alternative, more people could be impacted by the gaps in Usable Open Space and by the lack of a community center than under Alternative 1, less people than under Alternative 3, and a similar number of people under Alternative 2.

The Preferred Alternative includes moderate and graduated increases in allowed building heights. Slightly more shading could occur compared to Alternative 1, and different variations in shading could occur compared to Alternative 2 and Alternative 3. As discussed under Impacts Common to All Alternatives in Section 3.8.2 of the Draft EIS, the City's municipal code includes provisions to protect parks from shade impacts. See Section 3.4 of this Final EIS for additional discussion of shade impacts of the Preferred Alternative.

As discussed in Section 3.8.2 of the Draft EIS, construction activities can result in temporary impacts to parks and open spaces such as reduced access due to sidewalk and street closures and increased noise levels. These would be short-term localized impacts and are not considered significant impacts for the purposes of this analysis.

As discussed in Chapter 2 of this Final EIS, the landscape and streetscape improvements and higher density urban form proposed under the Preferred Alternative, as well as Alternative 2 and Alternative 3, could support greater implementation of recommendations in the draft Uptown UDF to expand the open space network through street and building design. Such improvements could contribute to a more natural and pedestrian/bicycle-friendly character for the study area and could help to mitigate growth in demand for open space and recreation services.

MITIGATION MEASURES

No significant impacts are anticipated for open space and recreation services. Mitigating measures identified in the Draft EIS could be taken to enhance open space and recreation services.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

The Preferred Alternative is not expected to result in significant unavoidable adverse impacts.

3.9 PUBLIC SERVICES

FIRE PROTECTION

Impacts of the Preferred Alternative

Impacts of the Preferred Alternative would be as described under Impacts Common to All Alternatives in Section 3.9.1 of the Draft EIS, with the corrections shown in Chapter 4 of this Final EIS regarding impacts related to the transportation network. Under the Preferred Alternative, growth in residential and worker populations would be slightly higher compared to Alternative 1, similar to Alternative 2, and slightly lower compared to Alternative 3. As such, there could be a slightly greater increase in demand for fire services under the Preferred Alternative than under Alternative 1, and slightly lower than under Alternative 3.

Mitigation Measures

Mitigating measures identified in the Draft EIS and Section 1.6 of this Final EIS would be adequate to address potential impacts of the Preferred Alternative.

Significant Unavoidable Adverse Impacts

The Preferred Alternative is not expected to result in significant unavoidable adverse impacts.

LAW ENFORCEMENT

Impacts of the Preferred Alternative

Impacts of the Preferred Alternative would be as described under Impacts Common to All Alternatives in Section 3.9.2 of the Draft EIS, with the corrections shown in Chapter 4 of this Final EIS regarding impacts related to the transportation network. The Preferred Alternative would increase population in the study area by 49 percent and employment by 19 percent. Greater increases in demand for police services could result compared to Alternative 1, and less than compared to Alternative 3. The demand for police services would be similar under Alternative 2, which has the same population and job growth estimates as the Preferred Alternative.

Mitigation Measures

Mitigating measures identified in the Draft EIS and Section 1.6 of the Final EIS would be adequate to address potential impacts of the Preferred Alternative.

Significant Unavoidable Adverse Impacts

The Preferred Alternative is not expected to result in significant unavoidable adverse impacts.

SCHOOLS

Impacts of the Preferred Alternative

Impacts of the Preferred Alternative would be as described under Impacts Common to All Alternatives in Section 3.9.3 of the Draft EIS. The Preferred Alternative would increase population in the study area by 49 percent. Greater demand for school services may occur compared to Alternative 1, and less than compared to Alternative 3. The demand for school services would be similar under Alternative 2, which has the same population growth estimates as the Preferred Alternative.

Mitigation Measures

Mitigating measures identified in the Draft EIS would be adequate to address potential impacts of the Preferred Alternative.

Significant Unavoidable Adverse Impacts

The Preferred Alternative is not expected to result in significant unavoidable adverse impacts.

3.10 UTILITIES

WASTEWATER

Impacts of the Preferred Alternative

Under the Preferred Alternative, overall wastewater demand in the Uptown area would be similar at the 20-year growth estimate level as Alternative 2, less than Alternative 3, and greater than under Alternative 1. Increased growth would increase demand for wastewater services in all areas where height increases would occur, with comparatively more demand in areas experiencing more intense levels of redevelopment. Localized impacts in the northwestern Urban Center and along Elliott Avenue W, would be similar to Alternative 2 (see Section 3.1 and 3.4 and Appendix D). West of Seattle Center, and moving north to south, impacts would be similar to Alternative 2, and the same as or reduced along Mercer Street north of Seattle Center and Aurora Avenue N and toward Valley Street and Taylor Avenue N. In the Uptown Triangle neighborhood district southeast of Seattle Center, localized impacts would be similar to Alternatives 2 and 3, where the greatest height limits and the greatest amount of growth would occur.

Although there would be a greater overall need for wastewater facility capacity with increased density, new development can reduce per-capita demand, as newer, low- or no-flow plumbing fixtures and equipment replaces older, less efficient, installations. This could help reduce overall impact. Further, existing programs, such as SPU's asset management framework and Capital Improvement Program (CIP), are in place to identify and implement projects to address system capacity issues and to incorporate improvements and repairs in association with major redevelopment and projects.

In areas of combined sewers, impacts from water consumption and runoff would be cumulative (see Draft EIS Section 3.10.2, Stormwater). As individual sites redevelop, current Seattle Stormwater Code standards would help control peak rates of stormwater through the local combined sewer systems and reduce the risk of combined sewer overflows.

The Preferred Alternative is not expected to result in any new impacts beyond those described under Alternatives 2 and 3.

Mitigation Measures

The mitigation identified in Draft EIS Section 3.10.1 is adequate to mitigate potential impacts to the Preferred Alternative. No new mitigation is proposed.

Significant Unavoidable Adverse Impacts

The Preferred Alternative is not expected to result in significant unavoidable adverse impacts beyond those described in the Draft EIS Section 3.10.1.

STORMWATER

Impacts of the Preferred Alternative

Under the Preferred Alternative, it is anticipated that the amount of surface area covered by roofs would increase over existing conditions as redevelopable sites are developed with new larger developments and additional impervious area. Twenty-year level estimates would be similar to Alternative 2 and have a similar level of redevelopment and change in impervious area. Over the long-term, based on development capacity, the anticipated increase in impervious area would be less than the anticipated increase in impervious area described under Alternatives 2 and 3.

As described in the Draft EIS, with implementation of on-site stormwater management and flow control requirements under the 2016 Stormwater Code, anticipated redevelopment is not expected to result in impacts to the drainage system or to increase the stormwater contribution to the combined sewer system within the Uptown area. Parcel-based projects are subject to minimum requirements for on-site stormwater management (SMC, Section 22.805.070), flow control (SMC, Section 22.805.080) and water quality treatment (SMC, Section 22.805.090), when applicable. In addition, projects discharging to a capacity-constrained system are required to meet the peak control standard.

In localized areas such as the Triangle neighborhood district where the greatest height increases could occur, redevelopment would likely affect more sites with existing uncontrolled runoff than areas where current heights would be retained or only moderate height increases could occur. As a result, redevelopment in those areas would further reduce adverse impacts that would otherwise occur

under existing conditions. In localized areas where current heights would be retained, less redevelopment would be anticipated and minimal reduction in existing adverse impacts related to stormwater flows would occur.

The 2016 Stormwater Code also supports incentives for retrofitting existing development, such as opportunities for property owners to reduce their drainage rate if they install flow control and/or treatment facilities designed per the Code, which can include reducing impervious surfaces. Redevelopment that replaces existing impervious surface and provides flow control can reduce runoff rates even below current levels.

Under the Preferred Alternative, implementation of on-site stormwater management and continuation of retrofit incentives would continue to reduce adverse impacts on both the combined sewer system and the drainage system. No significant adverse location-specific impacting conditions are identified in this review.

Mitigation Measures

The mitigation identified in Draft EIS Section 3.10.2 is adequate to mitigate potential impacts to the Preferred Alternative. No new mitigation is proposed.

Significant Unavoidable Adverse Impacts

The Preferred Alternative is not expected to result in significant unavoidable adverse impacts beyond those described in the Draft EIS Section 3.10.2.

WATER SUPPLY

Impacts of the Preferred Alternative

Under the Preferred Alternative, overall water demand and fire flow demand in the Uptown area would be similar to the anticipated demand described under Alternative 2, less than Alternative 3, and greater than Alternative 1. Increased development intensity would increase water supply demand in all areas where height increases would occur, with comparatively more demand in areas experiencing more intense levels of redevelopment. Increased demand would be greatest in neighborhood districts anticipated to experience the most growth (e.g., Uptown Triangle and Mercer/Roy

Corridor). Redevelopments may reduce per-capita water demand when newer, low- or no-flow plumbing fixtures and equipment replaces older, less efficient, installations, but overall demands on the water supply and distribution system would still increase.

All new development would be required to meet water availability and fire code requirements. Developer-required water improvements would likely not differ substantially from those described for Alternatives 2 and 3. Existing water mains are likely to have the size and capacity for most developments that could occur, though some capacity upgrades could be required (Kelleher, 2016). For example, new developments and redevelopments must meet the current fire code and any new services are connected to adjacent water mains. Water supply requirements for fire flow can be much greater than the average daily usage for single buildings. Fire suppression is currently adequate within the Uptown area, but additional demand on the system could prevent water mains from producing adequate fire suppression in the future. If new development requires a higher level of fire suppression, these pipes may need to be upsized. All of the Uptown area has water pressure of at least 30 psi during normal and peak operations. If new development causes pressure to fall below SPU's regulatory required minimum pressure of 20 psi, upgrades may be needed.

As described in Impacts Common to All Alternatives in the Draft EIS, once the rezoning has been adopted for Uptown, SPU would need to update their hydraulic model in congruence with their Water System Plan to determine exact upsizing and necessary improvements required to serve the forecasted population and land use. While some capacity upgrades would likely be required under the Preferred Alternative, no major new projects or initiatives to accommodate redevelopment are anticipated. As a result, no significant adverse impacts have been identified.

Mitigation Measures

The mitigation identified in Draft EIS Section 3.10.3 is adequate to mitigate potential impacts to the Preferred Alternative. No new mitigation is proposed.

Significant Unavoidable Adverse Impacts

The Preferred Alternative is not expected to result in significant unavoidable adverse impacts beyond those described in the Draft EIS Section 3.10.3.

ELECTRIC POWER

Impacts of the Preferred Alternative

Under the Preferred Alternative, electric power demand in the Uptown area would be similar to the anticipated demand described under Alternative 2, less than Alternative 3, but greater than Alternative 1. Increased development intensity would increase overall electrical demand and need for local distribution system improvements.

As described in the Draft EIS, Seattle City Light (SCL) is constructing a new electrical substation (Denny Substation) and an underground distribution network (Denny Network) that is anticipated to free up capacity at the Broad Street Substation serving Uptown, providing more system flexibility to accommodate current and future growth in the Uptown area.

Local distribution system improvements or reconfigurations to meet future growth needs could be required under the Preferred Alternative. Specific improvements would be addressed on a project by project basis. Increased demand and need for distribution improvements would be highest in neighborhood districts anticipated to experience the most growth (e.g., Uptown Triangle and Mercer/Roy Corridor). Impacts would likely not differ substantially from those described for Alternatives 2 and 3.

Mitigation Measures

The mitigation identified in Draft EIS Section 3.10.4 is adequate to mitigate potential impacts to the Preferred Alternative. No new mitigation is proposed.

Significant Unavoidable Adverse Impacts

The Preferred Alternative is not expected to result in significant unavoidable adverse impacts beyond those described in the Draft EIS Section 3.10.4.

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CHAPTER FOUR / Revisions and Clarifications

4.1 OVERVIEW

This section includes clarifications or revisions to the Draft EIS based on responses to comments presented in Chapter 5 of this Final EIS, or City staff or EIS author review of Draft EIS information. The clarifications and revisions are organized in the same order as the Draft EIS sections and by page numbers. Text that has been inserted or deleted since the Draft EIS is shown in underline or ~~cross-out~~ format. The clarifications or corrections provide additional information or analysis but do not alter fundamental conclusions of the Draft EIS.

4.2 LAND USE RELATED UPDATES

Based on EIS author review, some adjustments to housing and job capacities are addressed below. The amended analysis does not alter fundamental conclusions of the Draft EIS regarding significant impacts, and the relative effects of each Draft EIS alternative remain consistent. Alternative 1 No Action continues to retain current plans and have the lowest allowed heights and lowest growth estimate studied and the least capacity for growth, Alternative 3 High-Rise would have the greatest range of heights, and the highest studied growth estimate and capacity for growth. Alternative 2 Mid-Rise would be in the range of heights and growth assumptions and capacity.

HOUSING CAPACITY ADJUSTMENTS

The estimate of housing capacity is based on application of zone height and bulk [floor area ratio (FAR)] standards on redevelopable properties. Capacity estimates for Draft EIS alternatives were developed with heights appropriate to the alternatives. FAR assumptions were those of the SM zones. While SM zone assumptions were appropriate for Alternative 2 Mid-Rise and Alternative 3 High-Rise, the Alternative 1 No Action FAR should have been based on the various zones in place currently (LR3, MR, NC, C1, C2). Correcting the Alternative 1 No Action FAR results in less building space for housing. As a result, the Alternative 1 No Action growth estimates for the 2015-2035 period consistent with Comprehensive Plan and the full buildout growth capacity were reduced. The corrections shown in this Chapter 4 do not alter the conclusions that Alternative 1 No Action has more than sufficient dwelling capacity to meet Comprehensive Plan growth estimates for 2015-2035, and has the least full buildout capacity of the studied alternatives.

To better represent the likely building space needed to contain dwelling units at the No Action Comprehensive Plan growth estimate level, one more building was added to the aesthetics model. It does not change the conclusion that at lower heights and FAR, Alternative 1-No Action would have a need for more sites to redevelop to achieve growth estimates than Alternative 2 Mid-Rise and Alternative 3 High-Rise. The additional building space is in the range of what was modeled in the full buildout scenario. The adjusted aesthetics images are included in Section 3.4 of this Final EIS.

JOB CAPACITY ADJUSTMENTS

In preparing the Final EIS, authors found a copy/paste error applying some housing information instead of job information in Section 3.1 of the Draft EIS. Reviewing the capacity estimates for jobs to correct the information, it was found that the broader method of estimating existing jobs on redevelopment sites was likely overstating them. EIS authors considered adjusting current job estimates and/or adding more sites to the Comprehensive Plan growth estimate aesthetics model (moving from a full buildout scenario to the Comprehensive Plan growth estimate scenario) in order to fairly represent the building space needed to

accommodate growth estimates at a planning level. A description of the adjustments made for greater accuracy are described below.

Adjustments to Current Job Estimates

The evaluation of growth in the Draft EIS is based on an areawide and planning-level analysis of current land uses, housing and job growth, and potential redevelopment that could occur under the alternatives at a Comprehensive Plan 20-year growth estimate level and full buildout level.

Information about current jobs is available at the aggregate neighborhood level from the Employment Security Department and not at a parcel level. Using King County estimates of building space on redevelopable parcels, the Draft EIS divided the building space by a single employee rate that is suited for zone-wide or areawide application (e.g. 250 square feet per employee), but is less suited for considering current parcel level conditions (e.g. individual redevelopable parcels that may have retail, office, civic, hotel, industrial or other purposes).

This Final EIS refines the estimate of current jobs by applying a range of employment rates to current employment building spaces. The finer grained employee rates are based on Seattle and Puget Sound information (generally 250 s.f. to 1,800 s.f. depending on the use)¹, along with additional review of parcel and business data available at websites, and contacts with businesses. The results show that there is less existing employment on redevelopable sites than originally estimated. Total future development capacity is similar to that of the Draft EIS Alternatives; with lesser existing jobs, the net capacity is increased and further accommodates

¹ Pflum, Erin Kapena. 2004. *Employment Density in the Puget Sound Region*. Available at: http://evans.washington.edu/research/psclinic/pdf/03-04dp/employment_density_KP.pdf. Applied in East Link Project Draft EIS, December 2008, and Federal Way Link Extension Final Environmental Impact Statement, November 2016.

Though space per existing employee may be similar to the studied range, it is projected that an average 250 s.f. per employee is an adequate number in the future, since several types of jobs are seeing a reduction in space per employee, particularly office, which is trending below 250 SF per employee. See: "Trends in Square Feet per Office Employee." Available: <http://www.naiop.org/en/Magazine/2015/Spring-2015/Business-Trends/Trends-in-Square-Feet-per-Office-Employee.aspx>.

the Comprehensive Plan growth estimate or alternative growth estimate scenarios and relocation of displaced jobs. All alternatives would be able to achieve both new growth and space to relocate existing jobs, and overall Draft EIS conclusions are maintained.

Adjustments to Aesthetics Model

Under Alternative 1 No Action, a commercial building was added to the Comprehensive Plan growth estimate level, and another building was forecast for commercial purposes rather than mixed uses. The additional building space was studied in the full buildout condition. It does not change the conclusion that at lower heights and FAR, Alternative 1-No Action would have a need for more sites to redevelop to achieve growth estimates than Alternative 2 Mid-Rise and Alternative 3 High-Rise. The adjusted aesthetics images are included in Chapter 3 of this Final EIS.

Results of the refinements are identified by Draft EIS page number below.

4.3 REVISIONS BY CHAPTER

REVISIONS TO CHAPTER 1

Section 1.4 Proposed Action, Alternatives, and Objectives

Page 1.4, Related Objectives, amend bullet as follows:

- Alternative response: an objective about the range of uses could be modified "Create a residential, commercial, and cultural center with a mix of uses..."

Page 1.6, based on EIS Author review, amend Exhibit 1-1 Alternative Height Proposals to indicate that in the far northeast corner, the height range is 40-85 feet instead of just 85 feet. No change is needed to the Aesthetics model which was accurate in that location.

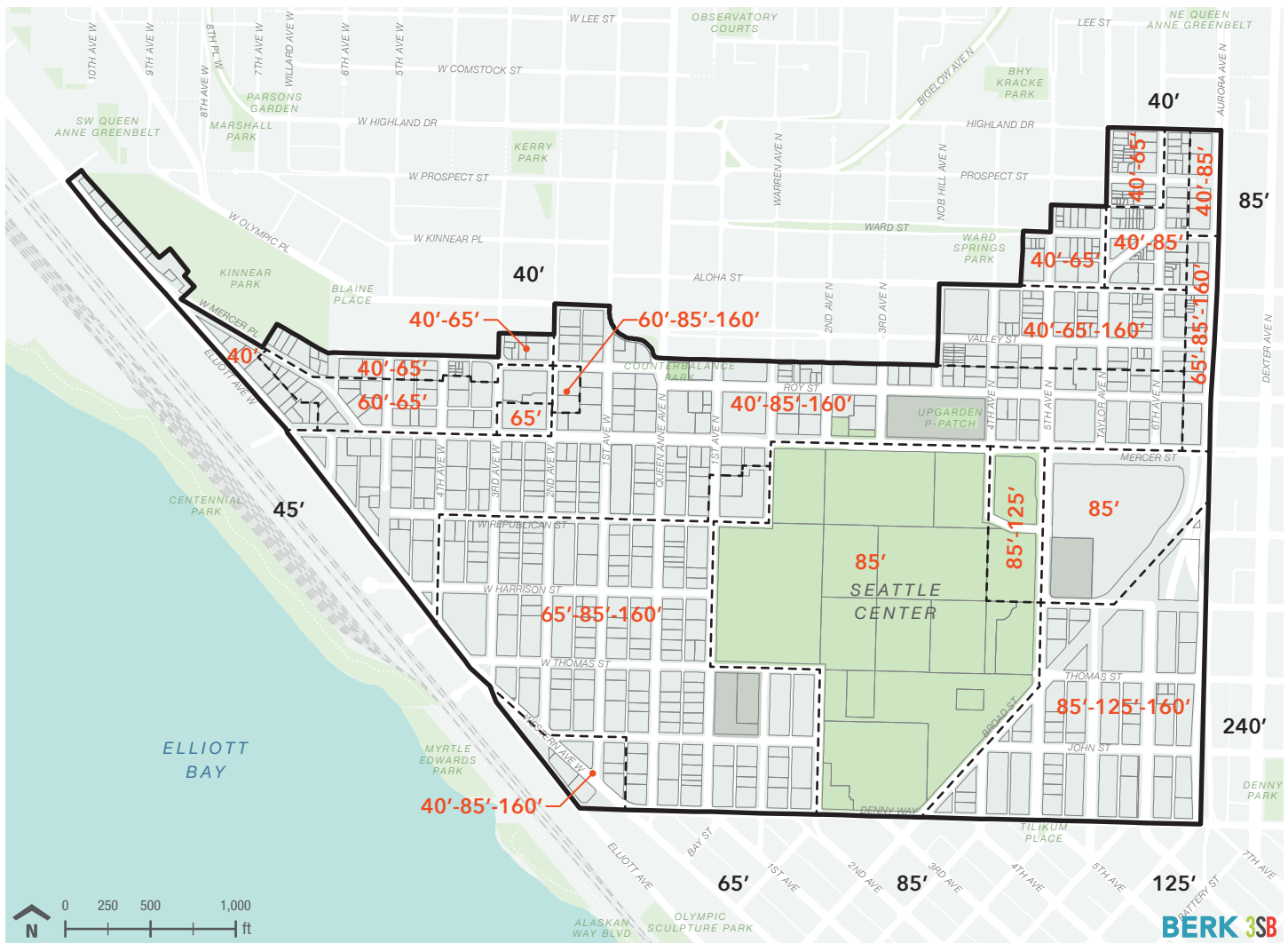


Exhibit 1-1 Alternative Height Proposals

Note: Height maximums in feet are presented from left to right: Alternative 1, Alternative 2, and Alternative 3. Where one number is presented, that height applies to all alternatives. Where two numbers are presented, Alternative 1 is represented by the left-most number and Alternatives 2 and 3 by the right-most number.

- Uptown Urban Center Boundary
- Open Space and Recreation
- Seattle Center Management Area (Non Open Space and Recreation)

Alternative Heights

- Alternative Height Proposals

XX-XX-XX Zoning Heights to be Evaluated

XX Existing Adjacent Zoning

Rezones to Seattle Mixed Zoning subject to affordable housing requirements and other public benefit requirements.

Source: City of Seattle, 2016 and 2017

Page 1.7, amend Exhibit 1-2 to address Land Use Related Updates as described in Section 4.2:

Exhibit 1-2 Alternative Households and Jobs: Current and Future 2035

	Current	No Action		Mid-Rise		High-Rise	
		Net Target Growth Estimate	Net Full Buildout Capacity	Target Net Growth Estimate Scenario Growth	Net Full Buildout Capacity	Target Net Growth Estimate Scenario Growth	Net Full Buildout Capacity
Households	6,855	3,000	8,593 10,186	3,370	14,773	3,745	17,342
Jobs	14,592	2,500	4,906 2,670	2,800	5,374 3,554	3,125	5,654 3,834

Notes: Redevelopable properties are based on current zoning. Based on height proposals applied to redevelopable properties, Alternative 1 has the least capacity and Alternative 3 the most. If zoning is amended there may be additional properties considered redevelopable using the 25 percent floor area ratio (FAR) criteria. Given proposed height ranges if additional redevelopable properties are identified, it is anticipated the relative difference among alternatives would be similar.

Sources: City of Seattle, PSRC, Hewitt, BERK, 2016

Section 1.6 Summary of Impact and Mitigation Measures

Page 1.15, amend as follows:

Under **Alternative 2 Mid-Rise** allowed heights would range from six to 12 stories, or 65 to 125 feet with most of the area allowed to grow to 85 feet; the greatest intensity would occur in the Uptown Triangle near one of the two transit centers. Alternative 2 supports the implementation of the Uptown UDF vision that would increase opportunities for market rate and affordable housing, jobs, cultural spaces, and arts activities as well as the future transportation improvements bringing light rail and more non-motorized connections to the Urban Center. Alternative 2 Mid-Rise would increase the bulk and scale of development over Alternative 1 No Action due to increases in height and intensity. Compatibility conflicts could occur within the Uptown Urban Center as a result of changes in land use and changes related to increased intensity, bulk, scale, and height of new development; two particular areas where there is potential for conflicts are the areas adjacent to the Uptown Park North and to the Mercer/Roy corridor.

Page 1.18, revise bullet as follows:

- The Neighborhood Planning Element–Queen Anne Neighborhood and proposed zoning designations should be reviewed to ensure that internal references in the Neighborhood Planning Element are consistent with updated zoning designations.
- ~~Existing Queen Anne Neighborhood Planning Element policies applicable to the Uptown Urban Center should be reviewed to identify whether references to zoning designations should be updated to reflect changes proposed in the Action Alternatives.~~

Page 1.37, What impacts did we identify?, amend as follows:

Under the Comprehensive Plan that was effective when the Draft EIS was published in July 2016, t~~The City's aspirational goals for distribution of open space and recreation facilities, for the number of community centers per Urban Center, and for the number of community gardens per capita are currently~~were not being met and ~~have been~~were addressed through proposed language in the Executive's Seattle 2035 proposal. Under all alternatives, more people would ~~be~~have been impacted by the service area gaps, ~~the lack of a community center,~~ and the number of community gardens per capita could ~~have~~ decreased depending on actual redevelopment. The City's open space and recreational goals under the former Comprehensive Plan were aspirational in nature and failure to achieve them ~~does~~ did not constitute a deficiency in service; ~~they will be replaced by the proposed Parks and Open Space Element that recognizes that there are not many opportunities to acquire new land for open spaces because Seattle is already very developed and offers new strategies. See Section 3.8 of the Final EIS for discussion of the guidelines for open space and recreation facilities under the 2035 Comprehensive Plan, which was adopted in October of 2016.~~

Page 1.37, amend photo caption as follows:

Kinnear Lower Kerry Park, Courtesy of Seattle Parks & Recreation

Page 1.39, What Are Some Solutions or Mitigation for the Impacts, amend bullets as follows:

- All potential new development in the study area would be constructed in compliance with the City of Seattle Fire Code.
- All potential new street improvements in the study area would be constructed in compliance with the Seattle Right of Way Improvement Manual, as well as Seattle Fire Code Section 503 and Appendix D.
- ~~The Seattle Department of Construction & Inspections provides the Seattle Fire Department with the opportunity to~~ is responsible for reviewing plans for building construction and street improvements.
- The Fire Department can move traffic out of the way and quickly respond to emergencies through use of sirens and lights.
- Ongoing City operational and capital facilities planning efforts are anticipated to address incremental increases and other changes in demand for fire services.
- A portion of the tax revenue generated from potential redevelopment in the study area would accrue to the City of Seattle and could be used to help fund fire services.

Page 1.41, What Are Some Solutions or Mitigation for the Impacts, add the following new bullet:

- The Department is able to respond to emergencies through their ability to move traffic out of the way using sirens and lights.

REVISIONS TO CHAPTER 2

Page 2.5, Proposal Objectives, amend selected bullet as follows:

- Alternative response: an objective about the range of uses could be modified "Create a residential, commercial, and cultural center with a mix of uses..."

Page 2.7, Exhibit 2-3 Future Land Use Map, 2015, correct legend title:

~~Current~~ Future Land Uses

Page 2.9, amend Exhibit 2-5 Alternative Height Proposals to indicate that in the far northeast corner, the height range is 40-85 feet instead of just 85 feet (see revised map on page 4.5 above). No change is needed to the Aesthetics model which was accurate in that location.

Page 2.13, amend Exhibit 2-8 by the update of land use per Section 4.2 and the addition of an explanatory note about the capacity method under the table:

Exhibit 2-8 Household and Job Growth, by Alternative, 2015-2035

	Current	No Action			Mid-Rise			High-Rise		
		Target New Units: Growth Estimate	Percent Increase	Net Full Buildout Capacity	New Units: Growth Estimate Scenario	Percent Increase	Net Full Buildout Capacity	New Units: Growth Estimate Scenario	Percent Increase	Net Full Buildout Capacity
Households	6,855	3,000	44%	<u>8,593</u> 10,186	3,370	49%	14,773	3,745	55%	17,342
Population	9,323	4,080	44%	<u>11,687</u> 13,852	4,583	49%	20,092	5,093	55%	23,586
Jobs	14,592	2,500	17%	<u>4,906</u> 2,670	2,800	19%	<u>5,374</u> 3,554	3,125	21%	<u>5,654</u> 3,834

Notes: Based on Seattle development capacity existing unit counts for 2015, there are 7,133 existing dwellings. Vacancy rate is 3.9 percent per Dupre and Scott, resulting in approximately 6,855 households. The average household size is 1.36. (US Census 2010; Housing Element appendix.) Jobs 2014-2014 Covered Employment Estimates (scaled to ESD totals) provided by PSRC.

Note: Redevelopable properties are based on current zoning. Based on height proposals applied to redevelopable properties, Alternative 1 has the least capacity and Alternative 3 the most. If zoning is amended there may be additional properties considered redevelopable using the 25 percent FAR criteria. Given proposed height ranges if additional redevelopable properties are identified, it is anticipated the relative difference among alternatives would be similar.

Note: Land capacity methods are described further in the Seattle 2035 Development Capacity Report, September 2014, available: http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2182731.pdf. More recent parcel data has been used for the purposes of this EIS. The development capacity for Alternative 1-No Action is an update of the 2014 information used for the Comprehensive Plan Update, reflects a few additional properties identified as redevelopable based on site tours by staff and consultants, and does not apply an average density or market factor, which the Comprehensive Plan Update analysis does. The capacity estimates are conservatively high, would likely occur later than the 20-year planning period, and unlikely to be fully achieved. Because growth could occur on any redevelopable property in the study area, to provide a conservative analysis of compatibility impacts, this EIS considers the full buildout growth for land use, housing, aesthetics and urban design, and historic and cultural resources.

Sources: City of Seattle, PSRC, Hewitt, BERK, 2016

Page 2.14, amend Exhibit 2-9 Potential Redevelopable Sites, by the addition of a note under the map:

Note: Land capacity methods are described further in the Seattle 2035 Development Capacity Report, September 2014, available: http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2182731.pdf. More recent parcel data has been used for the purposes of this EIS. See also notes under Exhibit 2-8.

Page 2.19, Full Buildout Analysis, amend to update land use estimates per Section 4.2:

Alternative 1 No Action tests the growth ~~target estimate~~ of 3,000 households and 2,500 jobs, and Alternatives 2 and 3 test 12 percent and 25 percent more than Alternative 1 for a sensitivity analysis. The ~~target~~ growth ~~estimate~~ is anticipated to be achieved in the 20-year planning period of 2015-2035. Each alternative has capacity for growth on redevelopable parcels that is greater than the ~~growth estimate or alternative target~~ or sensitivity level at ~~8,593 10,186~~ to 17,342 new households and ~~4,906 2,670~~ to ~~5,654 3,834~~ new jobs; see Exhibit 2-8 on page 2.13. See Exhibit 2-14 for a visualization of full buildout by alternative.

REVISIONS TO CHAPTER 3

Revisions to Section 3.1 Land Use

Page 3.10, revise first paragraph as follows:

To create attractive streetscapes and neighborhoods, with usable gathering and recreation spaces by residents, employees, and visitors, each zone has requirements for landscaping (green factor) and are subject to citywide and Uptown Neighborhood Design Guidelines and Design Review, and some design standards. Zones allowing residential or mixed uses require onsite open space. See Exhibit 3.1-7.

Page 3.10, add new subsection at bottom of page:

Adjacent to the Uptown Urban Center

To the north of the Uptown Urban Center in the Queen Anne neighborhood, there are blocks with existing multifamily residential buildings and a few scattered single family homes (Exhibit 3.1-2). The Queen Anne area bordering the northern Uptown Urban Center is planned for Multifamily Residential (Exhibit 3.1-3). Implementing zoning is LR 3 and MR. That current Queen Anne zoning abuts LR3, MR, and NC zoning roughly from west to east. Heights are generally allowed at 40 feet.

To the East lies South Lake Union has a current mix of commercial/ mixed use, industrial, and institutional uses. Future uses are planed with more intense Commercial/Mixed Use; implementing zones

and heights range from 85 to 240 feet facing the Uptown Triangle at SM-85 or C1-65.

Belltown to the south has commercial/mixed use buildings present currently, with more intense Commercial/Mixed Use planned. Implementing zones range with DMC 65-125 feet facing SM85 or NC 65 or 85 within Uptown.

Ballard Interbay Northend on the west has commercial/mixed use buildings as of 2016, but is planned for Industrial uses in the future. Present zoning is Industrial-Commercial-45, facing C2-40 zones in Uptown.

Page 3.16, amend Exhibit 3.1-12, to update land use estimates per Section 4.2:

Exhibit 3.1-12 Study Area Employment–Target Growth Estimate and Potential Jobs Displaced

	No Action	Mid-Rise	High-Rise
Gross Total Jobs Provided	2,876 3,145	3,082 3,737	3,422 3,932
Estimated Existing Jobs to be Displaced	376 741	282 549	297 580
<i>Estimated Net New Jobs</i>	2,500	2,800	3,125

Source: Hewitt Architecture, BERK Consulting, and City of Seattle, 2016

Page 3.16, add new paragraph at the end Land Use Patterns under Impacts of Alternative 1 No Action:

At the growth estimate scenario, due to lesser heights, more properties would need to redevelop under Alternative 1 compared with Alternatives 2 and 3. Depending on the location of the redevelopment taking place, some of the existing buildings displaced may provide historic character including brick buildings from the 1920's, 1930's and 1940's as described in the Uptown UDF. Please see Section 3.5, Historic and Cultural Resources for an analysis of historic property eligibility.

Page 3.18, amend to update land use estimates per Section 4.2:

Job Displacement

The No Action Alternative has the potential to displace 376 741 jobs on existing sites if growth occurred at the level estimated targeted. This is greater than the Action Alternatives, since the

No Action Alternative would implement lower heights requiring more properties to redevelop to achieve the Comprehensive Plan growth estimate ~~target building space and growth~~. There would be sufficient space to accommodate relocated employment.

Page 3.18, amend second paragraph as follows:

Heights in the Uptown Urban Center are lower at 65 and 85 feet facing South Lake Union to the east which can develop to 85 to 240 feet; though both neighborhoods are designated Urban Centers, present zoning in Uptown is not as intense under the No Action Alternative as it is for South Lake Union. Separation of the neighborhoods by Aurora Avenue N limits impacts due to differing development densities and resulting activity levels. The reconnection of the local east-west surface street grid following completion of the Alaskan Way Viaduct Tunnel will connect Uptown with South Lake Union, and reduce physical separation which may increase activity levels in Uptown under the No Action Alternative, and other alternatives.

Page 3.23, amend to update land use estimates per Section 4.2:

Job Displacement

Due to the additional capacity available to accommodate growth on fewer redeveloped parcels, Alternative 2 would have the least potential effect on job displacement, at 282 ~~549~~ jobs. Future development space could accommodate displaced jobs.

Page 3.25, amend first full paragraph as follows:

Since Alternative 3 High-Rise proposes the same changes in zoning as Alternative 2 Mid-Rise, the compatibility impacts related to changes in land uses are the same. A handful of industrial and other uses currently allowed or in operation would be prohibited and would be grandfathered and subject to nonconforming use regulations. LR3/LR3-RC zone options are the same as for Alternative 2 with a potential to see more mixed and intense uses in the Uptown Park North and Mercer/Roy Corridor than exists today. The Uptown Park district would likely see a greater mix of uses in both the current MR, and C2 zoned areas.

Page 3.26, amend first full paragraph as follows:

North of Mercer Street, the Uptown Study Area would have heights of 160 feet whereas heights would equal about 85 160 feet in the South Lake Union Urban Center; south of Mercer Street, heights in Uptown would be 160 feet facing heights of up to 240 feet in South Lake Union.

*Page 3.26 and 3.27, amend text and Exhibit 3.1-16 and 3.1-17 to update land use estimates per Section 4.2:***Job Displacement**

Due to the additional capacity available to accommodate growth on fewer redeveloped parcels, Alternative 3 would have less potential effect than the No Action Alternative on job displacement, at 297 580 jobs, and a slightly greater amount of displacement than Alternative 2 Mid-Rise. There is space to accommodate relocated jobs.

Exhibit 3.1-16 New Growth at ~~Target~~ Growth Estimate and Buildout Levels

	Current	No Action Net <u>Growth</u> <u>Estimate</u> Target	No Action Net <u>Full</u> <u>Buildout</u> Capacity	Mid-Rise Net <u>Target</u> Scenario Growth <u>Estimate</u> Scenario	Mid-Rise Net <u>Full Buildout</u> Capacity	High-Rise Net <u>Target</u> Scenario Growth <u>Estimate</u> Scenario	High-Rise Net <u>Full Buildout</u> Capacity
Households	6,855	3,000	<u>8,593</u> 10,186	3,370	14,773	3,745	17,342
Jobs	14,592	2,500	<u>4,906</u> 2,670	2,800	<u>5,374</u> 3,554	3,125	<u>5,654</u> 3,834

Source: City of Seattle, PSRC, Hewitt Architecture, BERK Consulting 2016

Exhibit 3.1-17 Impacts on Study Area Employment

	No Action	Mid-Rise	High-Rise
Gross Total Jobs Provided	<u>2,876</u> 3,145	<u>3,082</u> 3,737	<u>3,422</u> 3,932
Estimated Existing Jobs to be Displaced—<u>Target Growth Estimate</u>	<u>376</u> 741	<u>282</u> 549	<u>297</u> 580
<i>Estimated Net New Jobs—<u>Target Growth Estimate</u></i>	<u>2,500</u>	<u>2,800</u>	<u>3,125</u>
Gross Total Job Capacity—<u>Full Buildout</u>	<u>7,091</u> 6,680	<u>7,559</u> 7,564	<u>7,839</u> 7,844
Potential Jobs Displaced—<u>Full Buildout</u>	<u>2,185</u> 4,009	<u>2,185</u> 4,009	<u>2,185</u> 4,009
<i>Estimated Net New Jobs—<u>Full Buildout</u></i>	<u>4,906</u> 2,670	<u>5,374</u> 3,554	<u>5,654</u> 3,834

Source: Hewitt Architecture, BERK Consulting, and City of Seattle, 2016

Revisions to Section 3.2 Relationship to Plans and Policies

Page 3.43, insert text following Multi-Family Goals and Policies (before Housing Element section):

Historic Districts and Landmarks Goals and Policies

- LU14.1 Support the designation of areas as historic and special review districts, and the designation of structures, sites, and objects as City of Seattle landmarks in order to protect, enhance, and perpetuate their historical or architectural identities.*
- LU14.2 Tailor development standards and design review processes specifically for a special review district to describe design-related features allowed, encouraged, limited, or excluded from the district. Allow adopted guidelines to modify, exempt, or supersede the underlying zone's standards.*
- LU14.3 Encourage the adaptive reuse of designated landmark structures by allowing uses in these structures that may not otherwise be allowed under the applicable zoning, provided such action is approved by the Landmarks Preservation Board.*
- LU14.4 Use incentives, including the transfer of development rights, to encourage property owners and developers to restore or reuse designated landmark structures and specified structures in designated districts.*
- LU14.5 Consider the use of conservation districts to recognize and sustain the character of unique residential or commercial districts*
- LU14.6 Protect the scale and character of the established development pattern, while encouraging compatible and context-sensitive infill development.*
- LU14.7 Identify historic resources that can be successfully used to meet the city's housing goals.*

Page 3.59, insert text following discussion of multifamily goals and policies

Historic Districts and Landmarks. All of the alternatives would allow designation of historic or special review districts or conservation districts. Alternatives 2 and 3 include new tailored development standards and design review processes, which could also include the use of incentives for restoration or adaptive reuse of designated landmarks. While not precluded by the No Action Alternative, such actions are not included as part of this alternative.

Building height and bulk permitted by the Action Alternatives could impact the scale and character of the established development pattern. However, as noted previously, the Action Alternatives are designed to implement the Uptown-specific vision and urban design concept, including encouraging compatible and context-sensitive infill development. As described in EIS Chapter 2, the Action Alternatives would include amended design guidelines with specific measures to reflect policy guidance contained in the Comprehensive Plan and UDF. Please see the discussion of the Growth Strategy Element–Urban Design, and the Neighborhood Planning Element in this section.

Page 3.66, revise bullet as follows:

- The Neighborhood Planning Element–Queen Anne Neighborhood and proposed zoning designations should be reviewed to ensure that internal references in the Neighborhood Planning Element are consistent with updated zoning designations.
- ~~Proposed development standards should be reviewed to ensure consistency with adopted comprehensive plan policy guidance.~~

Revisions to Section 3.3 Housing

Page 3.70, amend Exhibit 3.3-4 as follows:

Exhibit 3.3-4 Housing Mix in the Uptown Study Area

	Structures*	Percent	Units	Percent
Detached Single Family	41 39	1413%	43 39	1%
Townhouse	67 26	921%	65	1%
Duplex, Triplex, 4-plex	28	109%	73 77	1%
Apartments	121 116	4238%	4,764 4,668	6567%
Condominiums	62 60	2219%	1,994	28%
Retirement Facility	2	1%	194	3%
Other	6	2%	96	1%
Total	321 277		7,133	

**Townhouse structure count is an estimation since the Assessor data counts each townhome plat separately.*

Source: King County Assessor, BERK Consulting City of Seattle, 2016

Page 3.70, amend text as follows:

As noted above, Uptown has grown rapidly in recent years. Exhibit 3.3-6 shows the number of structures ~~parcels~~ and housing unit by year built. Over one-quarter of all units were built since 2010, and nearly half of all units have been built since 2000.

Page 3.71, the data presented in Exhibit 3.3-6 Age of Housing Stock summarized the housing stock in Uptown based on the most recent "year renovated" value for buildings on the same parcel as reported in King County Assessor records. This date may be different than the year the property was originally built. Additionally, the original table assumed one structure per parcel. A corrected table is shown at right.

Page 3.77, correct Exhibit 3.3-13 to include one additional property, as shown at right.

Exhibit 3.3-6 Age of Housing Stock

Year Built	Structures	Parcels with Residential Use	Percent	Units	Percent
Prior to 1940 1943	44	105	16 33%	1,477 59	21%
1940-1949		10	3%	209	3%
1950-1959		14	4%	385	5%
1960-1969 1979	38	22	14 7%	533 865	12 7%
1970-1979		9	3%	113	2%
1980-1989	56	9	203%	308 1,440	204%
1990-1999	55	32	2010%	887 1,340	1912%
2000-2009	64	92	2329%	1,407 1,602	2220%
2010-2016 2015	20	28	79%	1,814 1,827	2625%
Total	277	321		7,133	

Note: No units were added in the 1944 to 1959 period.

Source: King County Assessor, BERK Consulting City of Seattle, 2016

Exhibit 3.3-13 Subsidized Low-Income Housing

Property	Property Owner	Total Affordable Units	Affordable Mix		
			Studio	1BR	2BR
Brookdale Senior Living (805 4th Ave N)	Brookdale	39			
Center West (533 3rd Ave W)	Seattle Housing Authority (SHA)	90	76	15	
Carroll Terrace (600 5th Ave W)	SHA	26		22	4
Michaelson Manor (320 W Roy St)	SHA	57	52	5	
Total		212 155	128 76	42 37	4

Note: All of these buildings provide permanent affordable rental housing for people with low incomes.

Source: City of Seattle, 2016. U.S. Department of Housing and Urban Development, 2016.

Page 3.76, amend text as follows:

"Uptown currently has a supply of ~~434~~ **356** income- and rent-restricted units. Overall, ~~five~~**six** percent of housing units located in the Uptown Study Area are income- and rent-restricted (Exhibit 3.3-12 and Exhibit 3.3-13)."

Page 3.79, amend Exhibit 3.3-15, to update land use estimates per Section 4.2:

Exhibit 3.3-15 Capacity for Housing Growth Compared to Target Growth Estimates

	No Action	Mid-Rise	High-Rise
Net New Housing Unit Capacity	<u>8,593</u> 10,186	14,773	17,342
Target Growth Estimate	3,000	3,370	3,745

Source: Hewitt Architecture, BERK Consulting, and City of Seattle, 2016

Page 3.82, amend text as follows:

"Currently, there are 222 ~~201~~ income- and rent-restricted units that have been built under the Multifamily Tax Exemption program in Uptown and are affordable for up to 12 years (shown in Exhibit 3.3-12 on page 3.76)."

Page 3.84, amend Exhibit 3.3-17, to update land use estimates per Section 4.2:

Exhibit 3.3-17 Housing Production Assuming a Buildout Scenario

	No Action	Mid-Rise	High-Rise
Total Housing Production	<u>8,593</u> 10,186	15,076	17,645
Total Sites Developed	120	120	120
Demolished Units	303	303	303
<i>Net New Units</i>	<u>8,593</u> 10,186	14,773	17,342

Source: Hewitt Architecture, BERK Consulting, and City of Seattle, 2016

Clarifications are proposed to the Draft EIS Alternatives housing mitigation estimates. Since the No Action Alternative does not include the MHA requirements, a breakout of units or square feet subject to the MHA is not needed in subject tables.

Additionally, while conducting the Preferred Alternative analysis, EIS authors propose corrections to the growth estimate level MHA-C calculations to address small calculation errors. Refinements of full buildout MHA-C calculations make small

adjustments in the square footages of commercial space to better apply the 4,000 square foot commercial exemption rule. Overall order of magnitude results and conclusions among the alternatives are not changed.

Page 3.89, amend Exhibit 3.3-19 and Exhibit 3.3-20, as follows:

Exhibit 3.3-19 Estimated Affordable Housing Units–MHA-R

		No Action	Mid-Rise	High-Rise
Target Growth Estimate	Total Housing Units Produced (Gross)	3,066	3,436	3,787
	Total Housing Units in Pipeline (Not Subject to MHA-R)	1,163	1,163	1,163
	Total Units Subject to MHA-R	0	2,273	2,624
	100% MHA-R Payment: Total Affordable Units Produced (Citywide and May Include Uptown)	0	511	527
	100% MHA-R Performance Total Affordable Units Produced (Uptown)	0	178	184
Buildout Scenario	Total Housing Units Produced (Gross)	<u>8,896</u> 10,186	14,773	17,342
	Total Housing Units in Pipeline (Not Subject to MHA-R)	1,163	1,163	1,163
	Other Housing Units Not Subject to MHA-R	<u>7,733</u>	<u>0</u>	<u>0</u>
	Total Units Subject to MHA-R	<u>0</u> 9,023	13,610	16,179
	100% MHA-R Payment: Total Affordable Units Produced (Citywide and May Include Uptown)	0	2,817	3,336
	100% MHA-R Performance: Total Affordable Units Produced (Uptown)	0	1,034	1,214

Note: 100 percent MHA-R Payment assumes a payment of \$18 per gross square foot in residential use and \$80,000 per unit cost.

Source: Hewitt Architecture, BERK Consulting, and City of Seattle, 2016

Exhibit 3.3-20 Estimated Affordable Housing Units–MHA-C

		No Action	Mid-Rise	High-Rise
Target Growth	Total Commercial Square Footage Subject to MHA-C Payment	<u>0</u> 539,000	<u>712,000</u> 662,000	<u>806,700</u> 793,700
	100% MHA-C Payment: Total Affordable Units Produced (Citywide and May Include Uptown)	0	<u>71</u> 66	<u>81</u> 79
Buildout Scenario	Total Commercial Square Footage Subject to MHA-C Payment	<u>0</u> 1,358,850	<u>1,582,910</u> 1,577,850	<u>1,658,910</u> 1,653,850
	100% MHA-C Payment: Total Affordable Units Produced (Citywide and May Include Uptown)	0	158	<u>166</u> 165

Note: 100 percent MHA-C Payment assumes a payment of \$8 per gross square foot in commercial use after excluding up to 4,000 square feet ground floor commercial. Assumed cost per unit: \$80,000. Development in areas with no rezone is not subject to MHA-C.

Source: Hewitt Architecture, BERK Consulting, and City of Seattle, 2016

Revisions to Section 3.4 Aesthetics and Urban Design

Floor Area Adjustments

As described in Section 4.2 Land Use Related Updates, the Final EIS analysis includes corrections to methods for computing housing and employment capacity. These corrections necessitated several modifications to the Aesthetics massing model primarily for the No Action Alternative, to depict the appropriate level of floor area ratios; heights were adequately addressed. One building was amended in all Draft EIS alternatives that fronts Roy Street at 2nd Avenue North to correct floor area ratios.

The Preferred Alternative impact analysis in Section 3.4 contains comparative exhibits showing the effects of the Preferred Alternative alongside the Draft EIS alternatives. These figures have been updated to incorporate the floor area ratio corrections mentioned above, as well as housekeeping amendments and updates to existing buildings and buildings under construction identified below, and to show the Draft EIS alternatives directly compared to the Preferred Alternative.

Model Updates to Existing and Pipeline Sites

The Final EIS Aesthetics model also contains corrections to existing and pipeline buildings that were incorrectly modeled or omitted in the Draft EIS. The Final EIS makes the following revisions to the Draft EIS to correct these errors:

- Pages 3.112 and 3.113, Exhibits 3.4-11 through 3.4-14 are updated to show several existing buildings in the northwestern corner of the study area that were inadvertently omitted from the model used for the Draft EIS.
- Page 3.122, Exhibit 3.4-23 is updated to show the correct massing for McCaw Hall on the south side of Mercer Street, which was depicted as a single-story building in the Draft EIS.
- Pages 3.126 and 3.127, Exhibits 3.4-31 through 3.4-34 are updated to include a building under construction at the corner of Thomas Street and 6th Avenue N (foreground right). This building is visible for all alternatives and is shown in Final EIS Exhibit 3.4-27 through Exhibit 3.4-31.
- Pages 3.138 and 3.139, Exhibits 3.4-51 through 3.4-54 are updated to show corrected building height for a pipeline development site at Queen Anne Ave N and W Roy Street. The Draft EIS erroneously overestimated the height of the planned building. This building is visible for all alternatives and is shown in Final EIS Exhibit 3.4-52 through Exhibit 3.4-56.

Source: Hewitt
Architecture,
2016 2017

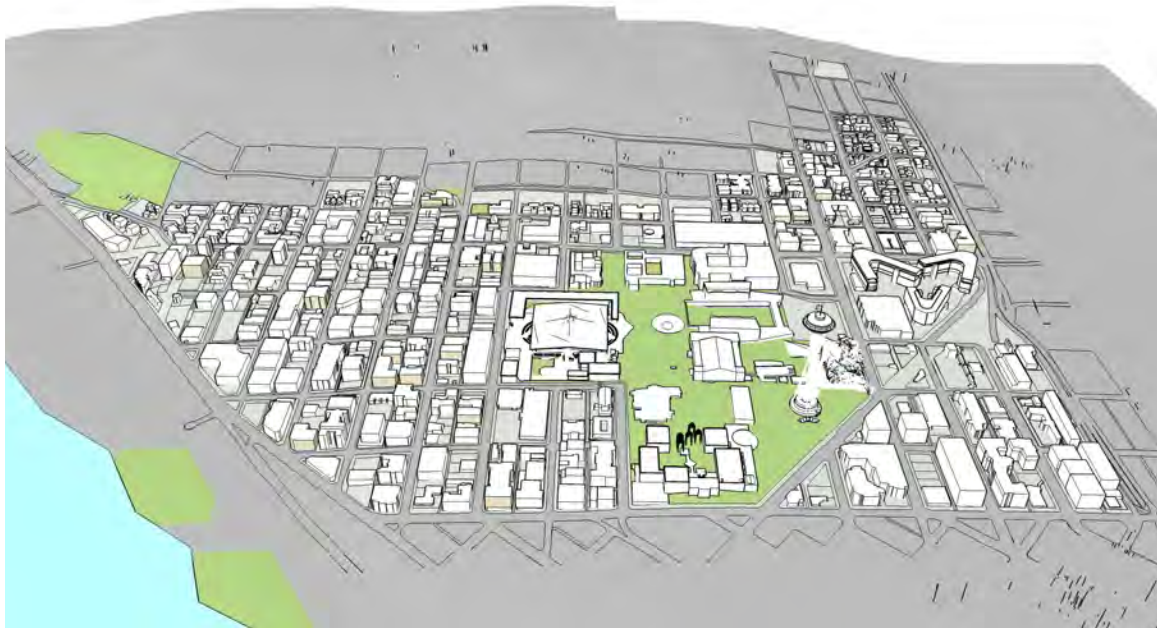


Exhibit 3.4-11 Aerial View from South: Existing and Pipeline

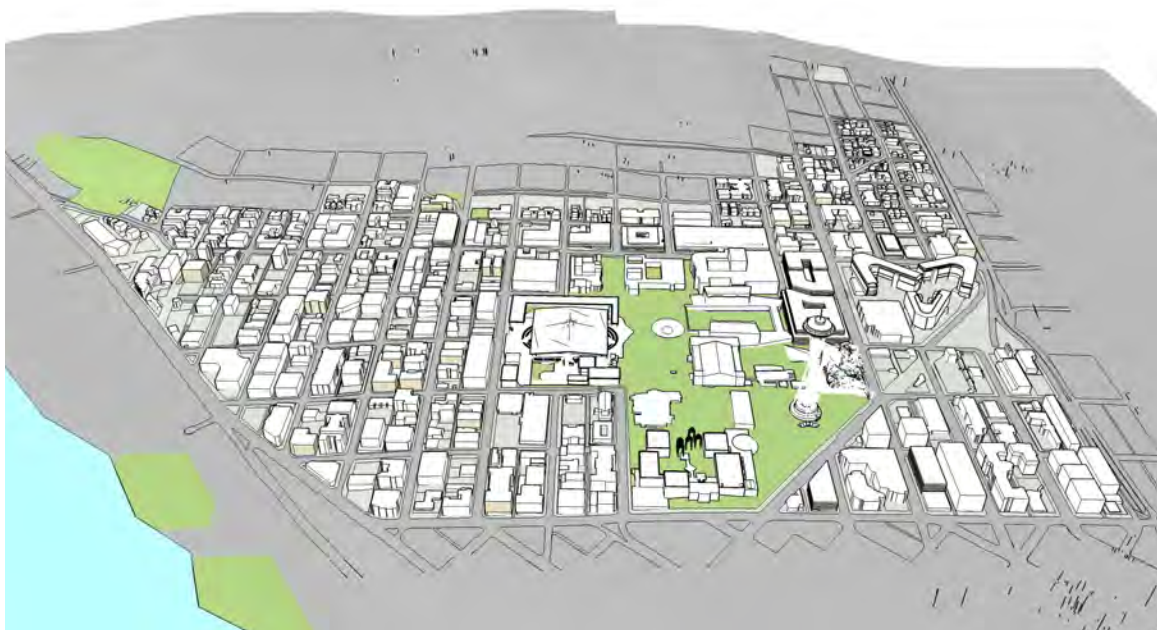


Exhibit 3.4-12 Aerial View from South: Alternative 1 No Action Target Growth Estimate

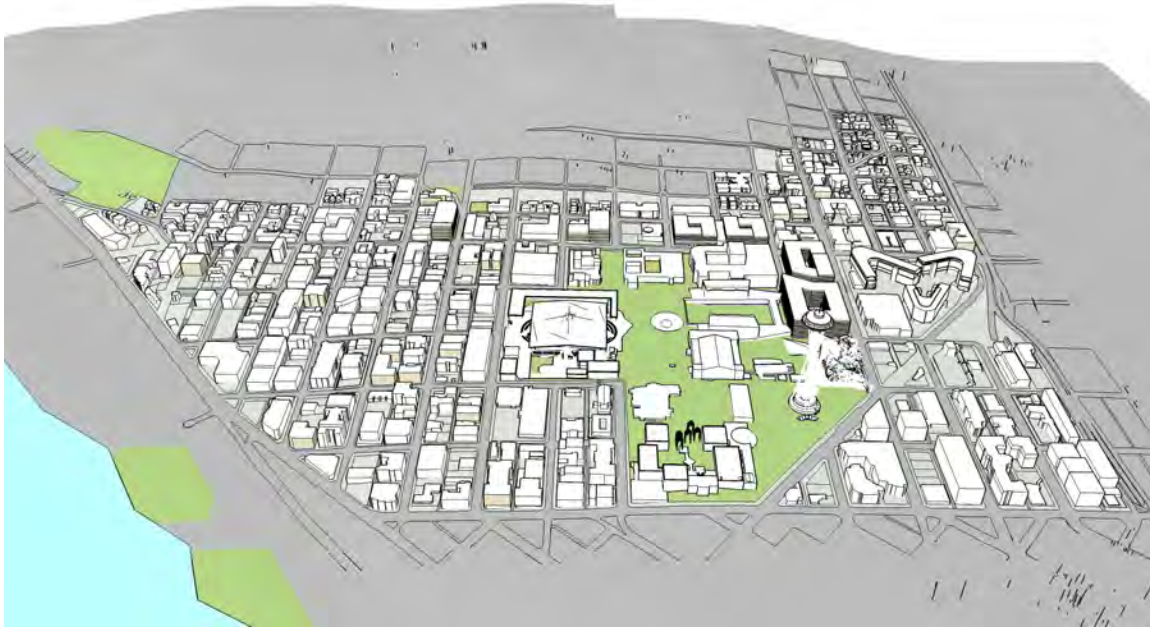


Exhibit 3.4-13 Aerial View from South: Alternative 2 Mid-Rise Target Scenario Growth Estimate Scenario

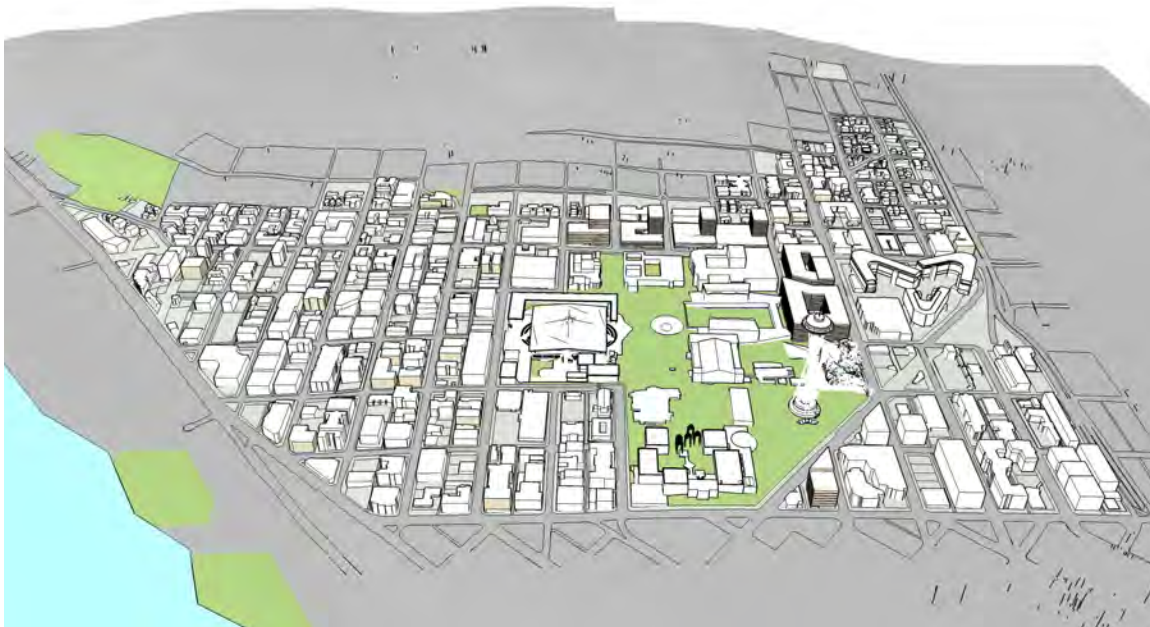


Exhibit 3.4-14 Aerial View from South: Alternative 3 High-Rise Target Scenario Growth Estimate Scenario

Source: Hewitt
Architecture,
2016 2017



Exhibit 3.4-23 Street Level: Fifth and Mercer Facing West, Existing and Pipeline



Source: Hewitt
Architecture,
2016 2017



Exhibit 3.4-31 Street Level: Thomas and Aurora Facing West, Existing and Pipeline



Source: Hewitt
Architecture,
2016 2017

Exhibit 3.4-51 Territorial: Queen Anne Avenue Looking South, Existing and Pipeline

Revisions to Section 3.5 Historic and Cultural Resources

Page 3.176, clarify first paragraph as follows:

The Uptown neighborhood, located at the foot of Queen Anne Hill, was, for most of its history, known as Lower Queen Anne. In 1994 it was acknowledged as its own neighborhood, ~~with Seattle Center as its heart~~. As a designated urban center, the neighborhood is a mix of commercial and residential buildings. This is consistent with the area's history, as demonstrated below.

Page 3.183, Previous Archaeological Work, add new exhibit and in-text reference.

Twelve cultural resources surveys have been previously prepared within the Uptown area, but these studies cover less than 40 percent of the Uptown area and include very little subsurface investigation (Department of Archaeology and Historic Preservation, 2010; see Exhibit 3.5-3A, Previous Historic Surveys). These reports were prepared by a range of project proponents for a variety of project types, including construction of highways and roads, transit facilities, and utility installation. The reports vary from simple literature reviews and summaries of historic and cultural resource field surveys, to archaeological site investigations at identified sites. Reports have been conducted at a variety of jurisdictional levels.

The most comprehensive of these studies included areas within the Uptown Corridor and Uptown Park–Central neighborhoods, as well as portions within the Mercer-Roy Corridor and Uptown Triangle neighborhoods (Forsman, 1997). Limited subsurface investigation was undertaken, but over 200 historic properties were inventoried. Most of these were outside of the Uptown area, and none of those within the Uptown area were recommended eligible for listing.

As of April 2016, previous archaeological reports have identified three archaeological sites in the Uptown area. The locations of these sites are protected from public disclosure under state law (RCW 42.56.300) and therefore are not mapped for this study. Of the recorded sites, two are from the historic period and one is from the historic and ethnographic periods.

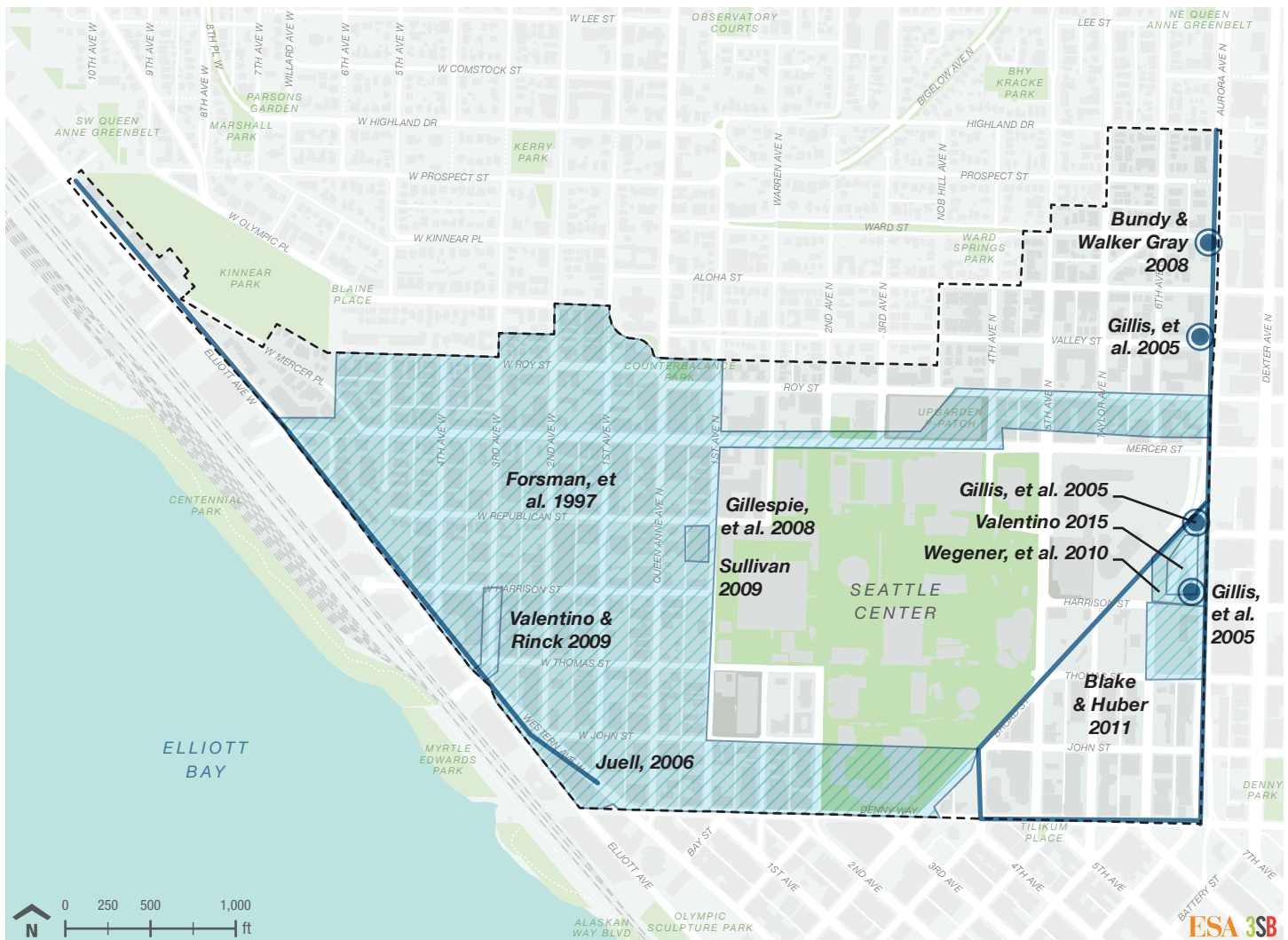


Exhibit 3.5-3A Previous Historic Surveys

Page 3.188, *Impacts of Alternative 2 Mid-Rise*, clarify text as follows:

Increases in height allowances also have the potential to impact views of additional eligible or potentially-eligible historic properties in and around Uptown, as viewsheds and neighborhood character, particularly of the residential blocks, are affected by a changing skyline (see Exhibit 3.5-7). Increasing the height limits of those blocks surrounding Seattle Center has the potential to impact views by changing views, reducing views, and in some cases, creating new views for others, to and from the Center.

- Urban Center Boundary
- Open Space and Recreation
- Seattle Center Management Area (Non Open Space and Recreation)

Previous Historic Surveys

- Survey Area
- Survey Site
- Survey Site

Source: ESA, 2017

Page 3.189, Impacts of Alternative 3 High-Rise, clarify text as follows:

The height limits of several blocks that include register-listed buildings are proposed to be raised substantially, potentially altering some characteristics that make those properties eligible, such as the Marqueen Apartment building as described in Alternative 2. Another example is the block containing the Queen Anne Post Office, where height limits would increase from 65 feet to 160 feet. One of the characteristics of this building that makes it eligible at the local level is how its architecture and landscaping was designed to blend with Seattle Center on the opposite side of 1st Avenue North. For example, the trees on the east elevation along Republican and 1st Avenue N were part of the landscape design for the Seattle Center, and were planted before construction of the Post Office began. "These sycamores were chosen in 1964 by famous Washington architect Paul Thiry and the renowned landscape architecture firm of Richard Haag and Associates" (Artifacts Architectural Consulting, 2009, p. 16). The sycamores still appear healthy and well within their estimated lifespan. If the height limits are increased, buildings that extend 95 feet over the existing Post Office have the potential to diminish those characteristics.

*Pages 3.189 and 3.190, Mitigation Measures, clarify text as follows:***Incorporated Plan Features**

The ~~adopted draft~~ Queen Anne Plan, June 1998, recognizes the historic character of the Uptown neighborhood; policies of the draft plan were considered and a portion included in the Comprehensive Plan Neighborhood Plans Elements. Specific policies promote new development consistent with the historic character of Queen Anne Boulevard and suggest the creation of a conservation district to retain the art deco influenced multi-family housing along Roy Street (see the adopted Comprehensive Plan Update 2016, Policy QA-P4).

Pages 3.191, Mitigation Measures—Other Proposed Mitigation Measures, additions to text as follows:

As part of the Seattle Comprehensive Plan Update, Neighborhood Planning Element, the following goals and policies would promote new development that is consistent with the historic character of the neighborhood.

- Recognize and promote Queen Anne’s historic resources through such means as developing a Roy Street Conservation District, preserving and enhancing the historic Queen Anne Boulevard and providing information about and incentives to preserve residential structures.

The UDF recommendations include developing Uptown rezone legislation; implementing the following recommendation would promote new development that is consistent with the historic character of the neighborhood.

- The preservation of landmarks through transfer of development rights.

Other incentive-based mitigation could include:

- Historic rehabilitation incentives consisting of the 20% federal tax credit for National Register properties and the locally-based special property tax valuation for Seattle Landmark properties.

Additional mitigation could be provided by identifying and nominating structures for Landmark listing for projects that are categorically exempt from SEPA review. This would ensure that any structure that is subject to demolition has been assessed for Landmark eligibility and allow opportunity to identify appropriate mitigation before demolition occurs.

Revisions to Section 3.6 Transportation

Page 3.194, update text as follows:

Compared to existing mode shares, these are aggressive but attainable targets for future (2035) mode share. The trip generation for existing and the future alternatives for Uptown are shown in Exhibit 3.6-1. These include both work and non-work trip types and are based on the City Comprehensive Plan travel demand model. These do not assume the effects of potential, yet unfunded, light rail investments proposed as part of Sound Transit 3.

Pages 3.197 and 3.198, Sidewalks, amend to address the 2016 Pedestrian Master Plan Update together with Exhibit 3.6-4 to include pedestrian bridges over Elliott Ave W:

Sidewalks are provided along almost all roadways in the study area. Exhibit 3.6-4 on the following page shows missing sidewalk segments and sidewalks that the Seattle Department of Transportation (SDOT) in the Pedestrian Master Plan Update (2016) has categorized as being in poor condition. Sidewalk condition within the study area varies from new, wide sidewalks adjacent to recent developments to narrower, cracked sidewalks in older areas. Gaps in the pedestrian system include W Mercer Place from Elliott Avenue W to 6th Avenue W. The plan lists missing sidewalks on 6th Avenue West, 6th Avenue N, Valley Street, and Harrison Street. High-priority locations for roadway crossings were identified in the Pedestrian Master Plan (Seattle Department of Transportation, 2009) include:

- Western Avenue / Denny Way
- Queen Anne Avenue N / Roy Street
- 1st Avenue N / Mercer Street
- 5th Avenue N / Broad Street
- Taylor Avenue N / Harrison Street
- Taylor Avenue N / Mercer Street

The City of Seattle is in the process of developing a new plan that will be completed in 2016.

Page 3.199, Multi-Use Paths, revise text as follows:

Pedestrians can access the trail at several crossings along Elliott Avenue W including the grade-separated West Thomas Street

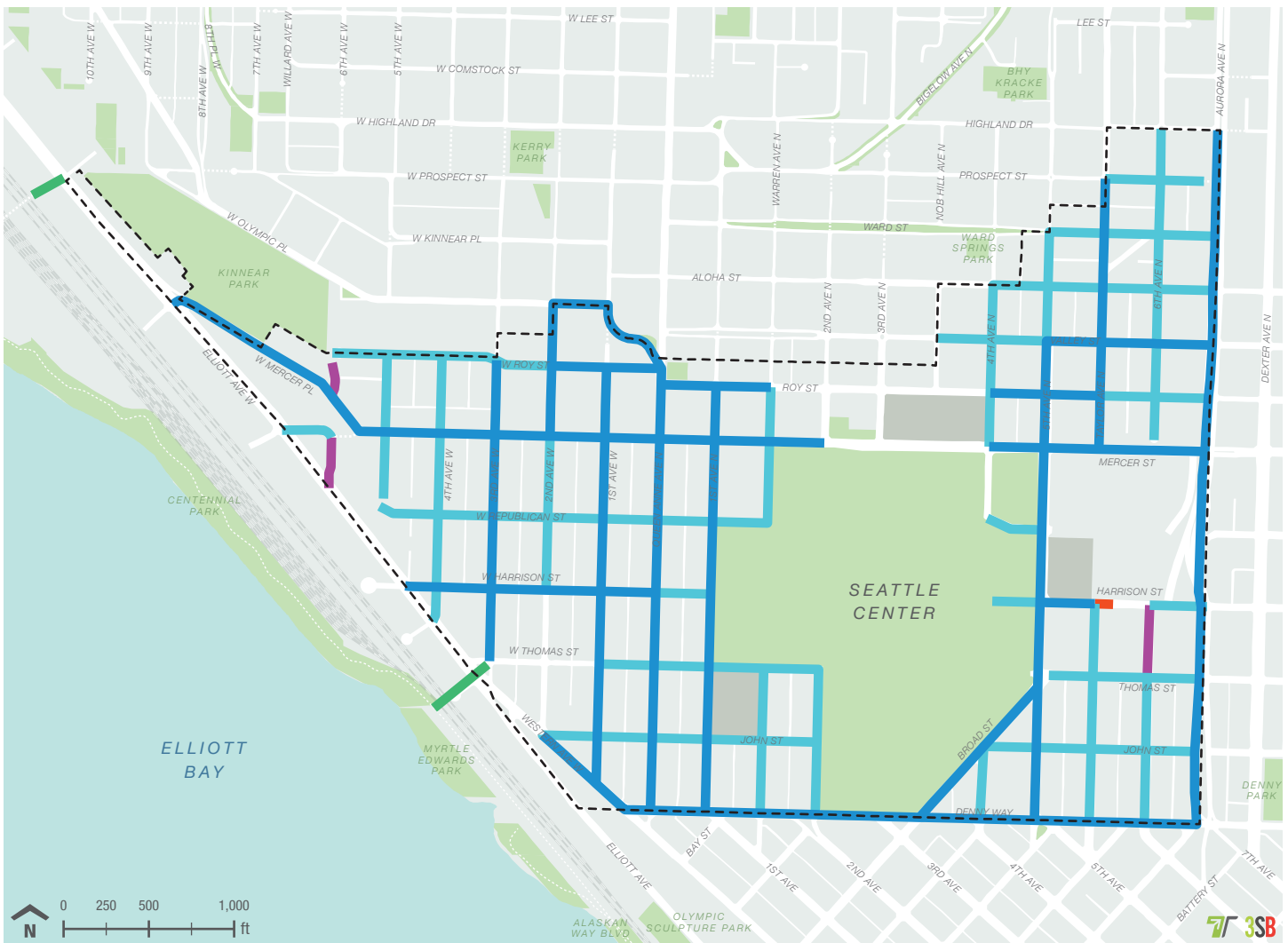


Exhibit 3.6-4 Pedestrian Priority Investment Network Pedestrian Priority Corridor Conditions and Deficiencies

pedestrian overcrossing and the Helix Pedestrian Bridge at West Prospect Street.

Pages 3.199 and 3.200, Bike Share, amend text and Exhibit 3.6-5 as follows:

Another option for traveling by bicycle is through bike sharing. A bicycle sharing program, Pronto, is operated in Seattle with 50 bike share stations citywide and provides access to bicycles and helmets for casual use. Pronto provides easy payment and real-time availability information like most shared use transportation options. There are currently three ~~two~~ bike stations located in or near Uptown, one near Key Arena at 1st Avenue N between Harrison St

- Uptown Urban Center Boundary
- Open Space and Recreation
- Seattle Center Management Area (Non Open Space and Recreation)

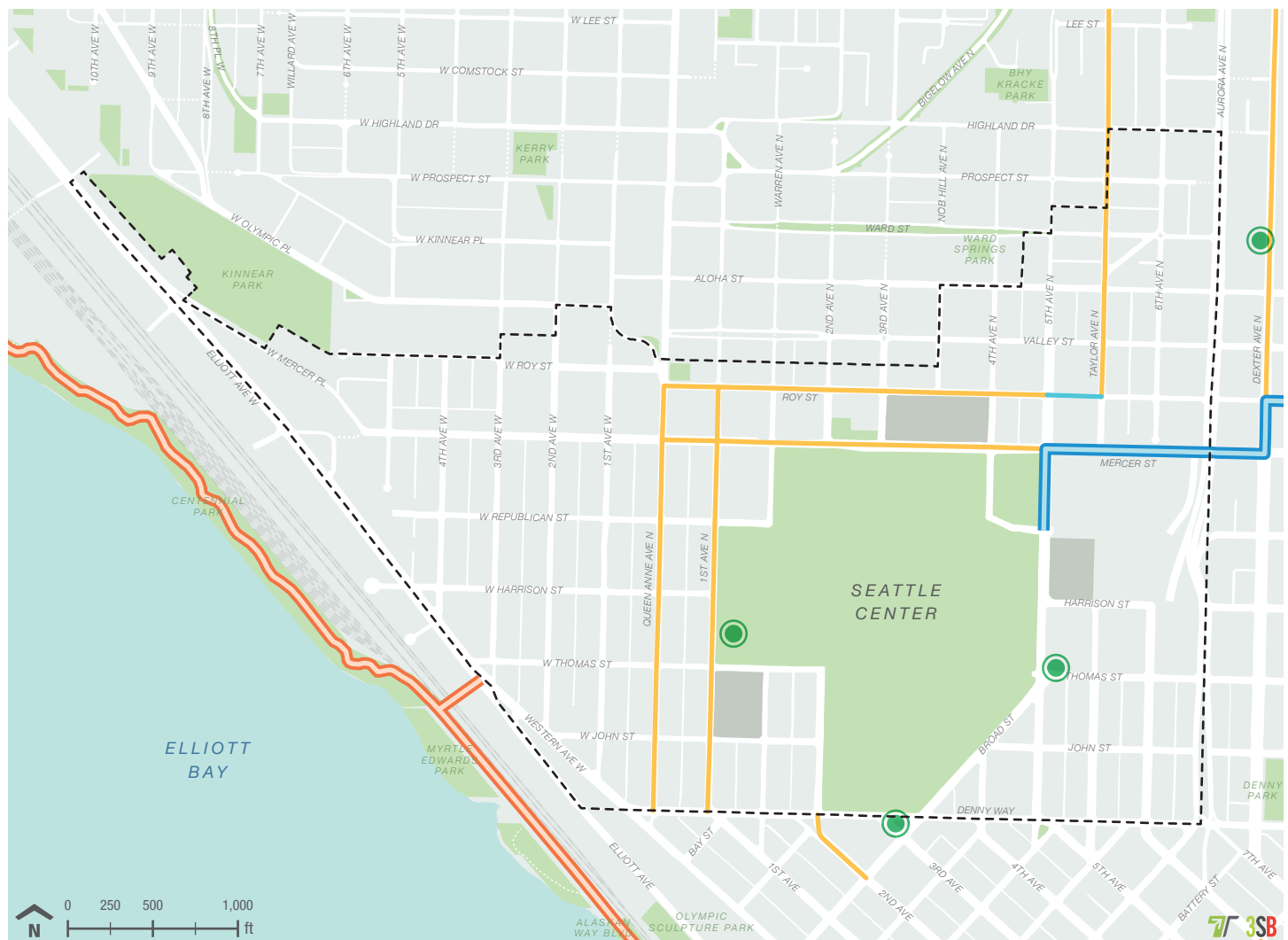
Priority Investment Network

- Arterial Street
- Non-Arterial Street
- Arterial Missing Sidewalk
- Non-Arterial Missing Sidewalk
- Pedestrian Bridge

Existing Sidewalk Facilities

- Sidewalks in Poor Condition
- Missing Sidewalks
- High Pedestrian Linkage Priority

Source: Seattle Pedestrian Master Plan, 2016 2009; Transpo Group, 2016

**Exhibit 3.6-5** Existing Bicycle Facilities

- Urban Center Boundary
- Open Space and Recreation
- Seattle Center Management Area (Non Open Space and Recreation)

Bicycle Facilities (Existing)

- Bike Share
- Multi-Use Trail
- Cycle Track
- Sharrows
- In-Street Minor Separation

Source: Seattle Bicycle Master Plan, 2014;
Transpo Group, 2016

and Thomas St, and one just south of Denny at Third Avenue and Broad Street and one outside the study are on Dexter near Ward Street. In 2015, the Key Arena location had 7,558 bicycle trips and the location near Denny Way and Third Avenue had 11,315 trips. The City is currently working to expand Pronto, which would lead to additional stations sighted in and around the Uptown area and in more destination areas. The City announced in January 2017 that funds for the Pronto bike share program will be re-allocated to other non-motorized programs, with the Pronto bike share ending in March 2017. A more developed system may result in greater use and a viable alternative to auto for short trips.

Page 3.202, remove redundant paragraph:

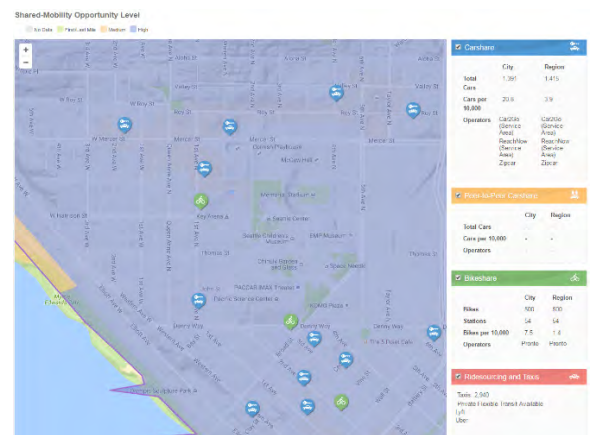
The Seattle Monorail is a grade-separated monorail connecting Westlake Center and Seattle Center every 10 minutes. Because it is grade separated, the travel time of roughly two minutes is much more reliable than surface streets. In 2015, the Seattle Monorail had a total annual ridership of approximately 2.3 million. Integration with the ORCA system is planned for the monorail.

~~The Seattle Monorail is a grade-separated monorail connecting Westlake Center and Seattle Center every 10 minutes. Because it is grade separated, the travel time of roughly two minutes is much more reliable than surface streets. In 2015, the Seattle Monorail had a total annual ridership of approximately 2.3 million. Integration with the ORCA system is planned for the monorail.~~

Page 3.203, Carshare and Transportation Network Companies (TNC), revise to include call-out box:

Car2Go, ReachNow, and Zipcar are available in Uptown. These companies provide car share services for short- or long-term rental periods from on- and off-street parking spaces in the study area. By providing access to a vehicle on an as-needed basis using web and mobile applications, these programs complement other transportation options that allow some travelers to forgo owning a personal vehicle.

In addition to traditional taxis, transportation network companies (or TNCs) connect paying passengers with drivers who provide transportation in their own non-commercial vehicles. All parties connect to the service via website and smartphone applications. The City of Seattle regulates both traditional taxis and TNC service providers. The shared use mobility center tracks and maps shared use resources. This map does not reflect recently implemented bike share near the Space Needle in Seattle Center.

Shared Mobility Opportunity Level

Source: Shared Use Mobility Center, 2016

Page 3.209, Occupancy, amend second paragraph as follows:

Weekday parking conditions within Uptown were quantified through a variety of sources including the Seattle Department of Transportation (SDOT) *2015 Annual Parking Study* (on-street parking) and *Seattle Arena FEIS Appendix E–Transportation*, May 7, 2015 (off-street non-Seattle Center lots) as well as supplemental

parking counts conducted in January and February 2015 and within the Seattle Center garages on May 17, 2016 and June 1, 2016. These times capture the range of parking data to represent average conditions. This existing conditions data was utilized to develop a calibrated parking demand model. The parking model accounts for on- and off-street publicly available parking in the Uptown neighborhood, including the Seattle Center Garages. The model includes hourly occupancy along each on-street block and within each off-street parking from 8:00 a.m. to 8:00 p.m.

Page 3.6-12, amend text as follows:

There were a total of three~~four~~ collisions involving bicycles for the five years analyzed at the Mercer Street and Taylor Avenue intersection during the 5-year analysis period. This location has the highest number of collisions in the study area. In 2015, an east-west cycle track adjacent to Mercer Street was opened. All~~V~~Vehicle, pedestrian, and bicycle collisions are shown in Exhibit 3.6 13. Locations with a higher number of collisions occur primarily on high-volume arterial roadways.

Page 3.211, amend title of Exhibit 3.6-11 as follows:

Exhibit 3.6-11 Average Total Five Year Annual Pedestrian Collisions (2011-2015)

Page 3.212, amend title of Exhibit 3.6-12 as follows:

Exhibit 3.6-12 Average Total Five Year Annual Bicycle Collisions (2011-2015)

Page 3.215, Seattle Pedestrian Master Plan, amend text as follows:

The Pedestrian Master Plan (Seattle Department of Transportation, 2009) has a mission to “make Seattle the most walkable city in the nation.” Goals include reducing the number of crashes involving pedestrians, providing services equitably, cultivating vibrant environments, and improving health in communities. The Seattle Pedestrian Master Plan Update ~~is anticipated to~~ was be released in summer 2016.

Pages 3.218 and 3.219, amend text as follows:

Alaskan Way Viaduct Replacement (North Portal)

The Alaskan Way Viaduct Replacement project replaces and removes the seismically vulnerable viaduct and replaces it with a deep bore tunnel which includes the North Portal. The project is under construction and is anticipated for completion by 2020. ~~This includes c~~Completing the North Portal street grid over SR 99 for Thomas Street, Republican Street, and Harrison Street as shown in Exhibit 3.6-16 is expected to be completed by 2021.

One Center City Mobility Plan

The One Center City Mobility Plan (OCCCMMP) is currently in progress by the Seattle Department of Transportation. The OCCCMMP will identify near- and mid-term transportation improvements for downtown Seattle including the 10 Center City neighborhoods, including Uptown.

Sound Transit 3

Sound Transit 3 is the next phase of regional high capacity transit investments for the Puget Sound region proposed by the Sound Transit board. This next phase of investments includes extensions of Link Light Rail, Bus Rapid Transit, Sounder Commuter Rail, Regional Express bus, expanded parking, and other related investments. Sound Transit has adopted a Transit Oriented Development (TOD) policy with strategies that “focus urban growth around transit facilities and leverage transit investments to help produce regional and local benefits, such as increases in transit ridership, development of walkable communities, improved access to jobs and economic opportunities, and reduced household driving and thus lowered regional congestion, air pollution and greenhouse gas emissions.” On June 23rd, 2016, the Sound Transit Board adopted a plan, which was approved by voters to put forward for voter approval in November 2016. This plan includes extension of light rail to Ballard with stations near Seattle Center and Harrison Street near SR 99 that could be completed by 2035. These two stations would serve the Uptown neighborhood. ~~This EIS study will assessed~~ impacts of the rezone both with and without these potential stations.

Page 3.222, revise text as follows:

2. 5th Avenue N from Aloha to Denny (includes Broad Street)

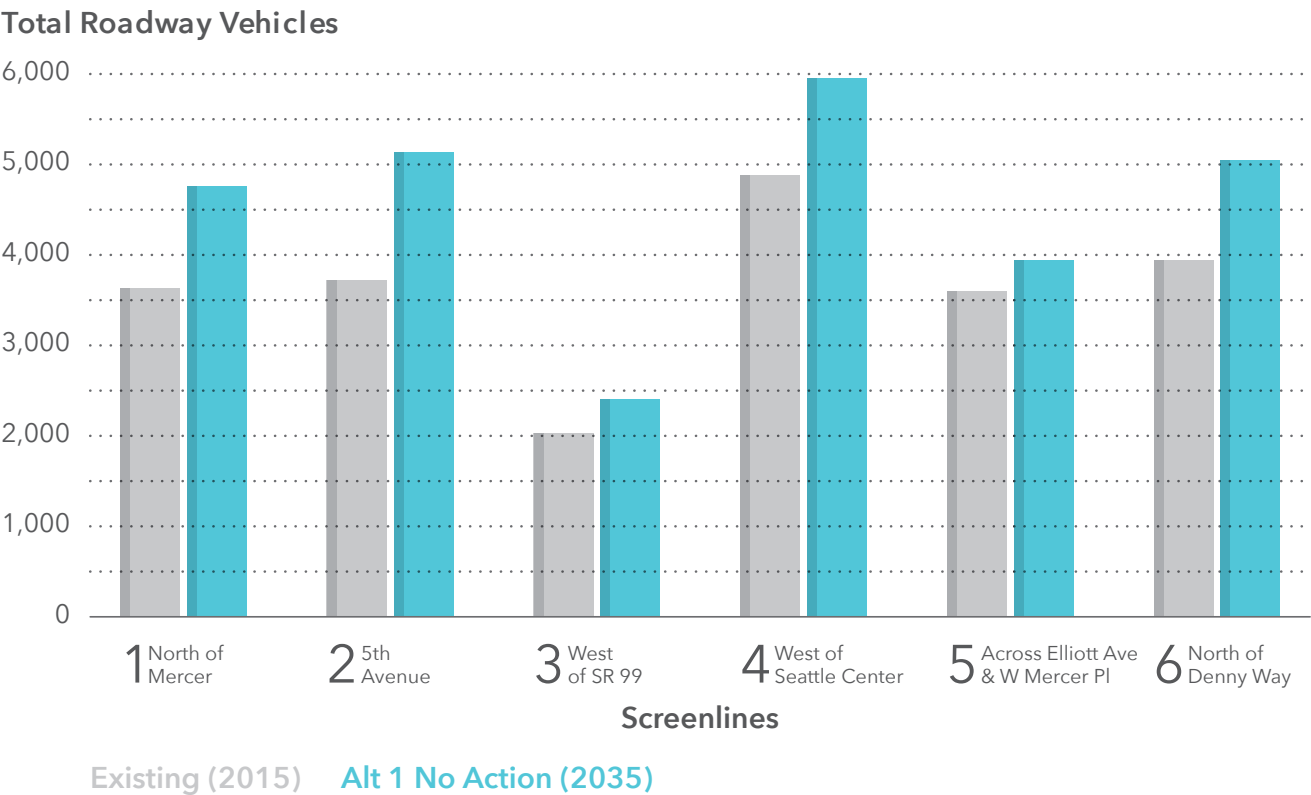
Page 3.230, revise Exhibit 3.6-27 column heading to clarify screenline volume is in vehicles:

Exhibit 3.6-27 Alternative 1 No Action Screenline PM Peak Hour Volumes

Screenline	Screenline Volume (Vehicles)	Capacity	V/C
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Page 3.231, add Exhibit 3.6-27A to illustrate data contained in Exhibit 3.6-27 on page 3.230:

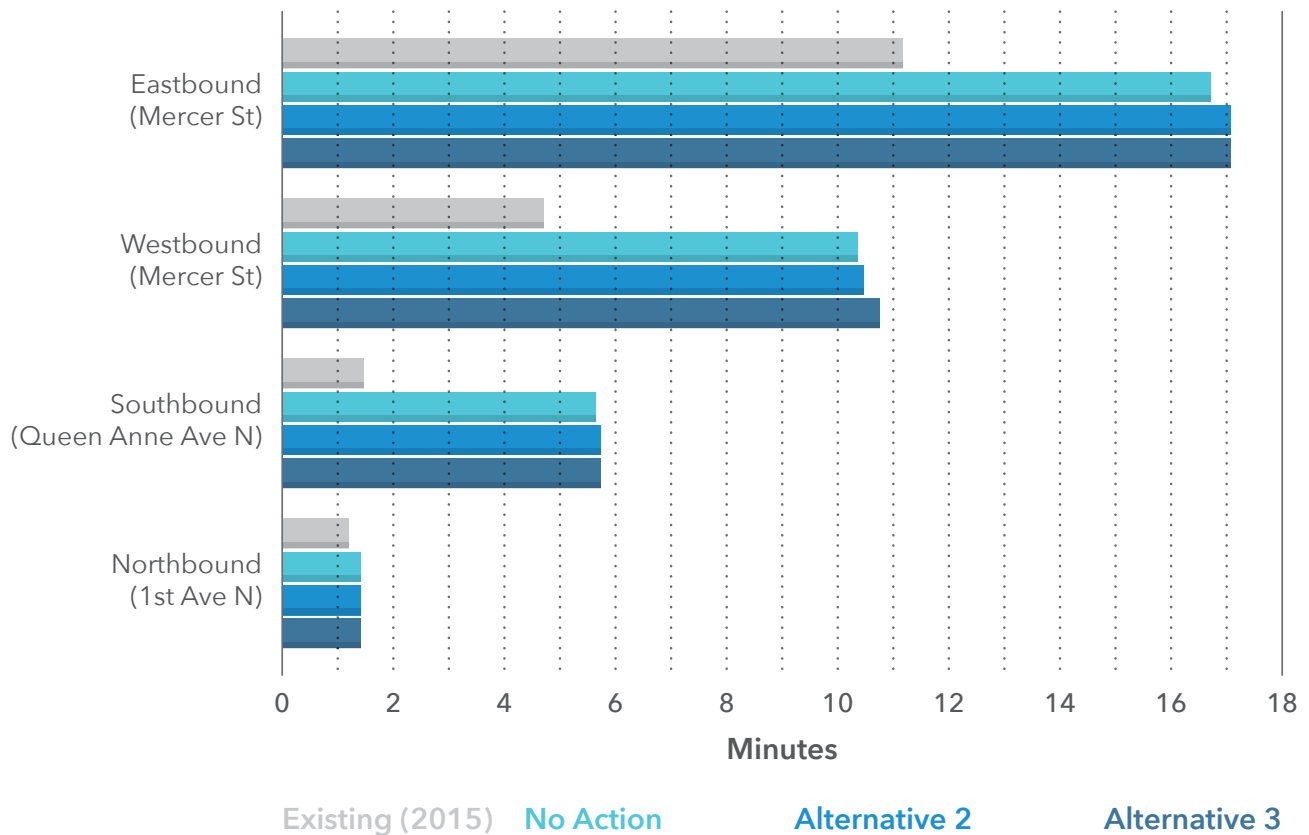
Exhibit 3.6-27A Alternative 1 No Action Screenline PM Peak Hour Volumes



Source: Transpo Group, 2017

Page 3.231, revise Exhibit 3.6-28 to reflect updated existing conditions analysis (2015):

Exhibit 3.6-28 Mercer and Queen Anne/1st Avenue Corridor PM Peak Travel Times in Minutes, Existing and All Alternatives, Without HCT



Source: Transpo Group, 2016

Page 3.232, Parking, revise text as follows:

A calibrated parking model was developed to determine the parking impacts for the Alternatives. The model considers changes in parking demand associated with growth in land use, event activities, future shifts in travel mode splits, the potential for high capacity transit, and parking pricing changes. Based on the land use growth and mode split characteristics, the parking model was used to forecast 2035 future parking demands for the No Action Alternative. Specifically, the parking model assumes existing parking demands for publicly utilized facilities in the study area would increase proportional to growth in vehicle trips to Uptown

based on the Seattle travel demand model. An evaluation was conducted for both with and without high capacity transit (HCT). As discussed previously, transit use could increase by approximately 10 percent within Uptown with HCT. With the opening of the University of Washington light rail station there was an observed 13 percent increase in use of the U-PASS as compared to the year before.² It is anticipated that for Seattle Center and event-related activities the increase in transit use would be substantial higher. This evaluation conservatively assumes the mode shift for transit would be consistent throughout the day and does not consider the potential for higher transit use to and from events.

Exhibit 3.6-29 provides a summary of the projected No Action parking occupancy for the 2035 for the weekday with a light evening event activity at the Seattle Center.

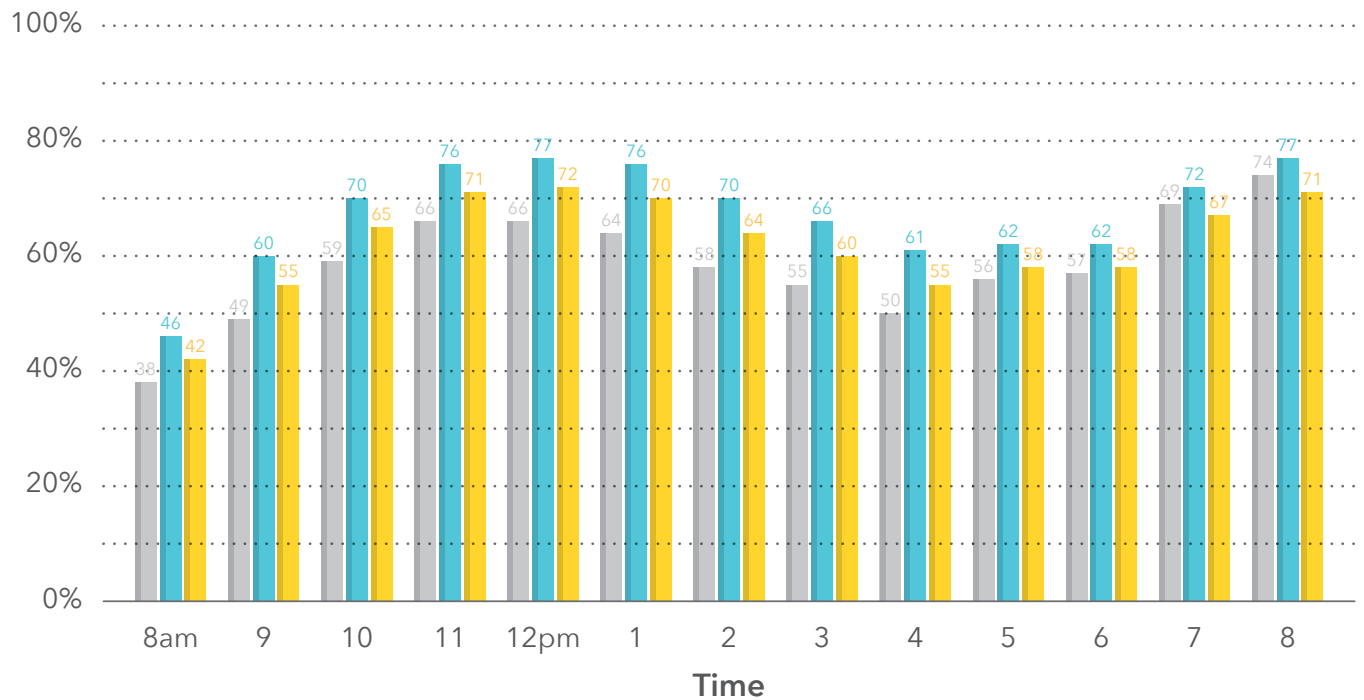
Compared to existing conditions, the exhibit shows that parking demand during the daytime hours would increase at a higher rate than during the evening. ~~This due to the projected increase in employment with the No Action Alternative.~~ For No Action conditions without HCT, hourly parking occupancy would increase by an average of 9 percent with the increase ranging from 2-11 percent. HCT is anticipated to reduce the No Action Alternative hourly occupancy rate by approximately 5 percent, which in the evening hours would result in occupancy levels less than current conditions. With increases in parking demand, parking impacts within the neighborhood may increase and it could be more difficult to find short-term parking immediately proximate to businesses for customers and visitors. The evaluation shows for the No Action Alternative with HCT parking impacts within the study area would generally be no worse than experienced today.

2 University of Washington Campus Master Plan, 2016.

Page 3.233, revise Exhibit 3.6-29 to include Alternative 1 without HCT and Alternative 1 with HCT conditions and updated data based on analysis current as of January 2017:

Exhibit 3.6-29 Comparison of Weekday Existing and Alternative 1 No Action (2035) Parking Occupancy—Light Evening Activity in July

Percent of Spaces Occupied



Existing Alt 1 No Action (without HCT)
Alt 1 No Action (with HCT)

Source: Transpo Group, 2016

Page 3.235, revise Exhibit 3.6-31 column heading to clarify screenline volume is in vehicles:

Exhibit 3.6-31 Alternative 2 Mid-Rise Screenline Volumes

Screenline	Screenline Volume (Vehicles)	Capacity	V/C
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Pages 3.243 and 3.244, Incorporated Plan Features, update the status of some mitigation measures as follows:

The City's adopted plans guide transportation investments in multiple modes:

- **Advancing Pedestrian and Bicycle System:** Only slight increases in pedestrian and bicycle travel are anticipated for alternatives 2 and 3 as compared to No Action, Alternative 1. Projects listed in various plans and documents including the Pedestrian Master Plan (PMP) and Bicycle Master Plan (BMP) should be considered to address growth in pedestrian and bicycle impacts from existing to No Action, Alternative 1. Specifically, the updated Pedestrian Master Plan identifies missing sidewalks on 6th Avenue West, 6th Avenue N, Valley Street, and Harrison Street. The new east-west crossing of SR 99 at Thomas Street has been identified for emphasis as a pedestrian crossing. Bicycle and pedestrian investments that improve access to jobs and housing or improve access to transit may reduce overall dependence on single occupant vehicle travel.
- **Supporting Transit:** With the recently approved potential for ST-3ST3 High Capacity Transit package that includes the Ballard to downtown Light Rail line serving Uptown, people using transit to travel within and to Uptown could increase substantially and will help reduce dependence on Single Occupant Vehicles. Additionally, the Seattle Transit Master Plan (TMP), and King County Metro Long Range Transit Plan (Metro Connects) identify numerous RapidRide and priority bus corridors to improve transit speed and reliability. In the Uptown Study Area, priority bus corridors are identified along 5th Avenue N, Queen Anne Avenue N, and Denny Way. Additional transit priority routing could also be enhanced along Harrison Street, along the new east-west crossings of SR 99 to be completed after completion of the SR 99 Tunnel. In conjunction with other funding sources, new development could contribute to TMP improvements on key routes. Finally, the ST3 plan includes location of new stations within the study area. New development could contribute to advanced planning and improvements to support these transit investments in the long term.

Revisions to Section 3.7 Greenhouse Gas Emissions

No changes proposed.

Revisions to Section 3.8 Open Space and Recreation

Page 3.267, amend text as follows:

Impacts to open space and recreation services have been assessed based on the goals for open space and recreation in the version of the City's currently adopted Comprehensive Plan that was effective in July 2016. These goals ~~are likely to change~~ changed with adoption of the Seattle 2035 Comprehensive Plan, in the near future, as discussed in this section. See Section 3.8 of the Final EIS for discussion of the guidelines for open space and recreation facilities under the Seattle 2035 Comprehensive Plan.

Page 3.268, amend first paragraph as follows:

The Seattle Center is an important and unique recreational facility located in the heart of the Uptown Study Area. The Seattle Center operates a 74-acre landscaped civic campus that includes theaters, arenas, museums, and other public facilities (Seattle Center, 2014). It hosts a wide range of public and private events and is home to cultural and educational organizations, sports teams, and entertainment facilities (Seattle Center, 2016). The Seattle Center's open spaces and water features are open to the public year round, with the exception of three days each Labor Day weekend for the Bumbershoot music festival. The Armory facility is also open year round with the exception of Bumbershoot, Thanksgiving, Christmas Day, and New Year's Day. Recent improvements at the Seattle Center include development of the Chihuly Glass Museum and the Artists at Play playground on the former Fun Forest site, and development of the new home of KEXP radio station (Crary, 2016). The Seattle Center is supported in part by the Seattle Center Foundation, a nonprofit organization (Seattle Center Foundation, 2016).

Page 3.267, Resources, amend text as follows:

There are ~~thirteen~~ many open space and recreation facilities within ~~an eighth of a mile~~ a short distance of the study area (3 Square Blocks, 2016a). These are listed in Exhibit 3.8-1 and shown in Exhibit 3.8-2. Wide roads with infrequent block crossings, railroad

lines, and topography may limit access to some of these facilities. Elliott Avenue W is a major arterial separating the study area from open spaces along Elliott Bay including the Alaskan Way Blvd Property, Centennial Park, and Myrtle Edwards Park. Railroad lines also separate the study area from these parks. The Helix Pedestrian Bridge at W Prospect Street and Elliott Avenue W and the recently constructed Thomas Street overpass helps to improve connectivity to these facilities. Open spaces to the north of the study area are separated by topography and are located up a steep hill. These facilities include Bhy Kracke Park, Kerry Park (including Bayview-Kinnear Play Area), Franklin Place, Parsons Garden, Betty Bowen Viewpoint at Marshall Park, Queen Anne Boulevard, Southwest Queen Anne Greenbelt, Northeast Queen Anne Greenbelt, and Ward Springs Park.

There are no community centers in the study area or the immediate area. The closest community centers are the Queen Anne Community Center and the Belltown Community Center.

Page 3.269, Exhibit 3.8-1, add new row for Parsons Garden as follows:

Exhibit 3.8-1 Open Space and Recreation Facilities In and Around the Study Area

Facility	Size (Acres)	In Study Area (Y/N)	Features	Managed By
Parsons Garden	0.4	N	Public garden, available for ceremonies	SPR

Page 3.270, Performance, amend text as follows:

The Urban Village Element Appendix of the version of the City's Comprehensive Plan that was effective when the Draft EIS was published in July 2016~~City's current Comprehensive Plan~~ provides open space and recreation goals that applied citywide and specific to different types of urban villages. That Urban Village Element Appendix also recognized the citywide goals for recreation facilities included in SPR's 2011 Development Plan, including a goal of one community center in each Urban Center. These goals are aspirational in nature. Uptown is an Urban Center. The goals for Urban Centers that were in place under the former Comprehensive Plan are listed below and were aspirational in nature. Similar versions of the first two goals are included in SPR's 2011 Development Plan. See Section 3.8 of the Final EIS for discussion of the guidelines for open space and recreation facilities under the Seattle 2035 Comprehensive Plan, which was adopted in October of 2016.

Urban Center Goals

- **Distribution:** All locations in the village within approximately 1/8 mile of Village Open Space.
- **Total Open Space:** One acre of Village Open Space¹ per 1,000 households. For the Downtown Commercial Core²: one acre of Village Open Space per 10,000 jobs.
- **Community Garden:** One dedicated community garden for each 2,500 households in the village with at least one dedicated garden site.
- **Village Commons:** At least one usable open space of at least one acre in size where the existing and target households total 2,500 or more.³
- **Indoor Recreation Facility:** One indoor, multiple-use recreation facility serving each Urban Center.
- **Community Centers:** One community center serving each Urban Center.



Exhibit 3.8-2 Open Space and Recreation Facilities

- Uptown Urban Center Boundary
- Seattle Park and Recreation Facilities
- Other Open Space and Recreation Facilities
- Queen Anne Boulevard

Page 3.270, Exhibit 3.8-2, add Franklin Place @ Kerry Park and Queen Anne Boulevard (see above)

Source: City of Seattle, 3 Square Blocks, 2016 and 2017

Page 3.272, Goal Performance, amend text as follows:

Distribution Goal

SPR's 2011 Gap Report Update includes a map showing areas in the city within an eighth of a mile of open spaces that are classified as Usable Open Space. The definition of Usable Open Space in the report is generally consistent with the definition of Village Open Space in the version of the City's current Comprehensive Plan that was in effect in July 2016. Exhibit 3.8-3 provides a version of this map modified to focus on the study area. The largest gap in coverage is in the western portion of the study area. There is also a gap in the northeast corner, and a small gap in the southeast corner. These gaps could be filled by future open space development, but SPR currently has no plans to do so. Uptown is a challenging area in which to acquire land, due to a lack of vacant land and high land acquisition costs (Conner, 2016).

~~Other Goals~~ Population-based Goals and Goals for Village Commons, Indoor Recreation Facility

Exhibit 3.8-4 shows the City's performance in meeting the Urban Center goals that were in place in July 2016 under the former Comprehensive Plan for total open space, community gardens, a village commons, an indoor recreation facility and a community center. The total open space goal and community garden goal are population-based, and the Uptown targets for these two goals shown in Exhibit 3.8-4 are based on existing open space and recreation resources and on current population and projected 2035 populations for each alternative. According to the SPR 2011 Gap Report Update, the Seattle Center has 20 acres of Village Open Space and Counterbalance Park has 0.3. These two facilities provide a total of 20.3 acres of Village Open Space within the study area, which significantly exceeds the former Uptown targets for total open space. Uptown ~~is currently does not meeting former~~ targets for community gardens, ~~and is not anticipated to meet the targets under any of the alternatives unless additional gardens are added~~. Uptown meets the former targets for a village commons and an indoor recreation facility; the Seattle Center campus provides more than adequate space for a village commons and contains multiple indoor recreation facilities such as the Armory. Uptown does not meet former targets for a community center. See Section 3.8 of the Final EIS for discussion of the guidelines for open space and recreation facilities under the 2035 Comprehensive Plan, which was adopted in October of 2016.

Page 3.274, Exhibit 3.8-4, add new row as follows:

Exhibit 3.8-4 Comprehensive Plan Open Space and Recreation Goals and Performance for Uptown

Measure	July 2016 Comprehensive Plan Goal	Uptown Target	Existing Resources	Status
Community Center	<u>1 community center facility</u>	<u>1 facility</u>	<u>None</u>	<u>Goal not met</u>

Page 3.271, amend text as follows:

These performance measures changed with adoption of Seattle 2035. See section 3.8 of the Final EIS for discussion of the guidelines for open space and recreation facilities under the Seattle 2035 Comprehensive Plan, which was adopted in October of 2016. It is likely that these performance measures may change in the near future. The City is in the process of preparing Seattle 2035, an updated comprehensive plan. The Mayor's May 2016 Seattle 2035 Plan, transmitted to the City Council for consideration and adoption in Fall 2016, does not carry forward the open space and recreation goals. The draft Parks and Open Space Element includes language recognizing that there are not many opportunities to acquire new land for open spaces because Seattle is already very developed, and that meeting demand for open space and recreation services as the city grows would require new strategies (pg. 134). The draft plan does not include specific goals for open space and recreation services, but rather refers to SPR standards. Policy P1.2 calls for providing parks and open spaces consistent with the priorities and level of service standards in SPR's Development Plan. SPR is currently updating its Development Plan. As part of this process, SPR is evaluating its open space and recreation goals and is considering updating its facility distribution guidelines (Conner, 2016).

Page 3.275, Seattle Center, amend text as follows:

The 2008 Seattle Center Century 21 Master Plan is the current plan guiding future development in the Seattle Center. The 20-year plan calls for substantial, long-term investment in Seattle Center. Plan highlights related to open space include repurposing Memorial Stadium and other sites to add 10 acres of public open space, and reclaiming and unifying open spaces at the heart of the Seattle Center campus and connecting them to the surrounding neighborhood (Seattle Center, 2008). Memorial Stadium currently

provides space for professional sports games as well as amateur sports leagues. Plans for the site include ~~maintaining an athletic facility to support existing uses~~ renovating the stadium for year round use as an athletic and performance venue to support existing uses and include public access to the site (Crary, 2016).

Page 3.275, Comprehensive Plan Neighborhood Planning Element, amend text as follows:

~~The current Comprehensive Plan Neighborhood Planning Element in the Comprehensive Plan that was in effect in July 2016~~ included goals and policies for open space in the Queen Anne neighborhood, including the study area. This policy language was developed through neighborhood planning processes in the 1990s. It calls for retaining existing open space, adding additional open space, and improving streets such as Queen Anne Boulevard to enhance the public realm. The Neighborhood Planning section of the 2035 Comprehensive Plan includes similar language.

Page 3.276, Impacts Common to All Alternatives, amend text as follows:

As discussed under the Affected Environment section above, based on existing conditions and the ~~City's currently adopted goals that were in place under the City's Comprehensive Plan in July 2016,~~ the City should have ~~striven~~ to improve the distribution of open spaces in the study area, ~~to provide a community center, and to provide two~~ three additional community gardens ~~plus replacement of the UpGarden community garden, which is currently on a site planned for redevelopment.~~ The City's open space and recreational goals ~~that were in place in July 2016 were~~ are aspirational in nature and failure to achieve them ~~does~~ did not constitute a deficiency in service. See Section 3.8 of the Final EIS for discussion of the guidelines for open space and recreation facilities under the 2035 Comprehensive Plan, which was adopted in October of 2016.

Under all alternatives, population density and average building heights are expected to increase in various amounts and locations in the study area, construction and redevelopment is expected to occur, and transportation improvements are planned. As discussed under the Affected Environment section above, based on existing conditions and the City's currently adopted goals, the City should strive to improve the distribution of open spaces in the study area, ~~and to provide two additional community gardens, and to~~

provide a community center. The City's open space and recreational goals are aspirational in nature and failure to achieve them does not constitute a deficiency in service. These goals are also likely to change in the near future as part of updates to the City's Comprehensive Plan and the SPR Development Plan.

Page 3.277, add a new section after Community Gardens:

Community Centers

Under the goals that were in place under the City's Comprehensive Plan in July 2016, the City was not meeting its target of having a community center in the Uptown Urban Center. The amount of people impacted by the lack of a community center would have increased under all alternatives, with the greatest increases under the Action Alternatives. See section 3.8 of the Final EIS for discussion of the guidelines for open space and recreation facilities under the 2035 Comprehensive Plan, which was adopted in October of 2016.

Page 3.278, amend text as follows:

Impacts of Alternative 1 No Action

Under Alternative 1, the study area population would increase by 44 percent and employment by 17 percent, which could lead to greater demand for open space and recreation services. More people would be impacted by the gaps in Village Open Space service areas shown in Exhibit 3.8-3 than are currently impacted. Based on the City's former open space and recreation goals for Uptown, four three additional community gardens would be needed, plus replacement of the UpGarden community garden, which is currently on a site planned for redevelopment, and one new community center.

Impacts of Alternative 2 Mid-rise

Alternative 2 Mid-Rise plans for moderate growth, with an increase in population of 49 percent and an increase in employment of 19 percent. Greater demand for open space and recreation services could occur compared to Alternative 1, but less compared to Alternative 3. More people would be impacted by the gaps in Village Open Space service areas than under Alternative 1, but less than under Alternative 3. Based on the City's former open space and recreation goals, four three additional community gardens would be needed, plus replacement of the UpGarden community

garden, which is currently on a site planned for redevelopment, and one new community center.

Page 3.279, Impacts of Alternative 3 High-rise, amend text as follows:

Alternative 3 High-Rise plans for the highest growth, though the level of growth is similar to that of the other alternatives, with population increasing by 55 percent and employment by 21 percent. The greatest increases in demand for open space and recreation services, and in people impacted by the gaps in Village Open Space service areas, could occur under Alternative 3. Based on the City's former open space and recreation goals, four ~~three~~ additional community gardens would be needed, plus replacement of the UpGarden community garden, which is currently on a site planned for redevelopment, and one new community center.

Revisions to Section 3.9 Public Services

Page 3.288, Transportation Network, amend text as follows:

The Department is dependent upon the capability of the city's street network to handle traffic flows. Changes to the design of the street network have the potential to impact the mobility of fire response vehicles. For this reason, street improvements must be consistent with the Seattle Right of Way Improvement Manual as well as Seattle Fire Code Section 503 and Appendix D, which address fire apparatus access roads. Public street improvements are required to meet the requirements of the Seattle Right of Way Improvement Manual (English, 2016). Private roads must be in accordance with Section 503 and Appendix D of the Seattle Fire Code (Seattle Right of Way Improvement Manual, Section 1.5). The Seattle Fire Code was amended in 2012 to specify that Appendix D does not apply to public streets (Appendix D, Section 101.1). Additionally, portions of Section 503 of the Fire Code have been amended to require consistency with the Seattle Right of Way Improvement Manual and Appendix D, as amended.

The Seattle Right of Way Improvement Manual articulates the City's design criteria for street right-of-way improvements and describes a deviation process to achieve flexibility when practical. It includes provisions for fire response in Sections 4.8, 4.19 and 6.5. Additionally, Section 1.5 of the manual specifies that the Fire Department is responsible for reviewing proposed street

improvements to identify potential negative impacts on response times, and also for reviewing proposed building construction plans to identify issues related to fire apparatus access and other Fire Code related issues.

In addition to these exiting mitigation measures to ensure that street design and new development ensure access for emergency response, the Department has strategies and tools to quickly and effectively respond to emergencies through use of sirens and lights, even during congested traffic conditions. Additionally, the Department reviews proposed street improvements on a project-by-project basis to identify potential negative impacts on response times. It is anticipated that these mitigation measures would adequately address potential impacts of mobility projects and growth planned under the alternatives.

Pages 3.289-3.291, Mitigation Measures, amend text as follows:

Regulations and Commitments

- All potential new development in the study area would be constructed in compliance with the City of Seattle Fire Code, which is based on the International Fire Code and provides minimum fire and life safety standards for buildings, ~~access roads~~, processes, and fire protection equipment installations. Adequate fire flow to serve potential development is required under the Fire Code. Potential development would also be required to comply with code requirements for emergency access to structures.
- All potential new street improvements in the study area would be constructed in compliance with the Seattle Right of Way Improvement Manual, which includes provisions for fire response in Sections 4.8, 4.19 and 6.5, as well as Seattle Fire Code Section 503 and Appendix D, which address fire apparatus access roads. Public street improvements are required to meet the requirements of the Seattle Right of Way Improvement Manual. Private roads must be in accordance with Section 503 and Appendix D of the Seattle Fire Code.
- The Fire Department is responsible for reviewing proposed street improvements to identify potential negative impacts on response times, and also for reviewing proposed building construction plans to identify issues related to fire apparatus access and other Fire Code related issues. The City routes plans for building construction from the Seattle Department of Construction &

~~Inspections to the Fire Department for review of fire apparatus access and other fire code related issues.~~

- ~~• The Fire Department has strategies and tools to quickly and effectively respond to emergencies through use of sirens and lights, even during congested traffic conditions.~~

Page 3.296, Transportation Network, amend text as follows:

- Future traffic changes in Uptown could impact first responders' ability to respond rapidly to emergency calls. The Department's staffing model factors in response time to determine appropriate staffing levels in each precinct. It is not anticipated that the transportation improvement projects proposed under the alternatives would negatively impact police service; if they did the Department would likely adjust staffing levels to improve response times (Socci, 2016). Additionally, the Department is able to respond to emergencies through their ability to move traffic out of the way using sirens and lights.

Page 3.298, add new bullet under Mitigation Measures—Regulations and Commitments:

- The Department is able to respond to emergencies through their ability to move traffic out of the way using sirens and lights.

Revisions to Section 3.10 Utilities

No changes proposed.

REVISIONS TO CHAPTER 4

Add the following references:

- English, G. (2016, October 20). Assistant Fire Marshall, Seattle Fire Department. (Email communication with C. Bradfield).
- City of Seattle. (2012). *Seattle Fire Code*. Retrieved from <http://www.seattle.gov/dpd/codesrules/codes/fire/>
- City of Seattle. (2012). *Seattle Right of Way Improvement Manual*. Retrieved from <http://www.seattle.gov/transportation/rowmanual/manual/>

REVISIONS TO APPENDICES

Revision in Appendix B, similar to changes on page 3.89 in Housing described earlier in this Chapter.

Page B.2, Exhibit B-1

Exhibit B-1 Affordable Housing Production Scenarios—MHA-R

		No Action	Mid-Rise	High-Rise
Target Growth Estimate	Total Housing Units Produced (Gross)	3,066	3,436	3,787
	Total Housing Units in Pipeline (not subject to MHA-R)	1,163	1,163	1,163
	Total Units Subject to MHA-R	0	2,273	2,624
	Total Affordable Units Produced			
	100% MHA-R Payment , 0% MHA-R Performance	0	511	527
	75% MHA-R Payment, 25% MHA-R Performance	0	428	441
	50% MHA-R Payment, 50% MHA-R Performance	0	345	356
	25% MHA-R Payment, 75% MHA-R Performance	0	261	356
	0% MHA-R Payment, 100%, MHA-R Performance	0	178	184
Buildout Scenario	Total Housing Units Produced (Gross)	8,896 10,186	14,773	17,342
	Total Housing Units in Pipeline (not subject to MHA-R)	1,163	1,163	1,163
	<u>Other Housing Units Not Subject to MHA-R</u>	<u>7,733</u>	<u>0</u>	<u>0</u>
	Total Units Subject to MHA-R	<u>0</u> 9,023	13,610	16,179
	Total Affordable Units Produced			
	100% MHA-R Payment , 0% MHA-R Performance	0	2,817	3,336
	75% MHA-R Payment, 25% MHA-R Performance	0	2,372	2,803
	50% MHA-R Payment, 50% MHA-R Performance	0	1,926	2,270
	25% MHA-R Payment, 75% MHA-R Performance	0	1,480	1,736
	0% MHA-R Payment, 100%, MHA-R Performance	0	1,034	1,203

Note: Affordable units produced under the MHA-R payment option would be build citywide (including Uptown). Affordable units produced through the performance option would be built in Uptown.

Source: BERK Consulting 2016



5

CHAPTER FIVE / Comments and Responses

Chapter 5 of this Final Environmental Impact Statement (Final EIS) contains public comments provided on the Draft EIS during the 45-day comment period and provides response to those comments. The comment period for the Draft EIS extended from July 18, 2016 through September 16, 2016.

5.1 PUBLIC COMMENTS

Comments gathered include all public comments received through letters, emails, the online open house, comment cards, and social media and the August 4, 2016 public hearing. Approximately, 384 written forms of communication were received. Comments and responses are organized in alphabetical order by Last Name, First Name. Where a commenter has provided more than one letter each is given a unique number, such as Last Name, First Name-#. Unique comments are numbered in the letter, and responses provided to each. The marked letters are included at the end of this Chapter.

Exhibit 5-1 Commenters Providing Written Comments

Last Name	First Name	Date	Last Name	First Name	Date
Abendroth	Terry	29-Aug-16	Bertram-1	Irving	5-Aug-16
Adams	Joe	1-Sep-16	Bertram-2	Irving	29-Aug-16
Adkins	Matt	1-Sep-16	Bertram-1	Luann	3-Aug-16
Adler-1	Karen	29-Aug-16	Bertram-2	Luann	2-Sep-16
Adler-2	Karen	29-Aug-16	Billings	Sue	27-Aug-16
Adler	Steven	29-Aug-16	Blades	William	26-Aug-16
Ahrendt	Dan	7-Sep-16	Blumson	Michael	31-Aug-16
Albert	Melissa	1-Sep-16	Bone	Suza	31-Aug-16
Algard	Susie	11-Aug-16	Bosch	Amy	14-Aug-16
Alhadeff	Joseph	31-Aug-16	Bozzi	Carmine & Janice	31-Aug-16
Allen-1	Holly	15-Aug-16	Brotherton	Kim	1-Sep-16
Allen-2	Holly	28-Aug-16	Brown	Audi	8-Sep-16
Allen	John & Kay	1-Sep-16	Brown	Gina	2-Aug-16
Allen	Margaret	1-Sep-16	Brown	Monica	31-Aug-16
Anderson	Leanna	30-Aug-16	Brown	Paul	5-Sep-16
Bain	Danny	29-Aug-16	Burgess-Quintal	Heather	30-Aug-16
Barr	Jeff	31-Aug-16	Busse	Erik	5-Aug-16
Barth	Dave	30-Aug-16	CAG (sig. illegible)	Letter	1-Sep-16
Bashor	Robert	30-Aug-16	Cahill	Peggy	1-Sep-16
Beard	Lisa L.	15-Sep-16	Cali	Suzanne	23-Aug-16
Benjamin	Mike	5-Aug-16	Campanile	Tom	5-Sep-16
Berger	Deborah & Richard	6-Aug-16	Campbell	Phil	20-Jul-16
Berk	Joanne	1-Sep-16	Canepa-Swan	Sandra	23-Jul-16

Exhibit 5-1 Commenters Providing Written Comments (cont.)

Last Name	First Name	Date	Last Name	First Name	Date
Cardona	Robert	1-Sep-16	Della	David	7-Sep-16
Carlyle	Wendy	1-Sep-16	Dempsey	Andrew	16-Sep-16
Carroll	Pey-Lin	1-Sep-16	Dignan–1	George	27-Aug-16
Carrs	Chris	1-Sep-16	Dignan–2	George	31-Aug-16
Cartwright	Mary	1-Sep-16	Dignan–3	George	31-Aug-16
Cassin	Jan	1-Sep-16	Dignan–1	Jane	29-Aug-16
Cea	Jennifer	2-Sep-16	Dignan–2	Jane	31-Aug-16
Chaffee	Michele	31-Aug-16	Donier	Nancy	11-Aug-16
Chang	Robert	25-Aug-16	Downer	Phil	5-Sep-16
Chang	Robert & Leah	25-Aug-16	Downey	Ellen	22-Jul-16
Chen	Eleanor	14-Sep-16	D'Souza	Ronnie	31-Aug-16
Christo	Heather	30-Aug-16	Ehle	Albert	31-Aug-16
Christothoulou	Pete	30-Aug-16	Endejean	Judy	11-Aug-16
Chung	Erica	15-Sep-16	Faccone	Edward	16-Aug-16
Cipolla	Paula	11-Aug-16	Fanning	Fred	31-Aug-16
Albright	Steve		Farmer	Joseph & Jane	28-Aug-16
Clawson	Stacey	16-Sep-16	Faust	Mark	31-Aug-16
CLS (<i>sig. illegible</i>)	Letter	1-Sep-16	Ferrari	Gail	19-Aug-16
Cole	Hinda	30-Aug-16	Filimon	Patricia	26-Aug-16
Comment Sheet	Anonymous 1	4-Aug-16	Firth	Mary & Richard	31-Aug-16
Comment Sheet	Anonymous 2	4-Aug-16	Frank	Robert	25-Aug-16
Comment Sheet	Anonymous 3	4-Aug-16	Franklin	Teri	30-Aug-16
Comment Sheet	Anonymous 4	4-Aug-16	Frausto	Deborah	31-Aug-16
Comment Sheet	Anonymous 5	4-Aug-16	Idziorek	Katie	
Comment Sheet	Anonymous 6	4-Aug-16	<i>Uptown Alliance</i>		
Concepcion	J	1-Sep-16	Freeburg	Dave	21-Jul-16
Conroy	Kathleen	31-Aug-16	Frerk	David	15-Sep-16
Cordts	Mary	30-Aug-16	Frerk	Rosemary & David	3-Sep-16
Crippen	Linda	16-Sep-16	Frey	Christina	21-Jul-16
D (<i>sig. illegible</i>)	Al	1-Sep-16	Friedrich	Elizabeth	29-Jul-16
Darcy-Hennemann	Suzanna	1-Sep-16	Gangemi	Matt	21-Jul-16
Darley	Brian	8-Sep-16	Gardiner	Shoshana	13-Sep-16
Daruwala	Minoo	1-Sep-16	Gats	Michael	5-Sep-16
Davis	Phil	1-Sep-16	Gheen	Penn	20-Aug-16
			Gibbs	Cynthia	31-Aug-16

Exhibit 5-1 Commenters Providing Written Comments (cont.)

Last Name	First Name	Date	Last Name	First Name	Date
Gilliland-1	Terry	29-Aug-16	Hawk	Jeff	29-Aug-16
Gilliland-2	Terry	31-Aug-16	Hedberg	Jane	19-Aug-16
Gilliland-3	Terry	31-Aug-16	Heeringa	Caleb	4-Aug-16
Gilliland-4	Terry	24-Aug-16	Hennes	Paul & Jaqueline	6-Aug-16
Gilliland-5	Terry	18-Aug-16	Herschenson	Michael	15-Sep-16
Gleason	Helen	1-Sep-16	Hitchens-1	Patricia	30-Aug-16
Gold-1	Morgan	27-Jul-16	Hitchens-2	Patricia	25-Aug-16
Gold-2	Morgan	31-Aug-16	Hogan	John	14-Sep-16
Golm	Hans-Joachim	18-Sep-16	Hogenson	Pete	16-Sep-16
Goren	Daniel	31-Aug-16	Holly (<i>no signature</i>)	Beautiful Bike 2012	13-Sep-16
Grant	Joseph	20-Jul-16	Holmberg	Harold	12-Sep-16
Greiling-1	Rich & Sue	28-Aug-16	Hoppin	Edie	5-Sep-16
Greiling-2	Richard & Sue	14-Sep-16	Hoppin	Sara	5-Sep-16
Griffith	Pat	1-Sep-16	Hubbard-1	Lynn	29-Aug-16
Griggs	Paul	29-Aug-16	Hubbard-2	Lynn	21-Jul-16
Gumbiner	Barry	28-Aug-16	Hubbard-3	Lynn	2-Sep-16
Hahn	Hazel	1-Sep-16	Huck	Mark	25-Jul-16
Hajduk	Craig	1-Sep-16	Huey	Ray	2-Sep-16
Hall	Jeff	1-Sep-16	Humann	Jennifer	1-Sep-16
Hamlin	Whit	8-Aug-16	Hyde	Celeste	1-Sep-16
Harrington-1	Beverly	18-Aug-16	Jacobson-1	Chris	1-Sep-16
Harrington-2	Beverly	18-Aug-16	Jacobson-2	Chris	8-Aug-16
Harrington-3	Beverly	17-Aug-16	Jacobson	Dawn	27-Aug-16
Harrington-4	Beverly	6-Aug-16	Jenkins	Joseph	16-Sep-16
Harrington-5	Beverly	1-Sep-16	Jenkins	Kathy	16-Sep-16
Harrington-6	Beverly	6-Sep-16	Jensen	Gary	13-Sep-16
Harrington-7	Beverly	17-Aug-16	Jensen	Kelly	13-Sep-16
Harrington-8	Beverly	17-Aug-16	Johnson	Curtis	31-Aug-16
Harrington	Michael	6-Sep-16	Johnston	Kathy	1-Sep-16
Harris-1	Dorothy	1-Sep-16	Kaplan	Martin	16-Sep-16
Harris-2	Dorothy	13-Aug-16	<i>Queen Anne Comm. Council</i>		
Harvey	George	24-Jul-16	Karais	Pamela	1-Sep-16
Hatlen	Kari	1-Sep-16	Kauffman	Marcus	24-Aug-16
Hawes	Janise & Steve	31-Aug-16			

Exhibit 5-1 Commenters Providing Written Comments (cont.)

Last Name	First Name	Date	Last Name	First Name	Date
Kavi	Kirti	31-Aug-16	Lumen	Anja	5-Sep-16
Kemp	Hans & Kelly	1-Sep-16	Lunde	Greg	20-Jul-16
Kiefer	Meghan	1-Sep-16	Lyttle	Lee	9-Sep-16
Kirkwall	Scott	31-Aug-16	MacDermid	Todd	31-Aug-16
Knapp	Dianne	12-Sep-16	Macedo	Phil	11-Sep-16
Kolpa-1	Sue	29-Aug-16	Mach	Anna	14-Sep-16
Kolpa-2	Sue	31-Aug-16	Madis	Clint	26-Jul-16
Kolpa-3	Sue	31-Aug-16	Marquardt	Kelly	1-Sep-16
Kowalsky	David	1-Sep-16	Marshall	Ridge	15-Sep-16
Hirsch	Cindy		Martin	Carolyn	31-Aug-16
Kraft	Lisa	8-Aug-16	Mattera	Jason	26-Aug-16
Krane	Bjorn	24-Aug-16	Matthews	Karin	1-Sep-16
Krieger	Eric	29-Aug-16	Mawbey	Carolyn	30-Aug-16
Kullman	Nicholas	1-Aug-16	Mays	Barbara	28-Aug-16
Kunz-1	Donald	19-Aug-16	McFadden	Andrea	31-Aug-16
Kunz-2	Donald	27-Aug-16	McFarland-1	Benston	6-Aug-16
Kunz-3	Donald	30-Aug-16	McFarland-2	Bentson	9-Aug-16
Kunz-4	Donald	9-Aug-16	McKeown	Colleen	31-Aug-16
Kusachi-1	Seiko	15-Sep-16	McKim	Laurie	31-Aug-16
Kusachi-2	Seiko	14-Sep-16	McL (<i>sig. illegible</i>)	Mary	20-Aug-16
Laing	Alexandra	31-Aug-16	McManus	Lynne	31-Aug-16
Lancaster	Douglas	31-Aug-16	McPhillips	Ed	31-Aug-16
LaPierre-1	Mary Lou	29-Aug-16	Medalia	Jim	8-Sep-16
LaPierre-2	Mary Lou	6-Sep-16	Mensher	Gail & Jon	28-Aug-16
Ledger	Edward	1-Sep-16	Menzel	Paul	9-Sep-16
Lenaburg	Becky	31-Aug-16	Middaugh	David	2-Sep-16
Urla	Paul		Miller	Robb	31-Aug-16
LeVine	Sharon	1-Sep-16	Miller	Zach	23-Aug-16
Likkel	Connie	29-Aug-16	Mohundro	Anne	7-Sep-16
Lindenbaum	Jeffrey	4-Sep-16	Moody	Michelle & David	16-Sep-16
Lindskog	Sarah	30-Aug-16	Moore-Wulsin-1	Alexandra	15-Sep-16
Longston	Pam	17-Aug-16	Moore-Wulsin-2	Alexandra	29-Aug-16
Lubarsky	Zach	1-Sep-16	Moulton	Cindie	13-Sep-16
Lucht	Karen	21-Jul-16	Mucci	Diana	1-Sep-16

Exhibit 5-1 Commenters Providing Written Comments (cont.)

Last Name	First Name	Date	Last Name	First Name	Date
Mucci	Joseph	1-Sep-16	Rennick	Chris	1-Sep-16
Mucci	Mary Lou	1-Sep-16	Resident	QA	31-Aug-16
Mucke	Katrin	1-Sep-16	Richard	Jerry	30-Aug-16
Muir	Sasha	5-Sep-16	Richards	Dwayne	30-Aug-16
Mulherkar	Shirish	1-Sep-16	Richardson	Jennifer	5-Sep-16
Mullarkey	Dawn & Mike	1-Sep-16	Richter	Eric	1-Sep-16
Mullarkey	Dawn	17-Aug-16	Ritter–1	Dan	3-Aug-16
Mummery	Trent	7-Sep-16	Ritter–2	Dan	30-Jul-16
Nakamoto	Alicia	31-Aug-16	Roberts	Jason	26-Aug-16
Newman	Claudia	1-Sep-16	Robertson	James	30-Aug-16
Newport	Walter	1-Sep-16	Robinson	David	1-Sep-16
Nicholson	Martha	1-Sep-16	Rocheftort	Barry & Debbie	15-Sep-16
Nicol-Blades–1	Berta	29-Aug-16	Roger	Juliet	30-Aug-16
Nicol-Blades–2	Berta	14-Aug-16	Rose	Caroline	8-Sep-16
Nikolaus	Michael	1-Sep-16	Rose	Patty	2-Sep-16
Nissen	Anna	15-Sep-16	Rozanski	Linda	8-Sep-16
Nutt	Bill	19-Aug-16	Russell	Deborah	29-Aug-16
O'Connell	Michele	31-Aug-16	Russell	Stan	22-Aug-16
Okamoto	Margaret	4-Sep-16	Ryan	Kristin Neil	31-Aug-16
Olliver	HP	1-Sep-16	Salusky	Shep	27-Aug-16
Ostrow	Mark	1-Sep-16	Sarkissian	Emil	31-Aug-16
Pankratz	Chad	18-Aug-16	Sarkowsky–1	Cathy	28-Aug-16
Park	Niloufar (Nilly)	1-Sep-16	Sarkowsky–2	Cathy	1-Sep-16
Pehl	Mary Bridget	30-Aug-16	Saunders	Geoff	1-Sep-16
Perez	Janet & Alex	1-Sep-16	Scanlon	Jonathan	19-Aug-16
Perry	Mike & Evelyn	24-Aug-16	Schaffer	Scott	29-Aug-16
Piering	Pamela	31-Aug-16	Schimke	Judi	12-Sep-16
Podemski	Paula	29-Aug-16	Schlick	Daryl	27-Aug-16
Poore	Sara & Robert	31-Aug-16	Schmid	Donna	31-Aug-16
Price	Julie	12-Sep-16	Schmidt	Karen & Robert	27-Aug-16
Ramsay–1	Alec	25-Aug-16	Schorn	Valerie	30-Aug-16
Ramsay–2	Alec	5-Aug-16	Schrock Walker	Emily	4-Sep-16
Reinland	Chris	1-Sep-16	Schrock	Jeff & Emily	5-Sep-16
Renfrow	Brandon	17-Aug-16	Schwabe	Brian	1-Sep-16

Exhibit 5-1 Commenters Providing Written Comments (cont.)

Last Name	First Name	Date	Last Name	First Name	Date
See	Travis	31-Aug-16	Towers	Michael	25-Aug-16
Shah	Amit	26-Aug-16	Towers	Pam	25-Aug-16
Shah	Ashok	26-Aug-16	Trecha	Matthew	5-Aug-16
Shah	Deena	21-Aug-16	Trucksess–1	Robin	9-Sep-16
Shah	Dilroza	30-Aug-16	Trucksess–2	Robin	1-Sep-16
Shah	Indumati	22-Aug-16	Ukrainczyk	Luka	2-Sep-16
Shah	Rahel	30-Aug-16	Updegraff	Pat	7-Sep-16
Shah	Raj	30-Aug-16	Urrutia–1	John	12-Aug-16
Shea	Thomas	8-Aug-16	Urrutia–2	John	16-Sep-16
Shearer	Seth	31-Aug-16	Uwi	Marjorie	31-Aug-16
Shigaki	Derek	28-Aug-16	Valentine	Ron	25-Jul-16
Silberg–1	Nancy	4-Aug-16	Vaughan	Thomas	30-Aug-16
Silberg–2	Nancy	27-Jul-16	Wallace	Chris	30-Aug-16
Silver	Brent	31-Aug-16	Ward	Eliza	29-Aug-16
Sinderman	Marv	1-Sep-16	Ward–1	Suzi	16-Sep-16
Smith	Jeremy	26-Aug-16	Ward–2	Suzi	31-Aug-16
Smith	Michael	31-Aug-16	Wark	Richard	15-Sep-16
Sprung	Jeff	1-Sep-16	Wax	Jason	26-Aug-16
Stark	Dixie	1-Sep-16	Wax–1	Katherine	31-Aug-16
Steinhauser	Barbara	1-Sep-16	Wax–2	Katherine	5-Aug-16
Stokes	Paula	29-Aug-16	Weatherly	Mary	14-Sep-16
Strander	John	21-Jul-16	Weiler–1	Mary	31-Aug-16
Streatfield	David	16-Sep-16	Weiler–2	Mary	7-Sep-16
Strickland	Scott	29-Aug-16	Whipple	Karin	1-Sep-16
Sund	Lea	16-Sep-16	White	Elisabeth	30-Aug-16
Swedler	James	31-Aug-16	Williams	Wenmouth	1-Sep-16
Taniguchi	Harold	30-Aug-16	Willman	Rosemary	5-Sep-16
<i>King County</i>			Wulsin	Lela	1-Sep-16
Taylor	Liza	1-Sep-16	Wulsin	William	31-Aug-16
Taylor	Mark	31-Aug-16	Xiang	Fan	31-Aug-16
Terry	Linda	3-Aug-16	Yelish	Shane	7-Sep-16
Thackeray	Penny	31-Aug-16	Zapolsky	David	1-Sep-16
Todd	Kendra	1-Sep-16	Zielinski	Laura	30-Aug-16
Tong	Makiko	16-Sep-16			

The August 4, 2016 hearing provided an opportunity for oral comments. A court reporter prepared a verbatim transcript of the 25 speakers at the hearing. Hearing comments are numbered and identified by order of speaker at the hearing. Each speaker provided their name by First and Last Name. The marked hearing transcript follows the written comments at the end of this chapter.

Exhibit 5-2 List of Hearing Participants

Comment No.	Name	Comment No.	Name
Hearing 1	Alec Ramsay	Hearing 14	Myrna Mayron
Hearing 2	Rich Reilly	Hearing 15	Patrick Kern
Hearing 3	Tracy Thomas	Hearing 16	Daniel Ritter
Hearing 4	Rick Cooper	Hearing 17	Caroline Malby
Hearing 5	Leslie Abraman	Hearing 18	Karen Luft
Hearing 6	Nancy Silberg	Hearing 19	William Blades
Hearing 7	Gary Groshek	Hearing 20	Bart Mayron
Hearing 8	Rob Miller	Hearing 21	Berta Blades
Hearing 9	Terri Appleton	Hearing 22	Karen Adler
Hearing 10	Roxanna Lopez	Hearing 23	Beverly Harrington
Hearing 11	John Laurencia	Hearing 24	Sharon Levine
Hearing 12	John Stratfold	Hearing 25	Michael Blumston
Hearing 13	Lisa Power		

5.2 RESPONSES TO COMMENTS

This section provides responses to comment. Because many of the comments touched on common issues and themes, responses to frequently raised issues are provided first, followed by unique responses to letters and hearing comments.

Comments that state an opinion or preference are acknowledged with a response that indicates the comment is noted and provided to the appropriate decision maker(s). Comments that ask questions, request clarifications or corrections, or are related to the Draft EIS analysis are provided a response that explains the EIS approach, offers corrections, or provides other appropriate replies.

5.2.1 FREQUENT COMMENT: SOURCE OF UPTOWN ALTERNATIVES AND PROCESS

Many commenters asked questions about the source of the Uptown rezone alternatives and the City's approval process. This section provides an overview of the planning context in the City of Seattle and Uptown, the range of the Draft EIS alternatives, the development of the Preferred Alternative, and the City's decision-making process on zoning and associated code amendment proposals.

The Uptown Study Area has been an identified Urban Center Village since the City adopted its Comprehensive Plan in 1994 consistent with the Washington State Growth Management Act (GMA); villages are areas where growth and infrastructure investments are focused. By focusing growth into villages the City can minimize growth in low-density neighborhoods, prioritize scarce funding for infrastructure and services, and meet environmental and sustainability goals.

GMA provides a framework for planning (see Draft EIS Section 3.2), as does the citywide vision for an urban village strategy (see Section 2.1). Periodically the City reviews plans, policies, and implementing regulations in order to adapt to socioeconomic trends and community needs. For example, a key trend felt across the City and Uptown is the need for affordable housing. Another need is to address transportation congestion and respond to mobility needs of residents and employees regionally, citywide, and in Uptown. The EIS studied the area with and without high-capacity transit (HCT); since ST3 has passed in November 2016 there is a more pressing need to plan for appropriate land uses and multimodal connections.

Responding to trends and community concerns, the City has worked with residents and businesses to develop the Uptown Urban Design Framework (UDF) defining a vision and actions to achieve the following priorities:

- Affordable housing
- A multimodal transportation system
- Community amenities (community center, new schools, open space)
- An arts and culture hub
- A strong retail core
- A welcoming urban gateway to Seattle Center

In November of 2013 the City began the UDF planning process by holding a public workshop that was attended by over 120 residents and business owners. The City invited people to express an interest in the charrettes from that list of attendees. Those who were interested and able to attend all three charrettes in 2014 participated (approximately 50 persons).

The UDF identified height scenarios that were suggested for analysis in the EIS. Broad public input was sought at a scoping meeting in October of 2015. Alternatives were developed based on the UDF height scenarios and a public scoping process required under SEPA. The Draft EIS evaluated the alternatives programmatically, as non-project legislative actions (see Draft EIS Section 2.4). Based on the Draft EIS evaluation of impacts and mitigation measures, and public comments received, a Preferred Alternative has been developed and is addressed in this Final EIS. With the Final EIS publication, the City will issue a preliminary rezone proposal, and after a 30 day comment period on the rezone proposal, provide proposed legislation. The City Council will hold a hearing, deliberate, and make a decision. If a rezone is adopted for Uptown, future development applications would be subject to the new rules.



5.2.2 FREQUENT HOUSING COMMENTS AND RESPONSES

An element of Alternatives 2, 3, and the Preferred Alternative is instituting mandatory affordable housing requirements where development capacity is increased. Commenters frequently asked questions about housing affordability and the potential mandatory affordable housing requirements. This section provides responses to frequent comments. Individual responses to letters in Section 5.2.3 and to the hearing comments in Section 5.2.4 reference these housing responses in 5.2.2.

5.2.2.1 Concern that proposed alternatives may exacerbate housing affordability challenges in Uptown

Many commenters expressed concern about the impacts that the Action Alternatives may have on housing affordability within Uptown, due to potential displacement of older housing stock with newer buildings where rents tend to be higher. The Draft EIS finds that housing affordability will continue to be a significant challenge under the three alternatives, including No Action. In a region experiencing population and economic growth, the primary cause of residential displacement is a housing shortage.¹ When the number of people seeking housing exceeds the amount of housing available, housing gets more expensive across the entire market. Even during the current boom in apartment construction, employment growth in Seattle has outpaced housing growth. From 2010-2014, Seattle gained approximately 50,000 new jobs and only 15,000 new housing units.² During that same period, median rent for a one-bedroom apartment increased by over 40 percent.³ When more people are competing for housing, property owners are able to capture higher rents, leading to economic displacement. The

¹ See California's High Housing Costs: Causes and Consequences for data on the effects of housing shortages on housing prices. <http://www.lao.ca.gov/reports/2015/finance/housing-costs/housing-costs.pdf>

² Puget Sound Regional Council (PSRC) Covered Employment Estimates; City of Seattle Permit Data Warehouse; Washington State Office of Financial Management Postcensal Estimates of Housing Units, April 1, 2010 to April 1, 2016.

³ Zillow Rent Zestimates. <http://www.zillow.com/research/data/#rental-data>

same forces increase the prices of homes for sale, further straining the rents by keeping would-be homeowners in the rental market.⁴

Housing shortage also spurs direct displacement. A tight housing market encourages property owners to rehabilitate lower-cost housing to target higher income households or demolish existing buildings for redevelopment. This can further strain housing affordability, as building rehabilitation and demolition for new construction can directly eliminate lower-cost housing and force existing tenants out of their homes.

In addition to housing shortage, there are other drivers of Seattle's affordability challenges. For instance, construction costs and high land values can put upward pressure on the cost of new housing. On page 3.79 in the Draft EIS it is noted that construction costs for steel frame high-rise buildings are generally more expensive. However higher allowed building heights can also provide for significantly more units per acre of land depending on floor plate limits and setback. This can significantly reduce the land cost per unit and therefore the overall cost of providing for new housing supply.

While increasing the supply of market-rate housing is an important element of addressing Seattle's housing affordability challenges, housing affordability and risk of displacement would continue to be a concern under all alternatives. The City is considering additional strategies to address this issue. One strategy is Mandatory Housing Affordability (MHA). Under MHA requirements, developers may opt to provide for affordable housing through the performance option (including units within a market-rate development) or payment option that would help fund affordable housing production citywide. Page 3.88 of the Draft EIS explains the criteria for determining the location of new affordable housing built with funds raised through MHA. The City has expanded this list to add one additional criterion: Locating near developments that generate cash contributions.

The Draft EIS also analyzed the issue of direct displacement: the potential loss of existing affordable housing stock due to demolition for redevelopment. Pages 3.76 and 3.77 of the Draft EIS include a table with all subsidized affordable housing located

⁴ In addition to housing scarcity, other factors also contribute to Seattle's housing affordability challenges. For example, changes in wages affect the burden that housing costs place on people, and high land costs and construction costs influence the price of new housing.

in Uptown. None of these units are expected to be demolished for redevelopment under any alternative or buildout scenario, as noted on page 3.81. Comprehensive data about non-subsidized affordable housing is incomplete. However, a review of rental listings in Uptown identified five buildings offering small units at rents affordable to moderate income households (80-100% AMI) and one listing for a unit affordable to households earning 75% AMI (see page 3.77). As noted on page 3.84, among these properties, only one building containing 24 units is expected to be demolished under a 20-year growth estimate scenario. This is expected to occur under all three alternatives.

Exhibit 5-3 summarizes information presented in the Draft EIS on page 3.81 and 3.89. It compares the total number of units in buildings expected to be demolished for redevelopment to the number of new market rate and affordable units expected to be produced, under each alternative assuming implementation of the MHA requirements. It shows that significantly more homes are expected to be produced than will be demolished. Furthermore, the Action Alternatives will include new affordable housing in greater quantity than the existing units to be demolished. While the new affordable units will be restricted to those with very low or low incomes, the existing units to be demolished are all market rate and are not necessarily occupied by lower-income residents.

Exhibit 5-3 Units Lost Compared to Housing Production

		No Action	Mid-Range	Tower
Existing Units to be Demolished		66	66	42
Net New Units Produced (Total)		3,000	3,370	3,745
New Affordable Units	100% MHA-R Payment: Total Affordable Units Produced (Citywide and may Include Uptown)	0	511	527
	100% MHA-R Performance Total Affordable Units Produced (Uptown)	0	178	184
	MHA-C (Payment only)	0	66	79

Source: BERK, 2016

5.2.2.2 Concerns that new affordable units will not be built in Uptown

Under MHA, developers may opt to provide for affordable housing through the performance option (including units within a market-rate development) or payment option that would help fund affordable housing production citywide. Page 3.88 of the Draft EIS explains the criteria for determining the location of new affordable housing built with funds raised through MHA. The Council-adopted MHA-R framework legislation (Ordinance 125108) includes one additional consideration for location of housing supported by cash contributions: “locating near developments that generate cash contributions.” Mayor Murray has transmitted MHA-C framework legislation to City Council on October 25, 2016, which amends Ordinance 124895, and includes adding that location consideration factor for MHA-C.

5.2.2.3 Relationship between the proposed alternatives, the Housing Affordability and Livability Agenda (HALA), and the Mandatory Housing Affordability (MHA) frameworks

The MHA requirements evaluated in the Draft EIS were one of the 65 HALA recommendations. The Mayor and Council have formally adopted residential and commercial MHA frameworks, which require commercial and multifamily development to either provide affordable housing units or make a payment to support affordable housing, in exchange for increases in development capacity (rezones). The residential and commercial frameworks establish the MHA requirements—however, those requirements are not implemented until adoption of zoning changes providing increased development capacity. This includes the Uptown Action Alternatives evaluated in this EIS. MHA will only be implemented in areas where rezones are adopted. Alternative 1 No Action assumes no rezones and no implementation of MHA. More details about the MHA requirements can be found in the Draft EIS starting on page 3.87.

5.2.2.4 How did the city select the percentage of units required to be set aside for affordable housing?

Under the MHA-R requirements, new affordable units are only created if developers build market rate housing. If the percent of units required to be set aside for affordable housing is too high, this will create a disincentive to development and reduce the total amount of new housing created in Uptown--both market rate and affordable. As discussed in Section 5.2.2.1 above, a primary driver of housing affordability challenges in Seattle is housing shortage. Therefore, continued production of both market rate and new affordable units is important to addressing these challenges.

Other cities with mandatory affordable housing policies differ in terms of where requirements apply, the percentage of units to be set aside, and the income limits for new affordable units. In Seattle, the income limits for affordable homes created through MHA are lower than many other cities: 60% AMI for rental (or 40% AMI if the unit is 400 square feet or smaller) and 80% for ownership, for as long as 75 years.

Recently announced changes to implementation of MHA will result in a change to the percent set aside requirements analyzed in the Draft EIS. MHA will include higher performance and payment requirements for areas that receive a larger zoning change than the typical one-story increase. Under this proposal, Uptown remains a high MHA requirement area. Depending on the specific zoning change, MHA-C affordable housing requirements are estimated to range from \$8.00 to \$14.50 per square foot for payment and an equivalent of 5% to 9% of chargeable floor area in commercial use for performance in non-highrise zones. MHA-R and MHA-C requirements in highrise zones are expected to range from \$20.75 to \$32.75 per square foot and 7% to 11% of total housing units or commercial square feet for performance.

5.2.2.5 Does the City need to rezone to require affordable housing?

Additional zoning capacity is proposed through zoning and associated height changes to address housing affordability needs. In both GMA (RCW 36.70A) and implementing Washington Administrative Code Rules (WAC 365-195), affordable housing program provisions indicate there some type of revised regulation that is needed to create additional capacity—zoning changes, bonus densities, height and bulk increases, parking reductions (reduce non-housing space so more dwelling spaces can be created) or other regulatory changes. The listed items in the law and rules identify ways that additional space or units is created for housing. The City studied a range of heights and zones to achieve additional capacity. The Preferred Alternative identifies that certain commercial zones (NC and C-1) are proposed for rezones to SM where a range of heights will be allowed from 65 to 160 feet depending on location.

The LR3, MR, and C-2 zones would remain but are proposed for height change of an additional 10 or 15 feet with the Preferred Alternative.

Some blocks would retain their current zoning. Commercial and multifamily development in areas where development capacity is not increased will not have the mandatory affordable housing requirement.

RCW 36.70A.540 (3) Affordable housing incentive programs enacted or expanded under this section may be applied within the jurisdiction to address the need for increased residential development, consistent with local growth management and housing policies, as follows:

(a) The jurisdiction shall identify certain land use designations within a geographic area where increased residential development will assist in achieving local growth management and housing policies;

(b) The jurisdiction shall provide increased residential development capacity through zoning changes, bonus densities, height and bulk increases, parking reductions, or other regulatory changes or other incentives;

(c) The jurisdiction shall determine that increased residential development capacity or other incentives can be achieved

within the identified area, subject to consideration of other regulatory controls on development; and

(d) The jurisdiction may establish a minimum amount of affordable housing that must be provided by all residential developments being built under the revised regulations, consistent with the requirements of this section.

WAC 365-196-870(2): *These programs may be established as follows:*

(i) The county or city identifies certain land use designations within a geographic area where increased residential development will help achieve local growth management and housing policies.

(ii) The city or county adopts revised regulations to increase development capacity through zoning changes, bonus densities, height and bulk increases, parking reductions, or other regulatory changes or other incentives.

(iii) The county or city determines that the increased residential development capacity resulting from the revised regulations can be achieved in the designated area, taking into consideration other applicable development regulations.

5.2.3 RESPONSES TO WRITTEN COMMENTS

Unique comments are numbered in the letter, and responses provided to each. The marked letters are included at the end of this Chapter. Comments that state an opinion or preference are acknowledged with a response that indicates the comment is noted and provided to the appropriate decision maker(s).

Abendroth, Terry

Comment 1—Proposed heights of 160 and 85 feet are too tall.

Thank you for your comment. Since the City's first Comprehensive Plan, the Uptown area has been identified as an Urban Center, designated for a diverse mix of uses, housing, and employment in order to retain the majority of Seattle's neighborhoods for single-family purposes and to encourage transit, walkability, and environmental stewardship. The Seattle 2035 Comprehensive Plan notes the success of past plans to direct growth to the centers and to retain other residential areas: "The urban village strategy has been successful in achieving its purposes

over the twenty-some years it has been in place. During that time, over 75% of the city's new housing and new jobs were located inside the urban centers and villages that together make up only about 17% of the city's total land area." (Introduction, Page 11.)

Please note that the Preferred Alternative described in Chapter 2 of this Final EIS, includes heights of up to 50, 65, 85, 125, and 160 feet in different parts of the subarea. The western and northern areas would have the lowest heights of 50 feet. West of Seattle Center, heights would increase to 65 and 85 feet. Away from more established residential areas, heights would increase in the Uptown Triangle from 85 feet to 125 and 165 feet. This alternative would have lesser aesthetic impacts than Alternatives 2 and 3.

Comment 2—The public meeting did not include responses to public comments. What do view corridors consist of? When are buildings considered too tall and blocking views?

Responses to public comments at the Uptown Rezone public meeting are included in this Final EIS.

A view corridor is the line of sight between an observer and a significant visual resource, such as a landmark or major natural feature (mountain, body of water, etc.). The building height necessary to block a view varies by location and by type of view. This is why Chapter 3.4 of the Draft EIS contains detailed 3D modeling of potential development and terrain conditions to assess impacts on view corridors. View corridors were evaluated based on whether new development under the alternatives would obstruct views of the associated landmark or natural feature to a greater degree than current conditions.

Thresholds used to determine potential significant impacts of the proposal include consistency with the City of Seattle environmental review policies for public view protection.

As stated in the Draft EIS (page 3.97), the City of Seattle Municipal Code (Section 25.05.675 P) contains SEPA policies related to public view protection, stating:

It is the City's policy to protect public views of significant natural and human-made features: Mount Rainer, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water including Puget Sound, Lake Washington, Lake Union and the Ship Canal, from public places consisting of the specified viewpoints, parks, scenic routes, and view corridors... —SMC 25.05.675 P2a.i.

Additional policies address views of the Space Needle and shadows affecting other parks

Comment 3–The city is not listening.

All comments will be considered by City decision makers. See Response to Comment 1 above regarding the objectives of growth in the Urban Center.

Comment 4–Past comments on parking not considered.

All comments about past parking code amendments are part of the record, and were considered.

Adams, Joe**Comment–Increased density under the proposal will worsen traffic congestion.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Traffic congestion was studied in the Draft EIS in Section 3.6. The EIS transportation analysis considers travel time on key corridors including Mercer Corridor and screenlines crossing Mercer Corridor. Draft EIS Exhibit 3.6-28 shows the results of the Mercer Corridor travel time and indicates that between the current year and the future Alternative 1 No Action growth estimate condition, travel times will increase roughly 3 minutes eastbound and 4 minutes westbound. With the growth estimate scenarios associated with Action Alternatives that increase density, travel time increases would be under a minute over the Alternative 1 No Action case.

Opportunities to provide alternatives to vehicle travel include mobility proposals and HCT. The proposed 20-year list of projects being planned for by the City and other transportation providers is discussed in the Draft EIS and assumed as part of the future No Action and each Action Alternative. See Exhibit 3.6-18. Improvements include three new east west connections as part of the SR 99 tunnel improvements. Planned improvements and regulations (concurrency, commute trip reduction, and parking) support City's transportation level of service standards. Concurrency regulations require level of service standards to be met or improvements be in place at the time of development or scheduled within six years of development. An example of a near term project is the City's evaluation of the Mercer Street corridor for adaptive signals (Smart Signals) that can be more responsive to traffic flow.⁵

In addition to planning-level analyses conducted at the citywide and neighborhood scale that offer system improvements and mitigation, individual development projects will undergo SEPA review for individual impacts and mitigation measures.

⁵ <http://www.seattle.gov/transportation/mercercorridor.htm>

Adkins, Matt

Comment 1—Concern about lack of public access to recreation at Seattle Center.

Thank you for your comment. Your comments regarding the use of Seattle Center facilities for private events are acknowledged. The Seattle Center campus contains significant public open space and recreation resources, as described in the Seattle Parks and Recreation 2011 Gap Report Update. Additionally, the Seattle Center's open spaces and water features are open to the public year round, with the exception of three days each Labor Day weekend for the Bumbershoot music festival. The Armory facility is also open to the public year round with the exception of Bumbershoot, Thanksgiving, Christmas Day and New Year's Day. For these reasons, the EIS included the Seattle Center as an open space and recreation asset in the Uptown neighborhood.

Adler, Karen—1

Comment 1—The proposal would allow 140-foot buildings between Denny and Roy.

Thank you for your comment. Proposed height levels under each Alternative are shown in Exhibit 2.5 of the Draft EIS and Exhibit 2-5A of the Final EIS. In general, height limits under Alternative 2 are limited to 85 feet or less, except for the area southeast of Broad Street. Under Alternative 3, heights of up to 160 feet would be allowed in several areas between Roy Street and Denny Way. See Abendroth, Terry, Response to Comment 1, for a description of heights under the Preferred Alternative.

Comment 2—Developers will opt out of affordable housing requirement by paying a fee.

Under the Action Alternatives, it is possible that developers will elect to make a cash payment in lieu of setting aside affordable units onsite. These cash payments will be used by the City of Seattle to support production and preservation of affordable housing citywide. All affordable housing will be net new rent/income-restricted units. See Section 5.2.2.2 for a discussion of the use of MHA cash payments for affordable housing development, including criteria used to determine the location of new units funded with these payments.

Comment 3—Improved transit will not be available for 30 years. The 99 tunnel and Expedia commuters will lead to traffic gridlock.

Seattle Proposition 1, approved in November 2014, will provide funding for additional transit services through 2020. For more information, see www.seattle.gov/transit. In addition, the proposed 20-year list of projects planned by the City and other transportation providers is discussed in the Draft EIS and assumed as part of every studied alternative. These improvements are shown in Exhibit 3.6-18 and include three new east west connections as part of the SR 99 tunnel. These new crossings extend and connect Harrison, Republican, and Thomas Streets and provide new connections for all vehicles, transit, pedestrians and bicycle riders. A new extension of 6th Avenue N between Mercer and Harrison streets is also planned to provide additional north south connectivity west of SR 99. These new connections relieve the “pinchpoint” of the East West Mercer Corridor under SR 99. The City develops its project improvements list based on: 1) regular deficiency analyses conducted through modal plans and 2) prioritization into the Move Seattle Transportation Strategic Plan. A levy supports implementation of the Move Seattle Plan. Additionally, since at the time of the Draft EIS was issued, ST 3 was approved by voters on the November 2016 ballot. Although Draft EIS Chapter 2 indicated that only Action Alternatives included HCT, the transportation analysis in Section 3.6 tested all alternatives with and without HCT to be able to compare differences in transportation outcomes due to growth alone. Since implementation of ST3 will take place over time the analysis with and without HCT can help with phasing of development and improvements.

As new development is proposed, each application is subject to its own project-level SEPA analysis where specific impacts and mitigation are defined. The SR 99 Tunnel, which is currently under construction and scheduled for completion in 2021, includes three new crossings of SR 99 parallel to Mercer Street. These new crossings extend and connect Harrison, Republican, and Thomas Streets, and provide new connections for all vehicles, transit, pedestrians, and bicycle riders. A new extension of 6th Avenue N between Mercer and Harrison Streets is also planned to provide additional north-south connectivity west of SR 99. These new connections relieve the “pinchpoint” of the east-west Mercer Corridor under SR 99.

Comment 4—Views will be blocked up to Comstock, including the view from Kerry Park.

As stated in the Draft EIS (page 3.97), the City of Seattle Municipal Code (Section 25.05.675 P) contains SEPA policies related to public view protection, stating:

It is the City's policy to protect public views of significant natural and human-made features: Mount Rainer, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water including Puget Sound, Lake Washington, Lake Union and the Ship Canal, from public places consisting of the specified viewpoints, parks, scenic routes, and view corridors... —SMC 25.05.675 P2a.i.

In addition, the City has specific policies within its code to protect public views of the Space Needle:

It is the City's policy to protect public views of the Space Needle from the following public places. A proposed project may be conditioned or denied to protect such views...

Listed locations in subsections c.i to c.x: Alki Beach Park (Duwamish Head); Bhy Kracke Park; Gasworks Park; Hamilton View Point; Kerry Park; Myrtle Edwards Park; Olympic Sculpture Park; Seacrest Park; Seattle Center; Volunteer Park. —SMC 25.05.675 P2c.

From Kerry Park, the view of the Space Needle is a specifically protected view under City policy, as well as views of Mount Rainer, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water including Puget Sound, Lake Washington, Lake Union and the Ship Canal. As illustrated in Draft EIS Exhibits 3.4-41 and 3.4-42, views of the Space Needle, the Downtown skyline, Mount Rainier, and Puget Sound from Kerry Park under Alternatives 2 and 3 would not be affected. New development under these alternatives would be visible from the park, but would not be tall enough to interfere with views due to the elevation of Kerry Park.

City view protection policies focus on public views. Regarding private views, the City policies indicate:

Adopted Land Use Codes attempt to protect private views through height and bulk controls and other zoning regulations but it is impractical to protect private views through project-specific review. —SMC 25.05.675.P.1.f.

The Preferred Alternative moderates heights compared to Alternatives 2 and 3.

Comment 5–Density can be achieved without high rises.

As described in the Draft EIS, the density affects the capacity for growth. The Draft EIS notes that the City can accommodate its projected growth allocation for the Urban Center under Alternative 1 No Action. The increased density under the Action Alternatives is intended to address a need for more housing, particularly affordable housing and to focus that growth and housing choices in the City's villages including Urban Centers such as Uptown. See also Sections 5.2.1 and 5.2.2.5.

Comment 6–The high rises would benefit only developers and people who can afford them.

A primary driver of Seattle's housing affordability challenges is its housing shortage. Alternative 3 High-Rise would increase capacity for new housing development in Uptown compared to Alternative 1 No Action and Alternative 2 Mid-Rise. Please see Section 5.2.2.1 for a discussion of the relationship between housing shortages and housing affordability as well as the MHA requirements for providing additional affordable housing under the Action Alternatives.

Comment 7–Thoughtful in Urban Density

Your comment is noted and forwarded to City decision makers. Please also see Chapter 2 of this Final EIS for a description of the Preferred Alternative that moderates heights and proposes development standards designed to provide for an improved pedestrian environment.

Adler, Karen–2**Comments regarding views, traffic, affordable housing, and other similar concerns**

Thank you for your comment. Please see Adler, Karen–1, Response to Comments, regarding views, traffic, affordable housing, and other similar concerns.

Adler, Steven**Comment 1–Developers will opt out of affordable housing requirement by paying a fee.**

Thank you for your comment. See Adler, Karen–1, Response to Comment 2, and Section 5.2.2.2 of this Final EIS for a discussion of the use of MHA cash payments for affordable housing development, including criteria used to determine the location of new units built with these payments.

Comment 2–Improved transit will not be available for 30 years. The 99 tunnel and Expedia commuters will lead to traffic gridlock.

See Adler, Karen–1, Response to Comment 3, for a discussion of traffic impacts and study of planned transportation and transit improvements.

Comment 3–Views will be blocked up to Comstock, including the view from Kerry Park.

As illustrated in Draft EIS Exhibits 3.4-41 and 3.4-42, views of the Space Needle, the Downtown skyline, Mount Rainier, and Puget Sound from Kerry Park under Alternatives 2 and 3 would not be affected. New development under these alternatives would be visible from the park, but would not be tall enough to interfere with views due to the elevation of Kerry Park. Please see Adler, Karen, Response to Comment 4, for a full explanation.

Comment 4–The high rises would benefit only developers and people who can afford them.

Please see Adler, Karen–1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability as well as the MHA requirements for providing additional affordable housing under the Action Alternatives.

Comment 5–Density can be accomplished without high rises.

Please see Adler, Karen–1, Response to Comment 5 for a description of density objectives.

Ahrendt, Dan**Comment 1–Request to remove the parcel at 544 Elliott Ave W from rezoning proposal. Taller height would be inconsistent with aesthetics of neighboring area and would increase traffic on Elliott Ave West.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Under the Preferred Alternative described in Chapter 2 of this Final EIS, the parcel at 544 Elliott Ave W is in an area that would have a single story increase in height as part of the HALA program, necessary to create capacity for affordable housing, but lesser in height compared to Alternatives 2 and 3.

Albert, Melissa

Comment 1—The proposal favors developers over residents, would damage Kerry Park views, and deter visitors.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Please see Abendroth, Terry, Response to Comment 1, regarding the history of planning for the Uptown Urban Center and other centers in the City to balance several environmental and housing goals.

Regarding Kerry Park views, please see Adler, Karen—1, Response to Comment 4.

Comment 2—Requests additional public input, consideration of how heights will affect pedestrians, and more realistic drawings showing impact on views from Kerry Park.

The public input process has been ongoing and has afforded numerous opportunities for input as described in 5.2.1 and bulleted below:

- A public meeting to initiate the planning process in 2013.
- Consideration of an Uptown rezone began in 2014, with three community design charrettes.
- In October of 2015, the City published the Draft UDF and held a public workshop. The final UDF was published in December of 2015.
- The City issued a Scoping Notice for the EIS on October 5, 2015, with public comments accepted until November 8, 2015.
- The Uptown Urban Center Rezone Draft EIS was released in July of 2016, and public input included a 60-day public comment period, and public open house and hearing on the evening of August 4, 2016. Responses to public comments are included in this Final EIS.

In addition, City staff held informal meetings at KEXP to demonstrate the visualization model, attended a Neighborhood Night Out event on August 2, 2016, and attended homeowner association meetings upon request.

Additional public input opportunities will include public hearings on the proposed Preferred Alternative rezone proposal in the first half of 2017.

The visualizations are based on a computer model representation of current and future buildings more detailed than for most programmatic EISs.

Comment 3—Concern the proposal is not thoughtful and doesn't consider citizens.

Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative which responds to the EIS impact analysis and public comments. Heights are more graduated from west to east. The proposal will allow greater capacity for market rate and affordable housing.

Algard, Susie

Comment 1—Opposes buildings over 4 stories. Concerned about traffic, construction.

Thank you for your comment. Please see Abendroth, Terry, Response to Comment 1, for a description of growth objectives of the Urban Center and heights under the Preferred Alternative.

Please see Adams, Joe, Response to Comment, for a description of the Draft EIS analysis of traffic impacts.

Alhadeff, Joseph

Comment 1—The proposal would destroy the neighborhood.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Bertram, Irving-2, Response to Comments.

Comment 2—Disagree with the EIS and the city's position.

Your comment is noted and forwarded to City decision makers. The EIS is designed to analyze a range of alternatives to provide information on potential impacts and mitigation measures. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative which moderates heights from west to east compared to Alternatives 2 and 3.

Comment 3—The EIS did not address what it should, and lacks factual support.

Please see Bertram, Irving-2, Response to Comments.

Allen, Holly—1

Comment 1—Timing of final EIS.

Thank you for your comment. Consistent with the response from Mr. Holmes, this Final EIS contains responses to comments.

Comment 2—Add me to the list.

You have been added to the Uptown contact list about future activities related to the project, per the email from Mr. Holmes.

Comment 3—The impact of higher density can be mitigated by not increasing building height.

As described in the Draft EIS, density affects the capacity for growth. The increased height under the Action Alternatives is intended to address a need for more housing, particularly affordable housing. Please also see Chapter 2 of this Final EIS for a description of the Preferred Alternative that moderates heights west to east based on the Draft EIS analysis and public comments.

Comment 4—Traffic is difficult and there are many buildings planned near Mercer Street.

Your comment is noted and forwarded to City decision makers.

Please see responses to Abendroth, Terry, Response to Comment 1, and Adams, Joe, Response to Comment.

Comment 5—Concerned about traffic impacts.

See Adler, Karen—1, Response to Comment 3, for a discussion of traffic impacts.

Comment 6—SDOT's argument for bicycle ridership is based on a survey response of 300 people.

All modes of travel are addressed in Draft EIS Section 3.6. Single-occupancy automobiles and transit modes are addressed as well as bicycles and pedestrians. Use of alternative modes is anticipated to increase as improvements are made to complete more robust and better connected networks (e.g. all modes as new east-west road connections; transit as HCT is implemented). For example, existing transit service has seen growth, especially where service is improved (such as RapidRide). Walk trips are generally the first and last leg of a transit trip and with new transit connections, not only service funded by the City but also as part of Metro's Long Range Transit Plan, Metro Connects and ST 3, pedestrian activity is anticipated to increase. With new roadway connections that include sidewalks like the Harrison, Thomas and John Street connections across the SR 99 North tunnel Portal connecting to walkways through the Seattle Center, pedestrian activity is likely to increase.

Comment 7—Concerned about construction noise.

As noted in the comment, temporary construction noise would have the potential to temporarily affect nearby sensitive receivers such as existing residences, schools, and day cares. As also noted in the comment, construction activities for larger and/or taller buildings typically have the greater potential for adverse construction-related noise impacts than smaller ones, both because of duration and intensity of impacts. This is because larger buildings often involve pile driving or other similar impact-related foundation work. The impacts of construction of the type of infill development envisioned for Uptown were previously analyzed in the Seattle Comprehensive Plan Update Draft EIS. As described in Section 3.3.2 of that Draft EIS, because the potential exists for development within urban center areas to require pile driving adjacent (closer than 50 feet) to other buildings that may be occupied by residents or other sensitive receptors, construction noise impacts in excess of noise limits established in the City of Seattle Noise Ordinance (90 dBA for impact construction equipment) within these areas are identified as a potential moderate noise impact and mitigation is identified.

The Preferred Alternative for the Uptown Plan focuses the development of the largest and tallest buildings in areas with the highest existing ambient noise levels. Temporary construction noise within infill development areas, where ambient noise levels are already affected by roadway traffic and other transportation noise sources, would be less noticeable to receivers.

Comment 8—Concerned about parking.

Section 3.6 of the Draft EIS addresses on-street parking and off-street public parking that is currently under City management. Parking analysis in the Draft EIS is evaluated with an attendance level of 8,000 to 10,000 people. This attendance level occurs approximately 90 times per year. The Uptown EIS analysis is sufficient for a 20-year programmatic evaluation across the neighborhood.

Future development would be subject to City parking standards and site-specific SEPA review. For example, site-specific studies are underway for Seattle Center as part of its Master Plan Update and consider different parking management strategies. The Master Plan Update would be subject to appropriate SEPA evaluation.

Allen, Holly–2

Comment 1–Concerned about rushing a decision, without enough research.

Thank you for your comment. Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal. Additionally, the EIS provides a programmatic examination of the rezone proposal; following a Draft EIS, this Final EIS provides a response to comments, Revisions and Clarifications, and analysis of a Preferred Alternative in the range of the Draft EIS Alternatives.

Comment 2–The proposal won’t provide affordable housing, but will lose currently affordable housing.

Please see Adler, Karen–1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

Comment 3–The Draft EIS does not consider congestion when there is gridlock on Denny or Mercer.

Denny Way is included in the evaluation of Screenlines 2 and 3; the evaluation incorporates changes in travel demand.

Screenline 2 was also evaluated in the broader Seattle Comprehensive Plan Update in 2016.

Impacts of any changes in zoning in the Uptown subarea will be reflected in these screenlines. More in depth analysis was considered on Mercer and the Queen Anne/1st Avenue couplet because they directly serve the growth and travel changes that could occur in the subarea.

See also Adler, Karen–1, Response to Comment 3, for more information impacts and mitigation.

Comment 4–The Draft EIS states that a parking study is not complete. The Draft EIS uses minimal data on parking in Seattle Center garage.

Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8.

Comment 5–Many residents rent in buildings with parking, but park on street.

See Allen, Holly–1, Response to Comment 8.

Comment 6—There are assumptions in the Draft EIS that are not supported.

The methods and approach in the Draft EIS to analyze impacts are described in Chapter 3 of the Draft EIS and are consistent with professional practice for a programmatic EIS. Methods of analysis to address thresholds of significance are provided for each EIS topic. Without providing a specific description of an unsupported assumption, we cannot respond to that assertion.

Please note that this EIS provides a programmatic, areawide, analysis of the Uptown Rezone proposals consistent with SEPA and the description in Draft EIS Section 2.5, Level of Analysis, page 2.23.

Comment 7—Taller buildings would reduce light at street level and create a canyon feel.

Your comment is noted and forwarded to City decision makers.

Please note the Preferred Alternative allows heights of 50–85 feet west and north of Seattle Center. Greater heights of 125–160 feet would be allowed away from concentrations of residences and towards SR 99 in the Uptown Triangle.

The SM Zone standards would be customized to the Uptown area. Upper story setbacks are required for structures 45 feet or greater. The SM zone would also restrict the number of buildings taller than 125 feet to one per block.

Comment 8—Construction makes walking difficult and causes traffic delays.

Your comment is noted and forwarded to City decision makers. Prior to approval of larger developments, the City requires a construction management plan designed to address traffic, sidewalks, and parking.

Allen, John and Kay**Oppose heights over 85 feet, which will increase congestion.****The requirement for first-floor commercial space is difficult for businesses.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Please note the Preferred Alternative allows heights of 50–85 feet west and north of Seattle Center. Greater heights of 125–160 feet would be allowed

away from concentrations of residences and towards SR 99 in the Uptown Triangle.

For Class I and II streets, some portion of the street frontage would have a street-level use requirement, but most streets are Class III and would not have a street-level use requirement but such uses would be exempt from FAR limits.

Allen, Margaret

Comment 1—Supports Alternative 1; prefer building character like Portland.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2—The model view from Kerry Park under Alternative 1 shows buildings that do not meet current height limits. If Alternative 1 is selected, are these buildings automatically approved?

Alternative 1 is the No Action Alternative, which would result in no change to height limits in Uptown. The model view for Alternative 1 therefore depicts existing buildings and “pipeline” development—buildings which are under construction or which have begun the entitlement and permitting process. These pipeline developments are being permitted under existing development regulations, including height limits or contract rezones, hence their inclusion as part of “baseline future conditions.” Final approval of these developments still under permitting is contingent on each project’s individual permitting process. Applications are not “automatically approved” based on their inclusion in the Draft EIS exhibits, but rather based on their consistency with adopted rules and regulations.

Regarding the observation that the Alternative 1 model view from Kerry Park shows multiple buildings that are taller than the current zoning height limits, there are several existing buildings in the foreground that are taller than the current 40-foot height limit, including a 10-story retirement home built in 1960 and a 9-story Seattle Housing Authority apartment building built in 1970. The building at the extreme left of the view is the 9-story condominium building next door to Kerry Park, built in 1974.

To achieve the Comprehensive Plan growth estimate, additional sites beyond pipeline sites are assumed to redevelop in the future, such as sites along Mercer Street north of Seattle Center, but at the heights consistent with current zoning.

Comment 3—The Draft EIS does not adequately consider lost views from residential houses in adjoining neighborhoods.

The OPCD drop-in sessions with models were only offered during regular working hours.

The City's adopted view protection policies focus on the protection of public views from parks, roadways, and major public open spaces. Private views are not specifically protected. However, the Draft EIS does discuss potential effects on territorial views southward into the Uptown area, addressing views of both Elliott Bay and the Space Needle from two locations north of the study area. These locations are mapped in the Draft EIS on Exhibit 3.4-7 on page 3.99 and described on page 3.100. Impacts to territorial views are discussed in the Draft EIS impact analysis, and view simulations for these locations are provided in the Draft EIS on pages 3.138-3.141 (Exhibits 3.4-51 through 3.4-58).

The City showed the model on August 2, 2016 at a Neighborhood Night Out in the evening, held a public open house and hearing the evening of August 4, 2016, and also attended homeowner association meetings upon request in the evening in addition to the daytime exhibition of the model at Seattle Center.

Comment 4—The impact of higher population on transportation and parking is not adequately addressed.

Traffic modeling conducted for the Draft EIS (Section 3.6) accounts for current and future growth associated with each alternative and identifies resulting transportation systems and parking impacts and mitigation measures. The transportation analysis was conducted on key corridors and screenlines that are consistent with the Comprehensive Plan and on on-street and public parking that are currently under the City management.

Additionally, please see Adler, Karen—1, Response to Comment 3, regarding traffic impacts.

Also please see Allen, Holly—1, Response to Comment 8, regarding parking impacts.

Comment 5 –Taller buildings will not provide affordable housing. Currently affordable housing will be torn down to build luxury units.

New residents could be accommodated under Alternative 1.

Retail space in new high-rise buildings too expensive for local businesses.

No developers will provide affordable housing units on site.

Please see Adler, Karen—1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing

affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

See Adler, Karen–1, Response to Comment 2, and Section 5.2.2.2 for a discussion of the use of MHA cash payments for affordable housing development, including criteria used to determine the location of new units built with these payments.

All studied alternatives are expected to result in the displacement of some existing business and jobs, though there would be sufficient building space to relocate them. See Section 3.1.2 Impacts Common to All Alternatives. While retail rents may change overtime, there would also be more customers for businesses.

Regarding accommodation of new residents, please see Adler, Karen, Response to Comment 5, for a description of density objectives.

Comment 6–Please take concerns of Queen Anne residents into consideration.

All comments will be considered by City decision makers. Please see responses to the letters by last names.

Anderson, Leanna

Comment 1– Tall buildings at 7th & Blanchard and 5th and Bell are bad for Seattle’s skyline.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please also see Abendroth, Terry, Response to Comment 1, regarding the basis for focusing growth in the Uptown Urban Center.

Bain, Danny

Comment 1– Opposes proposal for 160-foot towers. New buildings should fit with existing scale. Supports limiting heights to 65 feet.

Thank you for your comment. Please see Abendroth, Terry, Response to Comment 1, for a description of the Preferred Alternative, which moderates heights compared to Alternatives 2 and 3.

Barr, Jeff

Comment 1—Additional traffic on Mercer Street will impact emergency vehicles.

Thank you for your comment. Emergency vehicle access is addressed in the Seattle Right-of-Way Manual. The Manual states: Seattle Fire Department responds to fire and medical emergencies, and is dependent upon the capability of the street network to handle traffic flows. The Fire Department reviews proposed street improvements, closures, etc. to identify potential negative impacts on response times. Private roads must be in accordance with Section 503 (Fire Apparatus Access Roads) and Appendix D of the Seattle Fire Code. Plans for building construction are routed from the Department of Planning and Development to the Fire Department's Fire Prevention Division for review of fire apparatus access and other fire code related issues.

Comment 2—Traffic congestion on Mercer Street makes crossing the street difficult.

Pedestrian collisions were analyzed in Exhibit 3.6-11 of the Draft EIS. Pedestrian Priority Corridors, as identified by the City of Seattle, are found in Exhibit 3.6-4.

Barth, Dave

Comment 1—Supports Alternative 3. More housing is best for the city and neighborhood.

Thank you for your comment. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Bashor, Robert

Comment 1—City does not need increased density.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Adler, Karen-1, Response to Comment 5, regarding capacity for growth.

Comment 2—Rezone not needed for affordable housing

See Adler, Karen-1, Response to Comment 5, as well as Section 5.2.2.5 for the provisions of the law that identify the kinds of regulatory changes that create capacity for additional affordable housing. Responses to comments at the identified link in the comment letter are provided in Ramsay, Alec-1.

Comment 3–HALA does not call for level of height increases.

Please see Section 5.2.2.3. Responses to comments at the identified link in the comment letter are provided in Ramsay, Alec–1.

Comment 4–Rezone does not advance UDF priorities.

UDF guiding principles including adding more housing and job, multimodal transportation, education and park space, a strong retail core, and an arts and culture district. The Alternative height proposals examined in the Draft EIS are those in the UDF. The Alternatives have different capacities to provide for dwellings and jobs to support new households and businesses of all types, arts and otherwise (EIS Section 3.1 and 3.3). Alternatives are examined for multimodal transportation impacts and mitigation (EIS Section 3.6) as well as open space (EIS Section 3.8). Responses to comments at the identified link are provided in Ramsay, Alec–1. Please also see Moore-Wulsin, Alexandra–2, Response to Comment 8, and Newman, Claudia, Response to Comment 11, regarding UDF priorities.

Comment 5–Mitigate traffic and parking.

Please see Section 3.6 of the EIS which identifies traffic and parking impacts and mitigation measures.

Beard, Lisa L.**Comment 1–The EIS does not consider impacts on quality of life, the environment, traffic, or low-income housing.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please note the alternatives examined were similar to those identified in the Uptown UDF (see Section 5.2.1), developed with extensive public input. Please also see the Preferred Alternative in Final EIS Chapter 2, which moderates heights west to east compared to Action Alternatives 2 and 3, and responds to Draft EIS impacts and public comment.

Benjamin, Mike**Comment 1–Thank you for work on this plan.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Agree with most UDF concepts; concerned lack of analysis of car traffic.

Please see Adler, Karen–1, Response to Comment 3.

Comment 3—Concerned about additional density until traffic is improved.

See Adler, Karen-1, Response to Comment 3, for a discussion of traffic impacts and mitigation.

Comment 4—Concerned builders will pay rather than provide affordable housing on site.

Please see Adler, Karen-1, Response to Comment 2, and Section 5.2.2.2 for a discussion of the use of MHA cash payments for affordable housing development, including criteria used to determine the location of new units built with these payments.

Comment 5—Opposes heights above mid-level option.

Please see Abendroth, Terry, Response to Comment 1, for a description of proposed heights under the Preferred Alternative.

Comment 6—Explain Republican and Thomas street changes; opposes improvements to pedestrian and bike flow if it impacts car traffic.

The Relevant Studies section of Draft EIS Section 3.6 provides additional background on projects noted in Item 4 of this comment.

Comment 7—Concerned developers are not paying enough for infrastructure to support new residents.

Infrastructure needs and capacity are analyzed in Sections 3.6, 3.8, 3.9, and 3.10 of the Draft EIS.

Please note that when a new development is proposed, proposals are subject to SEPA and development application review criteria to determine infrastructure capacity and sufficiency.

Comment 8—Concerned about homeless and loiterers.

Your comment is noted and forwarded to City decision makers. Please also see the analysis of impacts to police services in Section 3.9 of the Draft EIS and this Final EIS.

Regarding homelessness, please see Busse, Erik, Response to Comment 3.

Berger, Deborah and Richard

Comment 1—Oppose High-Rise Alternative, which would impact views. Support Mid-Rise alternative with housing affordability requirements.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Berk, Joanne

Comment 1–Concerned the Draft EIS inaccurately shows impacts on views, traffic, and parking.

Thank you for your comment. For Draft EIS accuracy of impacts to views, please see Abendroth, Terry, Response to Comment 2. For Draft EIS accuracy on traffic, please see Adams, Joe and Adler, Karen–1, Response to Comment 3. Regarding parking impacts, please see Allen, Holly–1 Response to Comment 8. Regarding the role of a programmatic EIS, please see Allen, Holly–2, Response to Comment 6.

Comment 2–Concerned about increasing traffic congestion.

Please see Adams, Joe, Response to Comments, for a summary of Draft EIS traffic analysis results.

Comment 3–Agree with letters from other residents.

Please refer to responses to Moore-Wulsin, Ramsay, Bertram, and Schlock in this Chapter, organized by last name.

Bertram, Irving–1

Please provide a copy of the Grand Bargain agreement.

Thank you for your comment. The “Seattle HALA Final Advisory Committee Recommendations To Mayor Edward B. Murray and the Seattle City Council (July 13, 2015)” report can be found online at: http://murray.seattle.gov/wp-content/uploads/2015/07/HALA_Report_2015.pdf.

Bertram, Irving–2

Comment 1–Draft EIS does not fairly explore the facts.

Thank you for your comment. Regarding accuracy and role of the EIS, please see Allen, Holly–2, Response to Comment 6.

Comment 2–Draft EIS should analyze impacts of density on traffic, and on nearby neighborhoods.

Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

A citywide analysis of future growth including growth similar to that planned with Uptown alternatives was considered in the Comprehensive Plan

Update EIS in 2016. Please see <http://2035.seattle.gov/deis/>. That model was used for the Uptown EIS. Trips generated by land uses outside the Uptown area are included in the screenline analysis and corridor analysis along with growth of each Uptown Alternative.

Comment 3–Draft EIS should examine views beyond the Space Needle from Kerry Park.

As stated in the Draft EIS (page 3.97), the City of Seattle Municipal Code (Section 25.05.675 P) contains SEPA policies related to public view protection (see Adler, Karen–1, Response to Comment 4).

As stated on page 3.98 of the Draft EIS, Kerry Park offers views of the Space Needle, the Downtown skyline, Elliott Bay, and Mount Rainier. The Draft EIS does note that new development would be visible from the park, but based on the modeling of building heights and terrain features contained in the impact analysis, none of the alternatives would result in development tall enough to block views of any of these features from Kerry Park.

Views from Kerry Park to the southwest toward Elliott Bay were not specifically modeled in the Draft EIS because the largest proposed height increases are to the south and east of the park. As shown on Draft EIS Exhibit 2-5, height changes southwest of the park are minor, and given the steep slope of the hill, this view would be unaffected.

Regarding the inclusion of pipeline development in the No Action and Existing views, these projects are currently undergoing permit review by the City and are included as part of a baseline future condition.

Comment 4 –Parking impacts are not adequately addressed.

On and off-street parking was addressed in the parking model. As described in EIS Section 3.6, approximately half of the on-street parking used in the model is paid parking. For additional discussion about the parking analysis, please see Allen, Holly–1, Response to Comment 8.

Comment 5–Draft EIS should assume that full development will occur on every available lot, and analyze impacts on views, shadows, and traffic.

The City is obligated to plan for its growth estimate for the period through 2035. The City has planned for that growth in the 2016 Comprehensive Plan. The growth estimate allocated to the Uptown Urban Center is 3,000 dwelling units and 2,500 jobs.

To conduct a conservative analysis should additional growth occur beyond the growth estimate, Alternatives 2 and 3 study greater growth of 12% and

25% respectively, or up to 3,745 units and up to 3,125 jobs. The EIS addresses this level of growth for both aesthetics and traffic and all Draft EIS topics.

A planning level analysis identifies potential redevelopable sites (see Exhibit 2-9 Potential Redevelopable Sites). Since it is not predictable which sites may redevelop during the Comprehensive Plan growth estimate period, the aesthetics analysis considers all redevelopable sites to consider visual and shade/shadow analysis on multiple blocks.

The City reviews its growth estimates every eight years consistent with GMA. Should growth trends change, the City can make adjustments to its plans following an evaluation and public participation process.

Comment 6–Draft EIS should consider impacts of increased density on residents of Queen Anne hill, including traffic and parking.

The traffic analysis in the Draft EIS was conducted with the Seattle traffic model. The analysis considered current and 2035 trips from Queen Anne and other neighborhoods combined with the Uptown alternatives.

A citywide analysis of future growth including growth similar to that planned with Uptown alternatives was considered in the Comprehensive Plan Update EIS in 2016. Please see <http://2035.seattle.gov/deis/>.

Comment 7–Smaller height increases should have been studied.

Alternative height scenarios studied in the Draft EIS were similar to those identified in the Uptown UDF developed with extensive public input (see Section 5.2.1). See Albert, Melissa, Response to Comment 2. However, in response to Draft EIS analysis and public comment, the Preferred Alternative described in Chapter 2 of this Final EIS provides a moderated height proposal west to east. For example, some areas considered for 60 or 65 feet in Alternatives 2 and 3 are shown at 50 feet, under the Preferred Alternative, and some areas considered for 85 feet or 160 feet in Alternatives 2 and 3 are shown as 65 feet in the Preferred Alternative west of Seattle Center.

Comment 8–The Draft EIS does not contain page numbers; please use consecutive page numbers in the Final EIS.

Page numbers were included in the bottom outside border of each page of the Draft EIS. Page numbers are included in the Final EIS.

The Table of Contents is hyperlinked in both documents.

In both documents the PDF format also has a table of contents in the bookmarks.

Comment 9–Traffic analysis is insufficient.

The methodology used for corridor and screenline analysis is included in the Methods and Assumptions Memo (2016), included as Appendix B in this Final EIS. Regarding traffic impacts and mitigation, please see Adler, Karen–1, Response to Comment 3.

Comment 10–The EIS should not assume proposed transportation projects will happen. The Draft EIS should address increased residents and workers in nearby neighborhoods.

The EIS analyzes the height and growth Alternatives with and without HCT in Section 3.6. The citywide traffic model was used and assumed growth in adjacent neighborhoods in the screenline analysis.

Comment 11–The growth estimate is under capacity without a change in zoning.

See Sections 5.2.1 and 5.2.2.5 of this Final EIS. The potential for rezones and height changes are not proposed because growth capacity is needed; rather the potential changes in regulations are proposed in order to create capacity for affordable housing and to focus that growth and housing choices in the City's villages including Urban Centers such as Uptown.

Comment 12–Concerned there is insufficient analysis of affordable housing.

As shown on page 3.81 of the Draft EIS, 66 existing housing units are expected to be demolished for redevelopment to meet the population and employment growth estimates under Alternative 1 No Action and Alternative 2 Mid-Rise. Under Alternative 3 High-Rise 42 units are expected to be demolished, since fewer parcels would be needed due to increased zoned capacity. Page 3.84 shows that 303 units are expected to be demolished under a full buildout of any of the three alternatives. The number of new affordable units expected to be built in Uptown through the existing Multi-Family Tax Exemption program is shown on page 3.87. Alternative 1 No Action: 638; Alternative 2: Mid-Rise 738; Alternative 3 High-Rise 753. Page 3.89 show the total number of affordable units expected to be developed under the two proposed Mandatory Affordable Housing programs (MHA-R and MHA-C).

Under the Action Alternatives it is possible that many developers will select to make a cash payment in lieu of setting aside affordable units onsite to. These cash payments will be used by the City of Seattle to support production and preservation of affordable units citywide. All affordable housing will be net new rent/income-restricted units. See Section 5.2.2.2 for a discussion of the use of MHA cash payments for affordable housing

development, including criteria used to determine the location of new units funded with these payments.

Other cities have mandatory affordable housing standards that differ from those proposed in Seattle. For instance, some standards only apply to residential development, not commercial development. Some have greater percentage set-asides, but provide affordable housing for households with incomes higher than proposed by the City of Seattle. Some adjustments to MHA payment and performance requirements are proposed to further address potential displacement risks. See Section 5.2.2.2.

Comment 13–Concerned there is insufficient analysis of affordable housing.

Please see Adler, Karen–1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives. See Section 5.2.2.2 for a discussion of the use of MHA cash payments for affordable housing development.

Additionally, page 3.90 of the Draft EIS discusses Property Tax Exemptions with Goal for Preserving Apartment Buildings, a mitigation strategy being pursued by the City of Seattle and others.

Comment 14–Concerned affordable housing will not be built on site.

See response to Comment 12 above.

Comment 15–Housing affordability requirements can be imposed under current rezoning.

Please see Section 5.2.2.5 of this Final EIS.

Comment 16–The loss of affordable units would be greater than new units created.

On page 3.79 it is noted that construction costs for taller buildings is generally more expensive. This does not necessarily mean that a greater number of existing affordable units will be lost. As noted above in the Response to Comment 12, Alternative 3 High-Rise is expected to result in the demolition of fewer existing housing units than either Alternative 1 No Action or Alternative 2 Mid-Rise.

Also, see Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

Comment 17—Provide support for statement that under the High-Rise alternative, fewer units would be demolished.

The growth estimate scenarios are an estimate of the total demand for new housing in Uptown over the next 20 years under each alternative. Given uncertainty about this projected level of demand and location of growth in relation to displacement of existing units, the Draft EIS also studies the impacts of a buildout scenario on the housing supply. This buildout scenario would only occur if demand for new housing in Uptown exceeded both the growth estimates as well as the total capacity for growth on available parcels.

Regarding growth evaluated, please see response to Comment 5 above.

Comment 18—EIS should examine requiring developers seeking contract rezones to provide affordable housing.

Exhibit 3.3-17 shows that 303 total housing units would be expected to be demolished under a buildout scenario. None of these units are currently subsidized affordable housing. The affordability level of these 303 units is unknown since comprehensive data about non-subsidized affordable housing is incomplete. However, a review of rental listings in Uptown identified six buildings offering small units at rents affordable to moderate income households (75%-100% area median income) and none that would be affordable to lower income households (see page 3.77). As noted on page 3.84, among these properties, only one building containing 24 units is expected to be demolished under a buildout scenario. This is expected to occur under all three alternatives.

To require mandatory affordable housing as part of contract rezones is an option, but it provides less certainty about where the greater height would occur in the neighborhood. An areawide rezone provides more certainty for residents and property owners. Additionally, an areawide rezone ensures that all new development would be subject to MHA requirements and thus contribute to affordable housing production and preservation. The Preferred Alternative provides a moderated height proposal. Areas with greater height are southeast of Seattle Center.

Comment 19—Please provide methodology for Exhibit B-1.

The methodology used to develop the affordable housing production estimates in Exhibit B-1 is the same as used for the estimates in Exhibits 3.3-19 and 3.3-20, with the exception that Exhibit B-1 varies assumptions with regards to the percentage of developers that would select the payment versus performance option for complying with the MHA requirements.

The MHA-R Performance option requires developers to offer 7% of new units as affordable on site. The notes in Exhibits 3.3-19 and 3.3-20 explain that developers selecting the payment option would be required to pay \$18 per square foot of residential use. For commercial and mixed-use buildings, developers would pay \$8 per square foot in commercial use after excluding up to 4,000 square feet of ground floor commercial. The assumed cost of building new affordable housing with funds generated by these payments is \$80,000 per unit.

Comment 20–Full impact on views from Kerry Park, aside from Space Needle, should be considered.

Aesthetics and visual resources are subjective topics, and individuals may indeed perceive views and aesthetic qualities in different ways. Because of this, the Draft EIS evaluates effects on views based on how the alternatives would or would not be consistent with the City's adopted policies regarding view protection. The City's policies and code (Seattle Municipal Code Section 25.05.675 P) specifically identify what views, landmarks, and scenic routes are protected. (See Adler, Karen–1, Response to Comment 4.)

Based on this regulatory guidance, the Draft EIS analyzed the alternatives based on whether the proposed changes to height limits and development regulations would block views of these identified resources or exacerbate a view that is already partially obstructed. The visual model accounts for proposed building heights on redevelopable sites and terrain features to simulate sight lines, and none of the proposed height increases would result in blocked views of any of the resources identified in the City's view protection policies.

With regard to the question of view degradation, the Draft EIS included evaluations of territorial views from two locations north of the Uptown study area, even though territorial views are not protected by City policies. The effects of development under Alternative 2 and Alternative 3 are described on pages 3.148 and 3.154-3.155, respectively. The Alternative 3 discussion specifically notes that territorial views of the Seattle Center, Downtown, and Elliott Bay could be partially obstructed due to increased heights, thereby degrading the view. The Draft EIS also includes a discussion of full buildout conditions, a higher level of growth than Alternative 3, beginning on page 3.160.

Comment 21–Please provide reasoning behind Exhibits 3.4-17 and 3.4-18.

As stated on page 3.153 of the Draft EIS, Alternative 3 assumes that increased height limits along Mercer Street would allow development to

cluster in that area, thereby reducing the amount of development in the more sensitive pedestrian corridor along Queen Anne Avenue. Effectively, the taller height limits allow the accommodation of more growth on fewer sites. Exhibits 3.4-18 and 3.4-54 reflect this shift of growth away from Queen Anne Avenue to the Mercer corridor.

Comment 22–Exhibits 3.4-40 through 3.4-42 should be extended.

Views from Kerry Park to the southwest toward Elliott Bay were not specifically modeled in the Draft EIS because the largest proposed height increases are to the south and east of the park. As shown on Draft EIS Exhibit 2-5, height changes southwest of the park are minor, and given the steep slope of the hill, this view would be unaffected.

While it is true that pipeline development may or may not be built, the inclusion of these buildings provides a cumulative impact analysis and acknowledges that these buildings could be developed, even under the No Action Alternative.

Comment 23–Comments on Exhibit 3.4-18 and related text.

Alternative 3 assumes that increased height limits along Mercer Street would allow development to cluster in that area, thereby reducing the amount of development in the more sensitive pedestrian corridor along Queen Anne Avenue. With regard to the requested statement that making no zoning changes would achieve much the same result as Alternative 3, that is precisely the purpose of including a No Action Alternative in the Draft EIS.

Comment 24–What will happen if view and shading mitigation proposals do not occur?

While the Draft EIS offers mitigation measures to prevent significant impacts, it is not a regulatory document and cannot bind the City to the adoption of those measures. However, the quoted statement indicates that these measures are necessary to avoid significant impacts. Therefore, if these or similar mitigation measures are not adopted, then significant impacts could potentially occur.

Further, the Preferred Alternative presented in this Final EIS includes detailed development standards based, in part, on the mitigation measures recommended in the Draft EIS. These standards can be found in Chapter 2 of this Final EIS and includes upper story step-backs on buildings at or above 45 feet in height.

The SM zone restrict the number of buildings taller than 125 feet to one per block.

Comment 25—Provide evidence for statement that the share of drive-alone trips will decrease.

The forecast shifts in travel behavior are based on the Seattle Travel Demand Model, which reflects desirable travel patterns. As modes such as transit become competitive for meeting travel needs, more employees, residents and visitors are expected to utilize them. The Travel Demand Model predicts these desirable patterns. Specifically, if HCT were funded and implemented (now likely with ST3 passage in November 2016), it would provide a reliable and convenient trip for employees today. Currently existing transit service has seen growth, especially where service is improved (such as RapidRide). When implemented, light rail could become a much more convenient way for visitors to access Uptown over the current visitor travel today.

Comment 26—Provide the methodology used for Exhibit D and Corridor Analysis.

Final EIS Appendix B provides a methodology memo for the Uptown EIS transportation analysis.

Comment 27—Draft EIS should wait until completion of the Seattle Center/ Uptown Parking Study and incorporate the results.

Legislative actions such as the Uptown rezone alternatives are considered at a programmatic areawide detail. See Section 2.5 of Chapter 2. The EIS is focused on studying a range of alternatives that meet a number of community objectives (see Section 2.3 of Chapter 2). The Uptown EIS evaluates areawide zoning and height alternatives with a growth estimate over 20 years. Population and jobs are cumulatively considered in the Uptown study area including the Seattle Center. A programmatic parking study was conducted for on-street and public parking in the Draft EIS. Please see Allen, Holly–1, Response to Comment 8.

The Seattle Center is conducting a Master Plan Update including a parking study. Information on the Master Plan Update is available at <http://www.seattlecenter.com/news/detail.aspx?id=2429>. The Master Plan Update is subject to its own SEPA process prior to City approval. Site specific plans, studies, and development applications are evaluated at a finer grained detail consistent with the scale of the site.

Comment 28—Provide support for use of paid parking garage use to determine availability of free or hourly metered parking.

Final EIS Appendix B provides a methodology memo for the Uptown EIS transportation analysis.

Comment 29—Concerned that findings on parking impacts are not supported by facts, and do not include adjacent neighborhoods.

The Parking Analysis (available at <http://www.seattlecenter.com/admin/fileout.aspx?thefile=5208>) includes on-street and publicly available off-street parking. For this 20-year study it does not address access to or inventory of private available parking as there is no certainty to the availability of private parking. Please also see Allen, Holly—1, Response to Comment 8.

Comment 30—Transportation impacts are not fully analyzed.

Existing transportation needs are evaluated in a variety of ways including through the City Modal Plans (Pedestrian Master Plan, Freight Master Plan, Bicycle Master Plan and Transit Master Plan) which also develop timelines for investments. Neighborhood Plans also address current needs. The update of the Comprehensive Plan has a 20-year planning horizon and compares and contrasts with what was approved in the Comprehensive Plan Seattle 2035. Please also see Adler, Karen—1, Response to Comment 3.

Comment 31—Support statement that there are no significant unavoidable adverse impacts to open space and recreation.

Impacts to open space and recreation services were assessed in the Draft EIS based on the goals for open space and recreation in the version of the City's Comprehensive Plan that was effective in July 2016. As stated in the Draft EIS, these goals were aspirational in nature and failure to achieve them did not constitute a significant unavoidable adverse impact. See also Chapter 4 of the Final EIS for amendments to the Draft EIS analysis on open space and recreation.

The 2035 Comprehensive Plan, which was adopted in October of 2016, does not carry forward the open space and recreation goals from the former plan. The current Parks and Open Space Element includes language recognizing that there are not many opportunities to acquire new land for open spaces because Seattle is already very developed, and that meeting demand for open space and recreation services as the city grows would require new strategies (pg. 138). The current plan does not include specific goals for open space and recreation services, but rather refers to SPR guidelines. Policy P1.2 calls for providing parks and open spaces consistent with the priorities and level of service standards in SPR's Development Plan. SPR is currently updating its Development Plan. As part of this process, SPR is evaluating its open space and recreation guidelines and is considering updating its facility distribution guidelines (Conner, 2016). See Section 3.8 of the Final EIS for additional discussion.

Comment 32–How does the city decide which areas should be rezoned?

The EIS alternatives tested a wide range of heights as bookends based on the Uptown UDF options and public input. See Section 5.2.1 and Albert, Melissa, Response to Comment 2. The Preferred Alternative moderates heights west to east based on the Draft EIS analysis and public comment.

Comment 33–Please provide another draft EIS to fully analyze all the issues.

Please see responses to comments 1–32 above. The EIS is programmatic and areawide in nature (see Section 2.5 of the EIS). For each EIS topic a threshold of significance and appropriate planning-level analysis was conducted. The Preferred Alternative in Chapter 2 was developed to moderate heights based on the Draft EIS analysis and public input. Revisions and Clarifications responding to comments are provided in Chapter 4 of this Final EIS.

Bertram, Luann–1**Comment 1–Confirmation Comments Received.**

Thank you for your comments. Your letter was received as noted in the email exchange. It is included in this Final EIS, and responses provided.

Comment 2–Support density and affordable housing but not EIS proposals.

The EIS alternatives tested a wide range of heights as bookends based on the Uptown UDF options and public input. See Section 5.2.1 and Albert, Melissa, Response to Comment 2. The Preferred Alternative moderates heights west to east based on the Draft EIS analysis and public comment.

Comment 3–Support other comment letters.

The comment is noted and forwarded to City decision makers. Please see responses to comments to cited letters by last name.

Comment 4–Do not need rezoning to add affordable housing requirements. Does not match HALA.

Please see Sections 5.2.2.3 and 5.2.2.5 of this Final EIS.

Comment 5–Support for Alternative 1 and concern over minimized concepts in prior input.

The comment is noted and forwarded to City decision makers. Please see Moore-Wulsin, Alexandra, Response to Comments. Open space, schools, and historic resources were addressed in the Draft EIS. Please see Sections

3.5, 3.8, and 3.9. The transportation analysis analyzes each alternative with and without HCT (see Section 3.6). The Preferred Alternative moderates heights compared with Alternatives 2 and 3 based on public input.

Comment 6—Focus on upzoning; document does not identify significant impacts.

The alternatives were based on those identified in the Uptown UDF and a scoping process (see Section 5.2.1). The analysis provided is programmatic and planning level consistent with a non-project action like rezoning (see Section 2.5 of the EIS). For each EIS topic a threshold of significance was identified, based on City policies and rules. To help the reader, Chapter 1 provided a summary of all topics, and Chapters 2 and 3 could be consulted for more details. Though not required some analysis was presented based on cumulative full building conditions to recognize potential community concerns—e.g. territorial views of full buildout aesthetic model and cumulative housing redevelopment.

Comment 7—Notice to adjacent neighborhoods like Queen Anne.

The Queen Anne and Magnolia neighborhoods and other community groups were notified; see the Draft EIS distribution list.

Comment 8—Retail core

Retail in mixed-use developments is allowed in all alternatives, but in particular with Action Alternatives. All studied alternatives are expected to result in the displacement of some existing business and jobs, though there would be sufficient building space to relocate them. See Section 3.1.2 Impacts Common to All Alternatives. While retail rents may change overtime, there would also be more customers for businesses.

Comment 9—Kerry Park Views

See Adler, Karen—1, Response to Comment 4, and Bertram, Irving—2, Response to Comment 20.

Comment 10—Traffic and Parking Problems

Please see Adler, Karen—1, Response to Comment 3, and Allen, Holly—1, Response to Comment 8.

Comment 11—Contract Rezones removing affordable housing; no incentives needed; keep Alternative 1

Please see Bertram, Irving—1, Response to Comment 18.

Comment 12–Alternative 1 is not as Fleshed Out as Alternatives 2 and 3.

Alternative 1 is a required alternative under SEPA. Should the City desire to require affordable housing, RCW 36.70A.540 requires that an incentive be provided. See Section 5.2.2.5. The EIS analyzes all alternatives in each section, including the No Action Alternative.

Bertram, Luann–2**Request for information on how to submit comments.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Responses to your comment letter were provided in Bertram, Luann–1 above.

Billings, Sue**Concerned about housing costs, parking, small businesses.**

Thank you for your comment. Please see Ramsay, Alec–1, Response to Comments below. Regarding housing, please see Section 5.2.2. Regarding businesses, please see, Bertram, Luann–1, Response to Comment 8.

Blades, William**Comment 1–Supports the Mid-Rise Alternative, strongly opposes High-Rise.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the description of the Preferred Alternative in Chapter 2 of this Final EIS which is in the range of the Draft EIS alternative and moderate heights.

Comment 2–High rises will not increase affordability.

Please see Adler, Karen–1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

The MHA-R Performance option requires developers to offer 7% of new units as affordable on site. As described on page 3.87, developers may select to make a payment instead of on site performance. As shown on page 3.89, if 100% of developers select the payment options, it is estimated that the city would be able to produce a significantly greater number of units citywide that would be produce in Uptown under the performance option.

The MHA-R program is not currently in place and the 7% requirement is not based on historic building trends in Seattle. Historic development in Belltown has not been subject to MHA-R.

Comment 3–Percent of trips by transit will not be 75% by 2020.

Exhibit 3.6-24 details the mode share for 2035 baseline conditions, which shows that transit represents less than 20% of all trips in the study area. See also Adler, Karen–1, Response to Comment 3, regarding the evaluation of HCT across alternatives. Existing transit service has seen growth, especially where service is improved (such as RapidRide), and it is expected that with additional investments planned such as the passage of ST3 shares of transit use will increase.

Comment 4–The High-Rise option would require new schools and open space.

The Draft EIS does not identify the need for additional school facilities as an impact of any of the alternatives. See pages 3.303 and 3.304 of the Draft EIS for a discussion of school impacts.

Section 3.8.1 of the Draft EIS discusses open space and recreation resources in the Uptown study area.

Comment 5–We don't need more retail.

Your comment is noted and forwarded to City decision makers. Compared to Alternatives 2 and 3 that proposed greater areas of mixed use zoning, the Preferred Alternative retains multifamily zones (LR3 and MR), but increases heights in those zones if affordable housing requirements are met. NC and C2–would be changed to SM with heights largely at 85 feet except in the southeast corner which would have 125-160 foot heights. The SM zone would continue to allow commercial and mixed uses; not all streets would be required to have ground floor retail (see Exhibit 1-6). New residents would help support existing businesses.

Comment 6–Opposes high density.

Your comment is noted and forwarded to City decision makers. Please see Abendroth, Terry, Response to Comment 1, regarding the history of planning for Urban Centers including Uptown and balance of community and environmental goals.

Comment 7–City should require higher percentage of affordable units.

For a discussion of how the city selected the percentage set aside for affordable units, please see Section 5.2.2.4.

Blumson, Michael

Comment 1–What is the Seattle Green Factor?

Thank you for your comments. The green factor is a scoring system for required landscaping applicable to new development. See SMC 23.86.019.

Comment 2–Concerned about replacing garden on parking garage.

The comment is noted and forwarded to City decision makers. A potential mitigation measure included on Draft EIS page 3.280: “Explore options for replacing UpGarden before the site is redeveloped, and consider developing one or more additional community gardens in Uptown.”

Comment 3–Consistency with Uptown/SLU Mobility Plan.

The mobility proposals in the Uptown/SLU Mobility Plan are part of the Uptown alternatives. See pages 2.14 to 2.16 that illustrate reestablishment of the east-west grid across Aurora Avenue, providing non-motorized facilities on a number of streets. This plan is also referenced on Draft EIS page 3.214 in Section 3.6, Transportation.

Comment 4–Analyze public vs private value.

The purpose of the EIS is to consider environmental impacts. Fiscal and economic considerations are not part of the SEPA process. See WAC 197-11-448 and 450.

Comment 5–Affordable housing does not include 30% and 50% AMI units.

The City of Seattle Comprehensive Plan, Seattle 2035, includes goals and policies to make it possible for households of all income levels, including $\leq 30\%$ AMI, $\leq 60\%$ AMI, and $\leq 80\%$ AMI, to live affordably in Seattle. See the Housing Element.

Comment 6–Analysis of displacement risk.

Under the growth estimate scenarios associated with the three alternatives, between 42 and 66 units are expected to be demolished for redevelopment (see Draft EIS page 3.81). Given that demand for new construction may exceed the growth estimates, or that location of growth is unpredictable, a full buildout scenario was also analyzed to provide a high-end estimate of the number of units that could be demolished by redevelopment. Page 3.84 of the Draft EIS shows that 303 units are expected to be demolished under a buildout scenario. For more information about how the City of Seattle identified parcels that could potentially be redeveloped, see the Seattle

Development Capacity Report, updated September 2014.⁶ See also page 2.13 of the Draft EIS for a general description of the process applied in Uptown; more recent parcel data has been used for the purposes of this EIS.

Comment 7—Distinguish between displaced households and net affordability gains, and analyze relative affordability of replacement units.

Please see Adler, Karen—1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

The discussion in Section 5.2.2.1 includes a table comparing demolition of housing units to affordable housing production. Due to the lack of comprehensive data about the affordability level of existing units as well as uncertainties regarding which units would be demolished for redevelopment, a direct comparison between the affordability level of units demolished to those produced is not possible. However new affordable units produced through MHA would be affordable to households with incomes of up to either 60% of AMI or 40% of AMI. See page. 3.87 in the Draft EIS for additional details.

Comment 8—impact if MFTE units do not continue participation.

As stated on page 3.76 of the Draft EIS, there are 222 income- and rent-restricted units that have been built under the MFTE program in Uptown. These units represent nearly 60% of the income- and rent-restricted housing in Uptown. None of these MFTE units are expected to remain affordable after the conclusion of the 12-year tax exemption period. However, new MFTE units are expected to be produced in Uptown in coming years. See the Exhibit on page 3.87 of the Draft EIS. Additionally, the MHA requirements considered under the Action Alternatives would produce additional affordable housing for either up to 75 years or indefinitely. See Draft EIS page 3.89.

Comment 9—Developable parcels.

At the Comprehensive Plan growth estimate level, and with the heights proposed under Alternative 3, fewer properties would need to be redeveloped to achieve the growth estimate scenario. However, recognizing

⁶ http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2182731.pdf

the uncertainty of which parcels would redevelop the housing analysis also reviews the three Draft EIS alternatives with respect to full buildout.

Comment 10–Job displacement.

At lower heights, Alternative 1 would require more parcels to achieve the growth estimate scenario that Alternative 3 at greater heights. However, given the uncertainty of which parcels would redevelop the land use analysis also reviews the three Draft EIS alternatives with respect to full buildout.

Comment 11–Mitigation should include implementation, 3.28.

Page 3.28 lists Queen Anne Plan policies that are adopted and guide planning activities. The City can implement the policies in a number of ways, including code amendments, capital projects, and other programs. See Chapter 2 for a Description of the Preferred Alternative that propose some code amendments to protect neighborhood character.

Comment 12–Address unit sizes. (3.50)

The comment is noted and forwarded to City decision makers.

Comment 13–Housing and Seattle Center redevelopment.

Page 3.90 of the Draft EIS lists affordable housing development on public properties among the proposed mitigation measures. The map on page 3.91 shows properties in the Seattle Center among the largest in public ownership in Uptown. Publicly owned property in and around the Seattle Center provides opportunity for affordable housing development. One surplus site has been identified as suitable for publicly subsidized low-income housing; other properties require assessment, including for suitability for disposition for market-rate development with MHA requirements or use of MFTE.

Comment 14–Exhibit 3.4 accuracy.

The exhibits reflect a planning level model of potential building height and bulk. They are not intended to be precise representations; the sites will be designed at the time of building applications. Without specific comments on particular exhibits it is not possible to identify whether base information may need improvement at a planning level.

Comment 15–Seattle P-I Ball an historic structure.

The Seattle P-I Ball is a designated Seattle Landmark, but is not located within the Uptown Rezone study area.

Comment 16–Consider transportation funding measures.

The commenter suggest the City consider impact fees of employee head taxes to fund LINK improvements. The comment is noted and forwarded to City decision makers.

Comment 17–Plan for active recreation uses.

The comment is noted. Impacts to open space and recreation services were assessed in the Draft EIS based on the goals for open space and recreation in the version of the City's Comprehensive Plan that was effective in July 2016. The Uptown study area is an Urban Center Village. The former Comprehensive Plan's open space and recreation goals for Urban Center Villages did not specifically consider active recreation areas such as basketball courts and playfields. The former Comprehensive Plan recognized citywide goals for these types of facilities established by Seattle Parks and Recreation. Citywide goals are not intended to be applied at the Urban Village level unless specifically stated. In October 2016 the Seattle 2035 Comprehensive Plan was adopted, resulting in new guidelines for open space and recreation. See Section 3.8 of the Final EIS for discussion of the current guidelines. See also Bertram, Irving–2, Response to Comment 31.

The Seattle Center Armory is considered an indoor recreation space because it functions as an indoor public gathering place. It is identified in the City's 2016–2021 Capital Improvement Program as the primary free, indoor public gathering place on the Seattle Center campus (pg. 154).

Comment 18–Monitor air quality on Mercer Corridor.

Greenhouses gas emissions are not typically monitored. Analysis of air quality impacts from other types of pollutants associated with the Mercer Corridor were addressed in the 2008 Environmental Assessment for the Mercer Corridor Improvement Project as well as in a 2012 Air Quality Technical Memorandum for the Mercer West Two-way Conversion Project. That study did not indicate the need for air quality monitoring to accommodate traffic growth. Based on those analyses and the modest changes in traffic volume that could result from the Uptown alternatives, impacts from the proposed Uptown Plan are not expected to increase air pollution levels to a degree that would warrant monitoring.

Bone, Suza

Supports No Action. Concerned about traffic, parking, canyon feel of tall buildings.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for the Preferred Alternative which moderates heights.

Bosch, Amy

Opposes overbuilding.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for the Preferred Alternative that moderates heights from west to east to address the EIS analysis and public comments.

Bozzi, Carmine and Janice

Don't rezone; rezoning not needed for affordable housing; does not advance UDF priorities.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Bashor, Robert, Response to Comments.

Brotherton, Kim

Comment 1–Opposes rezone proposal.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see responses to the cited resident letters (Moore-Wulsin Alexandra–1 and 2, Ramsay, Alec–1 and 2, Bertram, Irving–1 and 2 and Bertram, Luann–1 and 2, and Schrock, Jeff and Emily) by last name in this Chapter.

Brown, Audi

Supports No Action.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for the Preferred Alternative that moderates heights from west to east to address the EIS analysis and public comments.

Brown, Gina

Supports No Action.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for the Preferred Alternative that moderates heights from west to east to address the EIS analysis and public comments.

Brown, Monica

Supports 5- to 7-story buildings, built to human scale, with affordable housing requirements and adequate parking.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Please see Chapter 2 for a description of the Preferred Alternative that moderates heights from west to east to address the EIS analysis and public comments.

Brown, Paul

Supports Jeffrey Lindenbaum letter.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Please see Lindenbaum, Jeffrey, Response to Comments.

Burgess-Quintal, Heather

Supports rezone proposal. More housing is needed.**Supports increasing affordable housing requirement to 14% or more.**

Thank you for your comment. For a discussion of how the City selected the percentage set aside for affordable units, please see Section 5.2.2.4.

Busse, Erik

Comment 1—Existing zoning is sufficient.

Thank you for your comment. Please see Adler, Karen—1, Response to Comment 5, for a description of density objectives.

Comment 2–Comments on housing affordability requirements.

A primary driver of Seattle’s housing affordability challenges is housing shortage. The Action Alternatives would increase capacity for new housing development in Uptown compared to No Action. See Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

Regarding the ability to require affordable housing under Alternative 1 No Action versus Action Alternatives, See 5.2.2.5.

Comment 3–Uptown already contributes to affordable housing through the homeless shelter.

Housing for the homeless today and affordable housing for our community today and over 20 years are both important. The City’s Housing Element and policies address both special needs and broader needs for housing.

Having shelter for the homeless in Uptown is an important part of the housing spectrum addressing short-term crises. For more information on the City’s initiative to address homelessness, please see The Pathways Home Initiative: <http://www.seattle.gov/homelessness>.

The Uptown rezone alternatives attempt to address the City Housing Element goals regarding affordability, by linking new growth with mandatory affordable housing requirements.

Regarding the ability to require affordable housing under Alternative 1 No Action versus Action Alternatives, See 5.2.2.5.

Comment 4–Increasing heights would impact views and light.

For a discussion of views, please see Abendroth, Terry, Response to Comment 2, and Adler, Karen–1, Response to Comment 4.

Comment 5–Concerned about parking.

Please see Allen, Holly–1, Response to Comment 8.

Comment 6–Developers should be required to compensate residents for impacts to views and light.

Your comment is noted and forwarded to City decision makers. Regarding public and private views, please see Allen, Margaret, Response to Comment 3. The Preferred Alternative moderates heights in light of the Draft EIS analysis and public comments.

Comment 7–Uptown is already a gateway to Seattle Center.

Your comment is noted and forwarded to City decision makers. Please see objectives guiding formation of alternatives in Chapter 2 of the Draft and Final EIS.

CAG**Supports Alternative 2 Mid-Rise.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the description of the Preferred Alternative in Chapter 2 of this Final EIS.

Cahill, Peggy**Request to add Claudia Newman to email list.**

Thank you for your comment. Claudia Newman has been added to the Uptown email list. Please see Newman, Claudia, Response to Comments.

Cali, Suzanne**Comment 1–Concerned about a wall of high-rise structures.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative that moderates heights from west to east to address the EIS analysis and public comments.

Comment 2–Concerned about traffic and Access across SR 99.

Planned connections across Aurora Avenue are displayed in Exhibit 3.6-16 of the Draft EIS. The current SR 99 replacement is programmed and planned and the new street grid connections are scheduled for completion by early 2021.

Comment 3–Moratorium on height changes.

If the City were not to adopt changes to zoning or heights in Uptown, and retain Alternative 1 No Action, it is possible that property owners or developers would request rezones individually over time in unpredictable locations.

Campanile, Tom

Supports Mr. Bertram's letter.

Thank you for your comment. Please see Bertram, Irving–2, Response to Comments.

Campbell, Phil

Concerned about high rises that would block views.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. The Draft EIS tested a wide range of heights in Section 3.4, and employed a visual model to see results.

Please see Chapter 2 for a description of the Preferred Alternative that moderates heights from west to east to address the EIS analysis and public comments.

For a discussion of views, please see Abendroth, Terry, Response to Comment 2, and Adler, Karen–1, Response to Comment 4.

Canepa-Swan, Sandra

Concerned about high-rise buildings.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative that moderates heights from west to east to address the EIS analysis and public comments.

Cardona, Robert

Explanation about Uptown Alliance Facebook page.

Comment noted.

Carlyle, Wendy

Opposes rezone. Supports comments of others.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see responses to the comments by the cited names in this Final EIS.

Carroll, Pey-Lin

Reference Moore-Wulsin letter.

Thank you for your comment. Please see Moore-Wulsin, Response to Comments.

Carrs, Chris

Supports Dwayne Richards letter, regarding parcel on Elliott & 6th Ave.

Thank you for your comment. Please see Richards, Dwayne, Response to Comments.

Cartwright, Mary

Supports letter by Carolyn Mawbey.

Thank you for your comment. Please see Mawbey, Carolyn, Response to Comments.

Cassin, Jan

Comment 1–Rezone not needed to accommodate growth.

Thank you for your comment. Please see Adler, Karen–1, Response to Comment 5, for a description of density objectives.

Comment 2–Concerned about heights under the proposal.

Your comment is noted and forwarded to City decision makers. The Preferred Alternative heights are more sensitive to the location of existing residences and topography, moderating heights from west to east. The Preferred Alternative includes development standards that would require a percent of open space at the ground level, and space taller towers southeast of Seattle Center. Please see Chapter 2.

Comment 3–Concerned the Action Alternatives will wall off access to Seattle Center.

The Draft EIS addresses the potential effects of taller development around the Seattle Center in a number of ways, specifically in discussions of views of the Space Needle from surrounding areas and shading/shadow conditions. The Draft EIS concluded that the proposed height limits could have adverse effects on views and shading conditions in and around the Seattle Center. As a result, the Draft EIS recommends several mitigation measures (pages 3.171–3.173) to offset these effects.

Comment 4—Concerned that development under the Action Alternatives would not be affordable for residents or businesses.

Please see Adler, Karen—1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

The specific issue of economic displacement is discussed in the Draft EIS on pages 3.80–3.81. Additionally, as part of its recent Comprehensive Plan Update completed in 2016, the City of Seattle conducted a Growth and Equity analysis to assess the potential future impacts of the growth alternatives on marginalized populations (low-income people, people of color, and English Language Learners) and to identify mitigation strategies to increase access to opportunity for these populations. This analysis assessed Uptown as a neighborhood with low displacement risk and high access to opportunity (City of Seattle Office of Planning and Community Development, 2015b). In neighborhoods such as Uptown with limited affordable housing, the Growth and Equity report calls for approaches to expand housing options for households with a broader spectrum of incomes.

Comment 5—The City should require affordable housing under the No Action alternative.

Please see Section 5.2.2.5.

Comment 6—Luxury high rises are not needed.

Residential vacancy rates for the Queen Anne Market Area (Including Uptown) are shown on page 3.75 of the Draft EIS. It shows a vacancy rate of just over 3% in 2016. This rate is relatively low and indicates supply may not be keeping up with demand. Rapidly rising average rent also indicates high demand for housing in Uptown.

New market-rate units are not expected to be affordable to lower or moderate income households. However, mitigation measures, such as MHA considered under the Action Alternatives, would result in the production of new affordable units. These measures are discussed starting on page 3.84.

Comment 7—Supports No Action alternative.

Your comment is noted and forwarded to City decision makers.

Cea, Jennifer

Comment 1–Opposes increase in building heights.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative and features that moderates heights west to east.

Comment 2–Concerned about traffic.

Please see Adams, Joe, Response to Comments, and Adler, Karen–1, Response to Comment 3.

Comment 3–Concerned that transit, biking, and walking won’t accommodate enough people.

All modes are addressed in Section 3.6 of the EIS including transit and non-motorized modes. Please see Adler, Karen–1, Response to Comment 3, and Bertram, Irving–2, Response to Comment 25, regarding transit. A 20-year planning period offers the City time to implement capital improvements; some are already scheduled in the near term such as the grid reconnection across SR 99 and SmartSignals along Mercer Corridor (currently under evaluation).

Comment 4–Concerned that emergency vehicles will be impacted by traffic and density.

Please see Barr, Jeff, Response to Comment 1.

Comment 5–Concerned about construction noise.

Please see Allen, Holly–1, Response to Comment 7.

Comment 6–Concerned about parking.

See Allen, Holly–1, Response to Comment 8.

Comment 7–Concerned about parking affecting small business owners.

See Allen, Holly–1, Response to Comment 8.

Comment 8–Concerned about traffic.

Please see Adler, Karen–1, Response to Comment 3.

Comment 9–Opposes rezone.

Please see Chapter 2 for a description of the Preferred Alternative and features that moderates heights west to east.

Chaffee, Michele

Comment 1–Opposes rezone and concerned about traffic.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Need light rail stop before rezoning occurs.

See Adler, Karen–1, Response to Comment 3.

Chang, Robert

Object to proposed upzoning.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Bashor, Robert, Response to Comments.

Chang, Robert and Leah

Object to proposed upzoning.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Bashor, Robert, Response to Comments.

Chen, Eleanor

Comment 1–Opposes rezone with taller heights.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative and features that moderates heights west to east.

Comment 2–Draft EIS should analyze impact on neighboring residents and traffic.

The traffic analysis includes cumulative growth from other neighborhoods on the street system in addition to growth within the alternatives.

Please also note that a citywide analysis of future growth including growth similar to that planned with Uptown alternatives was considered in the Comprehensive Plan Update EIS in 2016. Please see <http://2035.seattle.gov/deis/>.

Comment 3–Concerned about parking.

See Allen, Holly–1, Response to Comment 8.

Comment 4–Why are some areas receiving higher rezones than others?

Please see Beard, Lisa, Response to Comments.

Comment 5–Prefers another EIS to address more resident concerns.

Please see Bertram, Luann–1, Response to Comment 6.

Christo, Heather**Supports letter from Juliet Roger.**

Please see Roger, Juliet, Response to Comments.

Christothoulou, Pete**Opposes rezone, concerned about traffic.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Adler, Karen–1, Response to Comment 3.

Chung, Erica**Supports Alternative 2 Mid-Rise.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative and features that moderates heights west to east.

Cipolla, Paula and Albright, Steve**Comment 1–Oppose zoning changes to allow more high rises.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative and features that moderates heights west to east.

Comment 2–Concerned about traffic.

Your comment is noted and forwarded to City decision makers. Please see Adler, Karen–1, Response to Comment 3.

Comment 3–Bus transit is insufficient.

Please see Bertram, Irving–2, Response to Comment 25, regarding transit.

Comment 4–Building more on Elliott Avenue would have less impact.

Your comment is noted and forwarded to City decision makers.

Clawson, Stacey

Comment 1—Specific suggestions for construction in Uptown.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Please note that this is a programmatic EIS evaluating broad 20-year growth plans for Uptown. When specific construction proposals are created, there will be more information through site-specific SEPA.

Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Comment 2—Concerned about traffic flow at QFC.

As new development applications are proposed they will be subject to site-specific SEPA analysis where specific impacts and mitigation can be addressed. See also Adler, Karen—1, Response to Comment 3.

CLS

Supports Alternative 2 Mid-Rise.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Cole, Hinda

Comment 1—Supports Alternative 1.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Comment Sheet—Anonymous 1

Opposes more density, which will block sunlight and harm gardening.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

For a description of the Preferred Alternative, please see Chapter 2 of this Final EIS, and for an analysis of shading impacts of the Preferred Alternative, please see Chapter 3.

Comment Sheet–Anonymous 2

Concerned about lost views under 85-foot or taller buildings.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

For a description of the Preferred Alternative, please see Chapter 2 of this Final EIS, and for an analysis of view impacts of the Preferred Alternative, please see Chapter 3.

Comment Sheet–Anonymous 3

Supports other commenters.

Thank you for your comment. Please see responses to the individuals whose comments you support.

Comment Sheet–Anonymous 4

Supports the No Action alternative.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Comment Sheet–Anonymous 5

Concerned about parking.

Thank you for your comment. See Allen, Margaret, Response to Comment 4.

Comment Sheet–Anonymous 6

An inclusive neighborhood is more important than views.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Concepcion, J

Supports Alternative 2 Mid-Rise.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Conroy, Kathleen

Opposes proposed changes to building codes.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Cordts, Mary

Comment 1–If upzoning is approved, design parameters should be required.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative and associated design and development standards. Design review is required now and will be required with the Preferred Alternative.

Comment 2–The EIS includes current projects requesting variances as approved.

Applicants with vested applications and recently approved applications under the Master Use Permit process are considered as part of the cumulative analysis of all alternatives including Alternative 1 No Action. Given all alternatives are anticipating growth through 2035 it is appropriate to consider applications that are an indication of market interest in the cumulative modeling of growth.

Comment 3–Concerns about affordable housing.

Please see Adler, Karen–1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

Please see Bashor, Robert, Response to Comment 4, regarding UDF priorities.

Crippen, Linda

Comment 1–Opposes proposals for mid and high rise buildings; concerned about traffic.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

See Adler, Karen–1, Response to Comment 3, for a discussion of traffic impacts.

Comment 2–Changing heights would impact views of the Space Needle.

The Draft EIS impact analysis specifically addresses views of the Space Needle from major viewpoints in and around the study area. The Draft EIS identified the greatest general impacts to Space Needle views under Alternative 3 (Mercer & 5th Avenue, as well as Bhy Kracke Park) and under the Full Buildout Scenario. The Draft EIS also identified impacts to Space Needle views at Mercer & 5th Avenue under Alternative 2 and the No Action Alternative.

The Preferred Alternative would reduce heights in the Mercer Corridor to a similar level as Alternative 2 and would cluster the tallest development in the study area in the area southeast of Seattle Center, near Denny Way and Aurora Avenue. The Preferred Alternative would also include design standards to reduce aesthetic impacts, including upper story setbacks at 45 feet. The Preferred Alternative would also restrict the number of buildings taller than 125 feet to one per block. As a result, the Preferred Alternative is anticipated to have reduced impacts to views and shading, relative to Alternatives 2 or 3.

Comment 3–Consider allowing new buildings without 1st floor retail requirement.

Class I and II streets would have percentage requirements for street level uses such as retail, but Class III, the most prevalent street type, would not have a requirement for street level uses. Instead of a requirement, Class III streets would incentivize street level uses by exempting commercial space from FAR standards.

Comment 4–Opposes higher buildings.

Your comment is noted and forwarded to City decision makers.

Comment 5–Keep current zoning until more public transit is available.

Please see Adler, Karen–1, Response to Comment 3.

Comment 6–Please include us in further communication; attended meetings but have not received all correspondence.

Your letter has been included in this Final EIS. Your information has been added to a contact list to receive notices about Uptown.

D, AI

Comment 1—Supports Alternative 2 Mid-Rise.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Darcy-Hennemann, Suzanna

Comment 1—Concerned that rezone will overwhelm character and scale. Support for others' letters.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative, which moderates heights. Regarding Kerry Park, please see Adler, Karen—1, Response to Comment 4. Please also see responses to comments to cited letters by last name.

Darley, Brian

Comment 1—Concerned about proposal for more density.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Current zoning allows the City to achieve growth estimates, but not to require affordable units. Please see information in Section 5.2.2.1 about the importance of housing supply in relation to affordability and the ability of the City to require mandatory affordable housing with new development in Action Alternatives (Section 5.2.2.5).

Comment 2—Concerned tall buildings would form a wall around Seattle Center.

Please see Cassin, Jan, Response to Comment 3.

Comment 3—New buildings at bottom of Queen Anne hill could harm views of neighbors above.

Due to increased development intensity, it is possible that pedestrians in Uptown may have reduced views of the south slope of Queen Anne Hill from street level. While the Draft EIS does not analyze this specific view given the focus on City view protection policies that orient to different features, it does discuss the effects of taller buildings on street-level pedestrians and provides mitigation measures to alleviate these effects. The Preferred Alternative

includes development standards based on the mitigation measures recommended in the Draft EIS to preserve openness and a high-quality street-level environment. These standards include the following:

- For buildings 45 foot in height or greater, upper-story setbacks would apply.
- The SM zone restricts the number of buildings taller than 125 feet to one per block.
- For projects 30,000 square feet or larger, at least 15 percent of the lot area must consist of usable, ground-level open space.

Comment 4—Concerned view from Kerry Park would be harmed.

The Draft EIS recognizes the importance of the views at Kerry Park and the park's popularity among both residents and visitors. The impact analysis of views was based on the modeling of building heights and terrain features contained in the impact analysis. While new development would be visible from the park, the analysis model indicates that, due to the elevation of the park, none of the alternatives would result in development tall enough to block views from Kerry Park.

Comment 5—The proposal is not aligned with neighborhood plan.

Please see Section 3.2 of the Draft EIS for a discussion of consistency with City policies and plans including the Queen Anne Neighborhood Plan policies.

Comment 6—We need smart development.

Your comment is noted and forwarded to City decision makers.

Daruwala, Minoo

Supports Alternative 2 Mid-Rise.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative, which moderates heights.

Davis, Phil

Concerned that upzoning will harm character and scale.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative, which moderates heights.

Regarding Kerry Park, please see Adler, Karen—1, Response to Comment 4.

Since 1999 the Uptown area has been considered an Urban Center to meet community and environmental goals; see Abendroth, Terry, Response to Comment 1. Please also see responses to comments to cited letters by last name.

Della, David

Supports Alternative 2 Mid-Rise.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative, which moderates heights.

Dempsey, Andrew

Opposes Alternative 3, or going beyond 6 stories.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative, which moderates heights.

Dignan, George–1

Comment 1–Thank you for the presentation.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Concerned about further density on 500 block of 5th Ave W.

Under the Preferred Alternative described in Chapter 2 of this Final EIS, the 500 block of 5th Avenue W is in an area would have 80 foot heights under the Preferred Alternative, less than Alternatives 2 (85 feet) and 3 (160 feet).

The EIS addresses the western portion of Uptown with screenline 5 shown in Exhibit 3.6-19; results are illustrated in Exhibits 3.6-27, 3.6-31 and 3.6-36 and the analysis shows that the Mercer Place screenline operates within the stated volume to capacity ratio for Alternative 1 No Action and each of the Action Alternatives. It should be noted that the Seattle Travel Demand Model is designed for citywide and areawide studies such as the Uptown rezone, and it evaluates aggregate changes in travel demand; however, the model is less accurate in predicting conditions on localized roadways. As new development is proposed, applications are subject to project-level SEPA analysis where specific impacts and mitigation are defined for both transportation and parking.

Comment 3—Existing density at 5th Ave W and Mercer is not shown on the map.

Comment noted. Some existing buildings were inadvertently omitted from that area of the model. However, please note those buildings have been added to the Preferred Alternative aesthetics model.

Comment 4—500 block Cul-De-Sac and City Owned Right of Way.

Comment noted. The subject area is not part of a height change in the Preferred Alternative as described in Chapter 2 of this Final EIS.

Comment 5—Opposes higher buildings in West Uptown, to protect views and quality of life.

The subject area is not part of a height change in the Preferred Alternative as described in Chapter 2 of this Final EIS.

Comment 6—Higher buildings are more compatible with east side of Uptown.

For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Chapter 1, and Chapter 2 of this Final EIS.

Comment 7—Request examination of impacts from more density on 500 block of 5th Ave W.

The existing buildings were added to the block per errata in Chapter 4 of this Final EIS. As described in the response to Comment 2 above, the 500 block of 5th Avenue would retain current MR zoning under the Preferred Alternative, but the maximum height in the MR zone would be amended to 80. Potential impacts are similar to those of Alternative 2 which proposed 85 feet and less than 160 feet.

Dignan, George—2**Supports letter by Susan Kolpa.**

Thank you for your comment. See Kolpa, Susan, Response to Comments.

Dignan, George—3**Supports letter by Terry Gilliland, proposing to designate right of way south of 5th Ave W as a green zone.**

Thank you for your comment. See Gilliland, Terry—3, Response to Comment.

Dignan, Jane–1

Supports George Dignan’s letter.

Thank you for your comment. See Dignan, George–1, Response to Comments.

Dignan, Jane–2

Supports proposal to designate green space near 5th W and Republican.

Thank you for your comment. See Gilliland, Terry–3, Response to Comment.

Donier, Nancy

Requesting street boundaries for Uptown rezone area.

Thank you for your comment. Please see Chapter 2 of this Final EIS for a description and map of the Preferred Alternative, showing street boundaries of areas proposed for rezoning. Similar maps were provided in the Draft EIS for Alternatives 1, 2, and 3.

Downer, Phil

Comment 1–The proposal will not provide significantly more affordable housing.

Thank you for your comment. Alternative 1 No Action would not provide 40%+ more affordable housing. Housing affordability is expected to continue to be a challenge in Uptown under all three Draft EIS alternatives (see p. 3.79 of the Draft EIS) and Alternative 1 No Action is not expected to result in demolition of fewer housing units than the other alternatives (see p. 3.81). A similar conclusion is made with the Preferred Alternative in Chapter 3 of this Final EIS.

Comment 2–Concerned the proposal will harm traffic.

The Uptown Rezone EIS evaluates growth that is planned (Comprehensive Plan growth estimate allocation) and programmed or under construction such as Expedia as part of the No Action Alternative; growth scenarios such as the Action Alternatives are tested with growth beyond the No Action Alternative.

Regardless of which Alternative is selected for Uptown, development applications will be subject to SEPA review where site-specific parking and development impacts and mitigation are addressed.

Mercer and Denny Way serve as access to Interbay and both are studied in the Uptown EIS. The EIS addresses 20-year projects in the Uptown area. These transportation improvements are documented in Exhibit 3.6-18 and will improve transportation into the future and are considered in the baseline No Action Alternative as well as the Action Alternatives.

Comment 3—Concerned the proposal will eliminate views from public places.

The Draft EIS evaluates effects on views based on how the alternatives would or would not be consistent with the City's adopted policies regarding view protection. The City's policies and code (Seattle Municipal Code Section 25.05.675 P) specifically identify what views, landmarks, and scenic routes are protected.

Based on this regulatory guidance, the Draft EIS analyzed the alternatives based on whether the proposed changes to height limits and development regulations would block views of these identified resources or exacerbate a view that is already partially obstructed. The visual model accounts for proposed building heights on redevelopable sites and terrain features to simulate sight lines, and none of the proposed height increases would result in blocked views of any of the resources identified in the City's view protection policies from Kerry Park. A detailed discussion of these issues is presented in Bertram, Irving-2, Response to Comments 3, 20, 22 and 24.

Comment 4—Agrees with letter from Irv Bertram.

Please see Bertram, Irving-2, Response to Comments.

Downey, Ellen

Prefers Alternative 2 Mid-Rise with affordability.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative, which moderates heights.

Dsouza, Ronnie

Supports Alternative 2 Mid-Rise.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative, which moderates heights.

Ehle, Albert

Concerned about environmental and transportation impacts of Alternative 3 and 2.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative, which moderates heights.

Regarding traffic and transit, see Adler, Karen–1, Response to Comment 3.

Endejean, Judy

Oppose rezone plan, supports No Action.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative, which moderates heights.

Faccone, Edward

Opposes rezoning.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative, which moderates heights.

Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8.

Fanning, Fred

Comment 1–Concerned about traffic and aesthetic impacts from Alternatives 2 and 3.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see response to comments 2 and 3 below regarding traffic and aesthetics.

Comment 2–Concerned about traffic.

All alternatives have been studied with and without HCT in Chapter 3.6 of the Draft EIS.

Regarding traffic please see Adler, Karen, Response to Comment 3; and regarding parking, see Allen, Holly–1, Response to Comment 8.

Comment 3—Concerned about aesthetic impacts of tall buildings.

The Draft EIS does include a discussion of shading/shadow impacts, as well as the effects of taller buildings on visual character, specifically in the pedestrian realm. Mitigation measures to preserve access to light and air and to prevent the “canyon effect” are also recommended in the Draft EIS.

The Preferred Alternative (see Chapter 2 of this Final EIS) includes development regulations based on these recommended mitigation measures, including the following standards to reduce shading and protect access to light:

- Buildings at or greater than 45 feet in height would have an upper-story setback.
- The SM zone restrict the number of buildings taller than 125 feet to one per block.

Comment 4—Supports “gentle growth.”

Your comment is noted and forwarded to City decision makers. Please see response to comments 2 and 3 below regarding traffic and aesthetics.

Farmer, Joseph and Jane**Support Alternative 1.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative, which moderates heights.

Please see Darley, Brian, Response to Comment 4, regarding views from Kerry Park.

Regarding affordable housing, MHA requirements for multifamily and commercial development will increase affordable housing beyond what can be funded through the Seattle Housing Levy, necessary given the extent of the need for affordable housing in the City. Please see <http://www.underoneroofseattle.com/> and the Housing Appendix of Seattle 2035 for additional information.

Faust, Mark**Opposes rezone.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative, which moderates heights.

Ferrari, Gail

Concerned about traffic on Mercer.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Please see Adams, Joe, Response to Comments, regarding Mercer Street.

Filimon, Patricia

Opposes rezone.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Bashor, Robert, Response to Comments.

Firth, Mary and Richard

Concerned about rezone impact on views.

Concerned that affordable housing will not come from rezoning.

Thank you for your comment. For a discussion of views, please see Abendroth, Terry, Response to Comment 2, and Adler, Karen–1, Response to Comment 4.

Regarding affordable housing and rezoning, please see Adler, Karen–1, Responses to Comments 2 and 6.

Frank, Robert

Supports Alternative 2 Mid-Rise

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative, which moderates heights.

Franklin, Teri

Supports Bertram, Irving Comments

Thank you for your comment. Please see Bertram, Irving–2, Response to Comments.

Frausto, Deborah; Idziorek, Katie: Uptown Alliance

Comment 1–Support Uptown as a growing Urban Center.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Support adding objectives.

Your comment is noted and forwarded to City decision makers.

Regarding major redevelopment opportunities, redevelopment is focused in the suggested locations as shown in Exhibit 2-10 of the Draft EIS. No further change is proposed to objectives.

No change is proposed to objectives which already promote quality design. Regarding historic properties, the City preserves properties through a historic landmark program as described in the UDF. See Chapter 2 for a description of the Preferred Alternative proposed development standards that would include a TDR program for historic buildings similar to the Pike/Pine area. Additionally, removing the SEPA exemption for any building size in terms of landmark review is also under consideration.

About the mix of residential and employment, an objective describes the intent to “Create a residential, commercial, and cultural center.” Mixed uses are added to the objectives in Chapter 1 and Chapter 2 of this Final EIS.

Comment 3–Concerned that affordable housing will not be built on site.

Alternative 3 High Rise provides the greatest capacity for additional growth in Uptown. Due to this greater capacity and greater growth allocation scenario, it provides for the greatest opportunity for new affordable housing in Uptown and around the city. Exhibit 3.3-18 on page 3.87 compares the expected MFTE affordable unit production under each alternative. Concerns about MFTE participation rate assumptions are addressed in Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comment 32.

Given the uncertainty with regards to how developers would respond to new zoning and MHA requirements under any alternative the Draft EIS presents a range of potential outcomes, from 100 percent MHA-R performance to 100 percent MHA-R payment. Exhibit 3.3-19 on page 3.89 shows that Alternative 3 High-Rise has the greatest potential for affordable housing provision both in Uptown and citywide under the growth estimate scenario as well as buildout scenario.

With regards to concerns about the location of new affordable units funded with payments from new development in Uptown, please see Section 5.2.2.2.

Comment 4—Concern affordable housing not built on site.

See response to Comment 3, above.

Comment 5—Study Transferable Development Rights to preserve older, less expensive housing.

On page 1.30 the Draft EIS briefly discusses the City's existing Transfer of Development Rights (TDR) program as a strategy for landmark preservation. This program is primarily used as a preservation strategy for older residential buildings that have landmark status. The City could expand this program to include all lower cost housing structures. However, it is unlikely that such a program would have a significant impact on the supply of affordable or even less expensive housing in Uptown. The displacement analysis shown on page 3.81 indicates that the total existing units expected to be demolished under the action alternatives is fairly low (42-66 units over 20 years).

A greater number of existing units could be lost under a buildout scenario. The Draft EIS estimates this number to be 303. Even under this scenario, however, it is not clear how many of these units are affordable or can be anticipated to stay affordable in years to come. The Draft EIS identifies all subsidized affordable housing located in Uptown on pages 3.76 and 3.77. None of these units are expected to be demolished for redevelopment under any alternative or buildout scenario, as noted on page 3.81. Comprehensive data about non-subsidized affordable housing is incomplete. However, a review of rental listings in Uptown identified five buildings offering small units at rents affordable to moderate income households (80%-100% AMI) and one listing for a unit affordable to households earning 75% AMI (see page 3.77). As noted on page 3.84, among these properties, only one building containing 24 units is expected to be demolished under a buildout scenario under any of the three alternatives. This amounts to less than 1 percent of the housing units currently in Uptown.

Older buildings that offer less expensive housing typically can do so only because they require structural rehabilitation before they can undergo renovations. Seattle's TDR program does not provide property owners with enough capital to cover expensive structural rehabilitation costs. And even if these costs were covered, it is unlikely that less expensive rents in these buildings could be maintained in a competitive housing market without additional public subsidy.

Based on these findings, the impact of an expanded TDR program on affordable housing in Uptown may be quite limited.

Comment 6–Historic preservation issues.

The Preferred Alternative proposes a TDR program similar to Pike/Pine which has been used once at the time of this writing. The Preferred Alternative also proposed to eliminate the building size threshold under SEPA for purposes of ensuring all buildings are subject to landmark eligibility review.

Comment 7–Historic preservation issues.

Please see Response to Comment 6 above. The commenter will have the opportunity to review the draft ordinance and comment on the ordinance elements.

Comment 8–Design standards.

The comment is noted. Please see change in Chapter 4 Revisions and Clarifications.

Comment 9–Impacts include rezone of 1 floor due to HALA.

See Section 5.2.2.3 for a discussion of the relationship between HALA, the MHA Framework legislation passed by city council, the proposed alternatives. Alternative 1 No Action assumes no rezones and no implementation of MHA.

Comment 10–Density and character buildings.

The comment is noted. Rather than the suggested location, analysis about the growth estimate scenario would be added on page 3.17 under land use patterns rather than under land use compatibility with adjacent neighborhoods.

Comment 11–Heights will increase due to MHA legislation.

See response to Comment 9, above.

Comment 12–Why would construction impacts last longer?

The comment is referencing paragraph 2 on page 3.20. Around transit, greater heights are planned. Redevelopment could occur earlier than other parts of the neighborhood or to a greater degree around nodes than elsewhere in the neighborhood. Depending on phasing and number of construction sites, the effects of construction on access, traffic, noise and other considerations could be more pronounced or last longer.

Comment 13–Change impact on businesses to all alternatives.

Action Alternatives would change zoning allowances affecting the permitted uses such as manufacturing. No Action retains current zoning and thus does

not change the parameters for existing businesses. Thus impacts are not common to all regarding the potential for new nonconformities.

Page 3.21 notes that changes in zoning under Alternative 2 would grandfather uses such as manufacturing: "Any existing uses in these categories would be considered non-conforming and allowed to continue subject to the provisions of Seattle Municipal Code sections 23.42.100-23.42.110."

Alternative 3 has similar analysis on page 3.25: Since Alternative 3 High-Rise proposes the same changes in zoning as Alternative 2 Mid-Rise, the compatibility impacts related to changes in land uses are the same. A handful of industrial and other uses currently allowed or in operation would be prohibited. LR3/LR3-RC zone options are the same as for Alternative 2 with a potential to see more mixed and intense uses in the Uptown Park North and Mercer/Roy Corridor than exists today.

Page 3.25 is clarified in Chapter 4 of this Final EIS to reference non-conforming status.

Comment 14–Compatibility conflicts under No Action alternative.

No zones would change under the No Action alternative, and reference is made to impacts common to all on page 3.17 where the increase in intensity and activity levels is mentioned for Alternative 1 as well as the other alternatives. No change is proposed.

Comment 15–Land use intensity under Alt 3.

The proposed heights under Alternative 3 are most uniform across the study area compared to other alternatives; see Exhibit 3.1-15. No change is proposed.

Comment 16–Maximum heights and floor plates.

While there is a maximum floor plate per lot under Alternative 3, there is no tower spacing requirement, or limit per block, and properties identified as redevelopable may change to the maximum intensity of the zone. For a programmatic analysis of a non-project rezone, the analysis is conservative and cumulative in nature. No change is proposed.

Comment 17–Zoning change and current businesses.

See Response to Comment 13 above.

Comment 18–Floor plates

While floor plates would be smaller, the 160 foot building heights would be significantly taller and more intense than the 40 foot heights abutting in the neighborhood to the north.

Comment 19–Heights allowed in SLU.

The comment is noted. The status of zoning in South Lake Union is updated in Chapter 4 of this Final EIS.

Comment 20–Reiterate Uptown’s role as an Urban Center.

The comment is noted. Chapters 1 and 2 begin with an overview of the role of Urban Centers. Consistent with SEPA requirements, EIS Section 3.4 assesses the consistency of the proposed Uptown urban center alternatives with adopted plans and policies, including GMA, Vision 2040, King County Countywide Planning Policies and Seattle Comprehensive Plan. A reiteration of the role of an urban center with respect to these policy documents would not add new information to the analysis and has not been provided. Please also see Abendroth, Terry, Response to Comment 1, for a summary of the community and environmental goals associated with the City’s urban village strategy including urban centers.

Comment 21–How other urban centers have met housing and employment goals.

This EIS considers the potential for each alternative to accommodate growth consistent with the City’s updated 2015-2035 growth estimates for new households and new jobs. As described in the Draft EIS, all alternatives would accommodate 2015-2035 growth estimates for the Uptown Urban Center. The ability of other urban villages in the city to accommodate future growth estimates and/or the potential for the Uptown Urban Center to absorb growth that is not accommodated at other locations is not part of the proposed action considered in this EIS and is not addressed.

Comment 22–Adaptive Reuse mitigation.

The comment is noted and forwarded to City decision makers.

Comment 23–Suggestion for matrix comparing benefits of Alternatives. Alternative 1 should reflect increased floor height recently added.

EIS Section 3.4 provides a comparative assessment of the alternatives with respect to consistency with adopted plans and policies and concludes that all alternatives are generally consistent. While the discussion identifies some differences between alternatives, it does not conclude that an increased capacity to promote certain policy goals would result in greater consistency,

or “benefits” to plans and policies consistency. The primary conclusion that all alternatives are generally consistent with adopted plans and policies is described in Section 3.2 and summarized in Chapter 1. Because the section does not make any conclusions about benefits of the alternatives, the summary table suggested in the comment is not provided.

The comment regarding increased floor height appears to be referring to adopted residential and commercial MHA frameworks, which require commercial and multifamily development to either provide affordable housing units or make a payment to support affordable housing, in exchange for increases in development capacity (rezones). The residential and commercial frameworks establish the MHA requirements – however, those requirements are not implemented until adoption of zoning changes providing increased development capacity.

Since Uptown rezone alternatives studied increased development capacity, MHA can be implemented in the study area and is being evaluated in this EIS. Though citywide evaluation of HALA recommendations is pending, further changes to zoning inside the Uptown Urban Center as a result of the MHA frameworks are not anticipated since it has been considered with the Uptown rezone alternatives. MHA will be evaluated in a separate EIS for other areas outside the Uptown Urban Center.

Comment 24–Benefits of encouraging TOD should be identified.

The comment is noted. While the plans and policies discussion does not specifically focus on transit-oriented development, EIS Section 3.1, Land Use, discusses the potential for the alternatives to create nodes of development around proposed transit stations and for transit to generally support more intensive development throughout the study area.

Comment 25–The importance of new development regulations should be reinforced.

The comment is noted. The plans and policies discussion relies on the detailed description of the development standard assumptions described in the description of the proposal and alternatives (Draft EIS Chapter 2). Further Section 3.1 provides analysis of proposed development standards.

Comment 26–Impacts on historic/character structures should be mentioned in Plans and Policy section.

The comment is noted. As shown in Final EIS Section 3.2, a summary of Comprehensive Plan policy guidance for historic and cultural resources has been added. Please see also EIS Section 3.5 Historic and Cultural Resources.

Comment 27–Housing undercount of older dwelling units

Exhibit 3.3-6 is corrected in the Final EIS. The original exhibit in the Draft EIS summarizes housing stock in Uptown based on the most recent year renovated value for buildings on same parcel as reported in King County Assessor records. This date may be different than the year the property was originally built. The revised number of units in buildings originally built before 1960 is 2,071. There are 1,477 units in buildings built before 1940. Note that many of these units have been subsequently renovated.

Comment 28–Lower cost rentals rented by higher income households

Exhibit 3.3-7 in the Draft EIS (page 3.72) shows housing cost burden estimates by income level, with data reflecting conditions between 2008 and 2012. During that period, only a small number of households earning greater than 100% area median income were estimated to be cost burdened. What this data does not show is the number of these higher income households that were occupying housing units that would be affordable to moderate or lower income households. While there is insufficient data available to answer this question definitively, the American Community Survey estimates the number of renter household earning \$75,000 or more who pay less than 20 percent of their income on housing. Of course, some of these households may make significantly more than \$75,000 per year. So while not all of these higher income households are occupying units that would be affordable to more moderate or lower income households, it is likely that some are occupying units that would be affordable to moderate income households (those earning 60%-80% AMI).

Analysis of census tracts containing the Uptown Study Area indicates about 19 percent of all renter households earning \$75,000 or more pay less than 20 percent of their income on housing. BERK estimates that this amounts to roughly 265 households, or about 5% of all renter occupied housing units in Uptown.

Comment 29–Add Seattle Housing Authority buildings to list

Thank you for identifying these buildings. Michaelson Manor is inside the study area boundary and should have been listed in Exhibit 3.3-13. This raises the overall percentage units that are income- and rent-restricted to six. The exhibit and text is corrected in the Final EIS Chapter 4.

Olympic West is located just outside of the study area boundary.

Comment 30–Rationale on demolition under Alternatives

The growth estimates in the three alternatives do not assume that the current rate of rapid development will continue for the next 20 years; over

20 years growth would be more cyclical. To determine the number of units likely to be demolished under each alternative, this study first identified all construction projects in the permitting pipeline. Then the most likely additional development sites were identified, one by one, until the growth estimates were reached. The total number of additional development sites varied by alternative due to the differences in allowed capacity on each development site and the different growth estimates. Finally, existing housing units on affected parcels were summarized for each alternative. For details about how the City identifies parcels that are potentially redevelopable, please see the Development Capacity Report⁷ in the Seattle 2035 Comprehensive plan.

There is uncertainty regarding the rate of growth in Uptown over the next 20 years. Therefore, a buildout scenario was also analyzed for each alternative. This scenario assumes all potentially redevelopable parcels are developed. The impacts of this buildout scenario on demolitions is described on page 3.83.

Comment 31–Impact of high-rise zoning on land values

Land values and rents are expected to rise under all three alternatives. The only significant difference expected between the alternatives with regards to housing affordability for households earning less than 80% area median income is in the production of new subsidized units through mitigation measures such as MTFE and MHA. Alternative 3 High-Rise includes a higher growth estimate scenario than the other alternatives and is therefore expected to result in a greater number of MTFE and MHA units. See a discussion on pages 3.86 through 3.90.

Comment 32–Mitigation strategies for housing

There have been three recent projects above 85 feet that are currently participating in MTFE or have plans to do so:

- Walton Lofts is an 11-story building in Belltown currently participating in MTFE.
- 1001 Broadway and 1001 Minor Ave are two projects along Madison St in First Hill that have received preliminary approvals for MTFE participation but construction is not yet complete. 1001 Broadway broke ground during summer 2016. 1001 Minor Ave is breaking ground in early 2017.

⁷ http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2182731.pdf

While it is true that MFTE has been used more in mid-rise construction than high-rise, it is important to note that the future rate of participation assumed in the Draft EIS for all alternatives is conservative and lower than past performance. Additionally, there is a great deal of uncertainty under all alternatives regarding how developers will respond to new market conditions following the potential adoption of zoning changes (either in Uptown or elsewhere in the city) and MHA requirements.

Comment 33–Fees over performance

There is uncertainty with regards to how developers would respond to new MHA requirements under either action alternative. For this reason, the Draft EIS presents a range of potential outcomes, from 100 percent MHA-R performance to 100 percent MHA-R payment, as shown in Exhibit 3.3-19 on page 3.89.

With regards to concerns about the location of new affordable units funded with payments from new development in Uptown, please see Section 5.2.2.2.

With regards to assessment of publicly owned property for affordable housing development, it is correct that the City has identified one surplus site as suitable for publicly subsidized low-income housing. Other properties require assessment, including suitability for disposition for market-rate development with MHA requirements or use of MFTE.

Comment 34–3.4.1–Affected Environment

The proposed height studied under Alternative 3 was included based on the potential for impacts to Seattle Center views and consistency with the Seattle Center Master Plan. The Preferred Alternative proposes 125 feet for the KCTS site. In the southeast part of the Uptown Urban Center, the rezone recommendation will provide a choice between 125 feet and 160 feet (except on Seattle Center Campus where 125 is maximum for the KCTS site). The 160 feet limit is for residential uses; associated development standards would limit floor plates and lot coverage.

Comment 35–3.4.2–Impacts, Alternative 3

One of the purposes of analyzing different alternatives in the EIS is to test various methods to accommodate growth allowing for additional housing opportunities, and potentially onsite affordable housing. Alternative 3 illustrates a means by which growth can be clustered on fewer development sites by allowing greater building heights, compared with Alternative 2 (or Alternative 1), which would spread redevelopment to more sites at generally lower heights. The purpose of Alternative 3 is to serve as a benchmark for the upper range of what is possible, but your comment regarding the feasibility of property consolidation is noted.

Comment 36–Alternative 3 Mitigation

The Draft EIS already recommends several mitigation measures intended to address the effects of large, tower-style development under Alternative 3, specifically the use of upper-story setbacks, the provision of mid-block pedestrian connections, and use of the design review process to promote slimmer towers that would have reduced effects on views and shading. In addition, the Preferred Alternative, described in Chapter 2 of this Final EIS, includes graduated height limits to ease transitions.

It should be noted that if Alternative 3 were selected and the recommended mitigation measures applied, limiting towers to 1 per block and restricting parcel sizes might mean fewer towers, potentially resulting in a need to redevelop more sites to achieve the growth estimate scenario.

Please see the Preferred Alternative description in Chapter 2 for a description of development standards that address building facades and footprints, ground level open space and amenities, upper-story setbacks, floor plate limits and tower spacing.

Comment 37–Purple elevated plane overstates impact

Applying the “glass box” over the study area was conducted in order to illustrate potential cumulative impacts of increases in height and bulk, and was conducted for all studied alternatives. This allows the City to consider potential effects of the height showing sites other than the redevelopment sites change overtime; parcels considered redevelopable were identified by a planning level buildable lands analysis and are likely but may not be the only parcels to change.

Comment 38–View protection of linear scenic routes

The Draft EIS analysis included evaluation of both park views and scenic routes due to the City’s adopted policies to protect these resources. Your recommendation will be considered by City decision makers.

Comment 39–Confusing to describe both Seattle Center and the retail core as the “heart” of Uptown.

Comment noted. This has been clarified in this Final EIS. See Chapter 4, Revisions and Clarifications.

Comment 40–Please include an exhibit listing the 12 cultural surveys mentioned on p. 3.183.

An exhibit showing the locations of the twelve surveys mentioned on page 3.183 of the Draft EIS has been included in this Final EIS. See Chapter 4, Revisions and Clarifications.

Comment 41–Which historic buildings would be affected if buildout occurred under existing zoning with one additional floor height?

The analysis for Alternative 1 No Action takes into account existing zoning and development potential, but has not yet incorporated any “additional floor” provisions, as anticipated under the MHA program. Since Uptown rezone alternatives studied increased development capacity, MHA can be implemented in the study area and is being evaluated in this EIS. Though citywide evaluation of HALA recommendations is pending, further changes to zoning inside the Uptown Urban Center as a result of the MHA frameworks are not anticipated since it has been considered with the Uptown rezone alternatives, including the Preferred Alternative. MHA will be evaluated in a separate EIS for other areas outside the Uptown Urban Center.

Comment 42–Is Marqueen Hotel at risk under Alternative 1 if surrounding properties are built out?

Pages 3.186 and 3.187 of the Draft EIS acknowledged that as redevelopment projects are implemented under Alternative 1, existing historic properties could be demolished resulting in significant impact to historic properties that could alter the character of the neighborhood or nearby and adjacent resources. Marqueen Hotel is one of several historic buildings that could be affected, but was not called out specifically under Alternative 1. Compared to the Action Alternatives, there would likely be less redevelopment pressure in the Uptown area and less potential for significant impacts, given that no new zoning would be established under Alternative 1.

Comment 43–Is the Post Office at risk under Alternative 1 if surrounding properties are built out? Lifespan of sycamore trees?

As noted in on page 3.186 of the Draft EIS, existing market-force and presence of potential redevelopable properties in the Uptown area suggest that the pressure on historic resources is likely to continue and increase over time, and could result in new structures being built which could alter the character of adjacent resources (like the Post Office). Compared to the Action Alternatives, there would be less potential for significant impacts, given that no new zoning would be established. Additional information related to the sycamore trees has been included in Chapter 4 Revisions and Clarifications.

See also response to Comment 42 above.

Comment 44–Why haven’t more properties undergone landmark process?

While it is voluntary to nominate a property as a landmark, there is a non-voluntary process through the City’s SEPA procedures that allows the City to

take a nomination forward. The City determines through the SEPA process if a building is potentially eligible. The City can then take the nomination forward, even if the property owner does not. Many property owners decide to go forward with the nomination process in order to clarify if the City will or will not designate the building a landmark.

Comment 45–Mitigation suggestion of toolkit for property owners to rehabilitate their buildings.

Thank you for your comment. Your comment is noted and forwarded to City decision makers for further investigation. Please note that the Preferred Alternative, described in Chapter 2, includes additional measures aimed at preventing loss of character brick buildings and minimizing impacts to historic structures (see also Section 3.5 of the Final EIS). These measures include development of a TDR program similar to the City's Pike/Pine TDR program and removing SEPA review thresholds for purposes of determining Landmark eligibility. This would ensure that any structure that is subject to demolition has been assessed for Landmark eligibility and allow opportunity to identify appropriate mitigation before demolition occurs.

Comment 46–More mitigation needed to prevent loss of character brick buildings.

Please see Response to Comment 45 above. Due to URM issues and economics of redevelopment, a robust program that does not conflict with the Landmarks program will require more resources than a rezone can bring to bear.

Comment 47–Impacts under Alternative 1 not listed.

Refer to Response to Comment 45.

Comment 48–The introduction to Section 3.6 should describe the importance of Sound Transit 3.

Text regarding Sound Transit and Transit Oriented Development is found in Chapter 3.6. The Final EIS further emphasizes the importance of ST3 and a new alignment of light rail connecting Ballard to downtown Seattle with stations in Seattle Center and South Lake Union; see Chapter 4 Revisions and Clarifications.

Comment 49–W Mercer Place pedestrian/ bicycle improvements should be highest priority.

The extension of the Helix Bridge is not considered needed to accommodate pedestrian and bike travel and does not ameliorate the needs identified at West Mercer Place and does not ameliorate the needs

identified at West Mercer Place; if it is a desirable mitigation for the Expedia development it should have been considered as part of that site-specific SEPA evaluation, but otherwise could be considered in the modal master plan updates (Pedestrian Master Plan and Bicycle Master Plan).

Comment 50–Page 3.199 should include reference to Helix Bridge connection.

See Chapter 4 of this Final EIS. The Helix Bridge connection is added to Exhibit 3.6-5, and added to the description of multi-use facilities. The duplicate paragraph found on page 3.202 of the Draft EIS is removed.

Comment 51–Document should mention the bicycle/ pedestrian crossing at Mercer and 6th Ave West, called for in the Queen Anne Plan.

The 1998 Draft Queen Anne Neighborhood Plan calls for three pedestrian bicycle connections across the rail tracks connecting Queen Anne with the waterfront—Thomas, 6th Avenue and Prospect Street, Thomas Street and Prospect (the Double Helix Bridge) have been constructed. The 6th Street bridge is currently not included on the Bicycle Master Plan and is currently not planned or programmed. It was also not included in the Comprehensive Plan Seattle 2035.

Comment 52–Show Helix Bridge connection at Prospect as a connection to trail.

The Helix Bridge connection is added to Exhibit 3.6-5.

The duplicate paragraph found on page 3.202 of the Draft EIS is removed in Chapter 4 Revisions and Clarifications.

Comment 53 –Pick-up locations for TNCs should be designated throughout the city.

Regarding parking impacts, please see Allen, Holly–1 Response to Comment 8. Shared parking facilities are not addressed specifically in the Draft EIS parking model. Parking management strategies are considered as mitigation measures in Draft EIS Section 3.6.3.

For example, curbside management strategies to address carshare, transportation network companies, and serving the loading activities of the venues is under consideration by Seattle Center as part of its own parking study and Master Plan Update.

Comment 54–Description of W Mercer Pl. Flex parking facilities are not included in the parking study.

Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8. The EIS addresses parking managed by the City of Seattle

only and not privately manage or owned parking. Privately owned parking facilities can be revised or modified over the planning horizon and are not managed or controlled by the City.

Comment 55–New ST3 station locations.

Text regarding Sound Transit and Transit Oriented Development is included in this Final EIS Section 3.6 and reinforced in Chapter 4.

Comment 56–On page 3.222, specify “5th Avenue North.”

Text on page 3.222 is revised to “5th Avenue N.” See Chapter 4 Revisions and Clarifications.

Comment 57–Clarify capacity definition on p.3.230.

Screenline volume is now defined as “vehicles” in Exhibit 3.6–27. See Chapter 4 Revisions and Clarifications.

Comment 58–Projected and actual ridership on U-district line.

Growth in ridership on UW Husky Stadium line is addressed in Chapter 3.6 text. See Chapter 4 Revisions and Clarifications.

Comment 59–On p.3.236, the text contradicts the graphic.

Graphics are revised to match the text. See Chapter 4 Revisions and Clarifications.

Comment 60–The adequacy of the mitigation section cannot be evaluated without specific mitigation proposed for parking impacts.

Based on the Draft EIS analysis the impact of the Rezone alternatives, parking on-street and in public garages is deemed to be adequate at a programmatic and areawide scale and meets City policies. City parking standards and SEPA review for private development should ensure parking is addressed at a site-specific level. Please also see Allen, Holly–1, Response to Comment 8.

Comment 61–Address transportation impacts in next 5–18 years, before ST3 is complete.

The transportation analysis identifies conditions with and without HCT since at the time of the Draft EIS issuance ST 3 was on the November 2016 Ballot for funding; it was approved by voters. The Transportation analysis does assume the transportation investments shown in Exhibit 3.6–15 that are planned and programmed in City and other local agency plans are in place with the future No Action and studied Action Alternatives. Similar to the timing of development the timing of transportation investments is not fully

defined within the 20-year planning period; however, some modal plans do include implementation plans. The three crossings as part of the North tunnel improvements are programmed to occur by early 2021 and the bicycle master plan has an implementation plan through the year 2020 that includes a protected bike lane connection to South Lake Union along Roy/Broad/Valley.

Comment 62–Traffic and parking impacts can be reduced through affordable housing in Uptown.

Providing opportunities for housing and employment in Uptown will improve the overall jobs and housing balance and allow some employees to work near their homes. Affordable housing is addressed in Section 3.3 of the Draft EIS.

Comment 63–Consider a parking management district and shared parking program in Uptown.

Please see Response to Comment 53.

Comment 64–The parking study should include flex spaces.

Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8.

Comment 65–Community Centers are not adequately addressed.

Section 3.8 of the Draft EIS has been corrected in this Final EIS Chapter 4 to reflect the City's goal of having one community center in each Urban Center. This goal is established in SPR's 2011 Development Plan, which was recognized as part of the citywide goals for open space and recreation in the version of the City's Comprehensive Plan that was in place when the Draft EIS was published in July 2016, and is also recognized under the currently adopted 2035 Comprehensive Plan. The Uptown study area is an Urban Center. SPR is currently updating its Development Plan; the current goal for community centers is aspirational and there is no indication at this time that the City will be adopting stricter standards. For these reasons, the lack of a community center in Uptown is not considered to be a significant unavoidable adverse impact. See also Bertram, Irving–2, Response to Comment 31.

Comment 66–Suggested additions to open space and recreation facilities list.

In response to this comment, the following amendments have been made to pages 3.268–3.270 of the Draft EIS, as shown in Chapter 4 of the Final EIS.

Page 3.268 states that there are many open space and recreation facilities within a short distance of the study area, and that these are listed in Exhibit 3.8-1 and shown in Exhibit 3.8-2. (Most of these open space and recreation facilities are within one eighth of a mile of the study area, some are slightly farther away.)

Exhibits 3.8-1 now includes Parsons Garden.

Exhibit 3.8-2 has been amended to show all open space and recreation facilities in Exhibit 3.8-1.

Page 3.268 includes mention of the railroad lines between the study area and Alaskan Way Blvd Property, Centennial Park, and Myrtle Edwards Park.

Page 3.268 includes mention of the Helix Pedestrian Bridge connection at W Prospect St and Elliott Ave W.

Page 3.269 includes a new paragraph recognizing that there are no community centers in the Uptown study area and that the nearest community centers are the Queen Anne Community Center and the Belltown Community Center.

Page 3.275 has been updated to clarify that plans for the Memorial Stadium site include renovating the stadium for year round use as an athletic and performance venue to support existing uses and to include public access to the site.

The Seattle Center includes dedicated public spaces. Its open spaces and water features are open to the public year round, with the exception of three days each Labor Day weekend for the Bumbershoot music festival. The Armory facility is also open to the public year round with the exception of Bumbershoot, Thanksgiving, Christmas Day and New Year's Day. Page 3.268 of the Draft EIS has been updated to include this information.

UpGarden currently functions as a public community garden. Pages 3.268 and 3.277 of the Draft EIS discuss the fact that the UpGarden site is anticipated to be redeveloped in the short-term. A potential mitigation measure in the Draft EIS was to identify another location for a community garden.

Comment 67–Distribution gap, lack of Community Center, and distribution of Community Gardens.

Impacts to open space and recreation services were assessed in the Draft EIS based on the goals for open space and recreation in the version of the City's Comprehensive Plan that was effective in July 2016. The Village Open Space distribution goal was based on distance and did not take access limitations into account. The community garden goal was based on population and did not take geographic distribution into account. In

October 2016 the Seattle 2035 Comprehensive Plan was adopted, resulting in new guidelines for open space and recreation. See Section 3.8 of this Final EIS for discussion of the current guidelines. See also Response to Comment 65 above.

Comment 68–Community Garden requirements.

In response to this comment, the statement on page 3.276 and also statements on pages 3.278 and 3.279 have been updated for consistency with Draft EIS Exhibit 3.8-4. The edits are shown in Chapter 4 of this Final EIS.

The commenters incorrectly state that Draft EIS Exhibit 3.8-4 says that four community gardens are required under all alternatives. Draft EIS Exhibit 3.8-4 shows the number of community gardens that would be needed under the alternatives to meet the goals for open space and recreation that were in place under the version of the City's Comprehensive Plan that was effective in July 2016, when the Draft EIS was published. These goals were aspirational in nature and failure to achieve them did not constitute a deficiency in service. See Bertram, Irving-2, Response to Comment 31.

The commenters' statements about the lack of sufficient community gardens and poor distribution of open space are noted.

Comment 69–Analysis of shadow impacts on public spaces needs to be expanded.

Shading/shadow impacts to public parks are addressed in Chapter 3.4 Aesthetics and Urban Design. The Draft EIS specifically describes the potential for shading at Counterbalance Park on pages 3.142-3.143 (No Action), 3.149-3.150 (Alternative 2), and 3.157 (Alternative 3). The Draft EIS describes in each case the likely shading effects, based on building and terrain modeling. As illustrated in Exhibit 3.4-60, most of the shading at this Park, especially during winter months, is the result of existing development adjacent to the east side of the park and across Roy Street to the south.

As required by Seattle Municipal Code Section 25.05.675.Q.2e, the Draft EIS presents mitigation measures to reduce shading effects associated with Alternatives 2 and 3 on pages 3.173 and 3.173. In particular, the mitigation measures call for the imposition of building permit conditions that limit heights near public parks, separation of upper story building massing to reduce shadows, and upper-story setbacks to reduce shadow length. All these measures are consistent with the mitigation methods contained in SMC 25.05.675.Q.2e.

Please also see Chapter 2 for a description of the Preferred Alternative which moderates heights.

Comment 70–The International Fountain should be added to the view analysis.

The City's policies on view protection establish specific guidance about what views should be protected and from what locations.

It is the City's policy to protect public views of significant natural and human-made features: Mount Rainer, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water including Puget Sound, Lake Washington, Lake Union and the Ship Canal, from public places consisting of the specified viewpoints, parks, scenic routes, and view corridors identified in Attachment 1. (Attachment 1 is located at the end of this Section 25.05.675.) This subsection does not apply to the Space Needle, which is governed by subsection P2c of this section.

–SMC 25.05.675 P2a.i.

The Draft EIS analyzed the potential for view impacts from all locations listed in the code that were in or near the study area. Seattle Center in general, and the International Fountain in particular, are not listed in the code or in Attachment 1 to Section 25.05.675. The primary views available at the International Fountain are of the Space Needle, which are governed under SMC 25.05.675.P.2c, which states:

It is the City's policy to protect public views of the Space Needle from the following public places. A proposed project may be conditioned or denied to protect such views, whether or not the project meets the criteria of the Overview Policy set forth in SMC Section 25.05.665.

- i. *Alki Beach Park (Duwamish Head)*
- ii. *Bhy Kracke Park*
- iii. *Gasworks Park*
- iv. *Hamilton View Point*
- v. *Kerry Park*
- vi. *Myrtle Edwards Park*
- vii. *Olympic Sculpture Park*
- viii. *Seacrest Park*
- ix. *Seattle Center*
- x. *Volunteer Park*

–SMC 25.05.675 P2c

None of the proposed alternatives would include development on the Seattle Center site that would interfere with these views of the Space Needle

Comment 71–Additional mitigation measures needed for open space and recreation.

See Bertram, Irving–2, Response to Comment 31.

Comment 72–Seattle Center should be shown as city-owned open space. Centennial Park should be shown.

Exhibit 2-3 on page 2.7 of the Draft EIS shows future land uses as designated on the City of Seattle Comprehensive Plan Future Land Use Map. A correction has been made to the legend of Exhibit 2-3 in Chapter 4 of this Final EIS to clarify that the exhibit shows future land uses, not current land uses. Current City zoning for the Seattle Center is consistent with the Comprehensive Plan Future Land Use Map.

Comment 73–Identify Centennial Park on page 2.10. Show the Helix Bridge and Thomas Street connection.

Exhibit 2-6 on page 2.10 of the Draft EIS is an image taken directly from the Uptown UDF. The purpose of this image is to show the desired neighborhood character described in the Uptown UDF. It is noted that this image does not label Centennial Park, the Helix Bridge or Thomas Street connection.

Comment 74–Note the loss of Space Needle public views in analysis of all alternatives.

Please see response to Comment 70 above. The Seattle Municipal Code specifically identifies locations from which Space Needle views are protected. The Draft EIS analyzed the potential for view obstruction at all the specified locations within or near the study area, as well as along established scenic routes and major street corridors in the study area. The Draft EIS also includes analysis of two territorial views to evaluate potential effects on views of the study area from adjacent areas.

Comment 75–Draft EIS does not address preservation of Uptown's character brick buildings.

Refer to response to Comment 46 above.

Comment 76–Propose conservation fund and transfer of development rights program to conserve buildings.

Refer to response to Comment 46 above.

Freeburg, Dave

Supports High-Rise option.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Frerk, David

Opposes proposal.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Frerk, Rosemary and David

Supports no change to current zoning.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Frey, Christina

Opposed to rezoning.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Friedrich, Elizabeth

Supports limiting heights near the Space Needle.

Thank you for your comment. The Preferred Alternative incorporates the lower height limits of Alternative 2 in the Mercer Corridor, and heights in the Uptown Triangle southeast of Seattle Center would be a mix of heights between 125 and 160 feet. Under all alternatives, views of the Space Needle from parks and major public open spaces would be protected, per adopted City policy.

Gangemi, Matt

Supports High-Rise option.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Gardiner, Shoshanna

Concerned about taller buildings and impacts on traffic and parking.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3. Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8.

Gats, Michael

Concerned about rezoning and infrastructure.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

See Abendroth, Terry, Response to Comment 1, regarding the objectives of growth in the Urban Center. Please see Benjamin, Mike, Response to Comment 7, regarding infrastructure.

Gheen, Penn

Concerned about views of the Space Needle.

Thank you for your comment. Please see Friedrich, Elizabeth, Response to Comments.

Gibbs, Cynthia

Comment 1–Concerned that public input is not being listened to.

Thank you for your comment. All comments will be considered by City decision makers. See Abendroth, Terry, Response to Comment 1, regarding the objectives of growth in the Urban Center.

Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Comment 2–Concerned about parking.

Please see Allen, Holly–1, Response to Comment 8.

Comment 3–Concerned that use of alternative transportation is overstated.

Uber, Lyft, and other shared use transportation services were not assumed to be a substantial portion of the travel demand to be conservative. The current Mode Split in the Uptown subarea is currently 53% single occupant vehicle (SOV) and 17% transit. In the future based on the travel demand model is estimated to reduce SOV to 34% with the transit mode increasing to 30% as noted in Exhibit 3.6–35.

Comment 4–Concern about parking requirements

Comment noted. Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8.

Comment 5–Concerned about views of the Space Needle.

Please see Friedrich, Elizabeth, Response to Comments.

Comment 6–Concerned about traffic flow on W Mercer Pl and Mercer Street.

Comment noted. The freight system of major and minor truck streets was developed to serve freight needs and is defined in the City's Freight Master Plan (see Mayor's Recommended plan, September 2016: http://www.seattle.gov/transportation/freight_fmp.htm).

Comment 7–Requests the truck route be directed from Mercer to Denny.

The freight system was designed to serve freight needs. The Mercer connection is important to provide access from Interbay to SR 99.

Gilliland, Terry–1**Comment 1–Thanks for the opportunity to meet.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Concerned about potential for landslide on proposed development site south of 521 5th Ave W.

The area in question at 521 5th Avenue W is located within a City-designated Landslide-prone area. Under the Preferred Alternative described in this Final EIS, height limits would be increased to 80 feet similar to Alternative 2

Mid-Rise studied at 85 feet. Regardless of the underlying zoning designation and height allowances, when a project is proposed in a geologic hazard area, it is subject to the City of Seattle's Environmentally Critical Areas (ECA) Code. Geologic hazard areas include landslide-prone areas and steep slope areas (Seattle Municipal Code 25.09.020). When development proposals are submitted to the City for review in areas mapped as geologic hazard areas, the Code requires a geotechnical study to confirm whether ECAs are present on the property. If such hazards are present, the Code has specific regulations that development must comply with in order to ensure that the hazard is not increased as a result of the development.

Comment 3—Requesting information on building code requirements.

Please see Response to Comment 2 above.

Comment 4—Requests eliminating development zone.

Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative. Under the Preferred Alternative, height limits would be increased to 80 feet similar to Alternative 2 Mid-Rise studied at 85 feet.

Comment 5—Please provide feedback.

Your comments are included in this Final EIS and to be considered by City decision makers.

Gilliland, Terry—2

Comment 1—Increasing housing density at 5th Ave W and Republican.

Thank you for your comment.

The commenter incorrectly states that the proposal designates "Development Zones" on 5th Avenue W and Republican. The comment references Draft EIS Exhibit 2-9, which shows potential redevelopable sites. These sites exhibit one or more of the following characteristics: existing buildings are ≤ 25 percent of what current zoning allows, buildings are relatively lower value compared to property values, and parking lots where new uses could be added and parking placed under ground. Draft EIS Exhibit 2-9 is not an indication of owner interest in redevelopment or actual change. Under the Preferred Alternative, which is described in Chapter 2 of this Final EIS, moderate increases in allowed building heights at 5th Ave West and Republican, similar to Alternative 2 Mid-Rise and less than Alternative 3 High-Rise. Any applications for redevelopment of sites within the Uptown study area, whether or not the proposal considered in the EIS is adopted, would be subject to City requirements in the Seattle Fire Code and the Seattle Right of Way Manual.

Comment 2–Accessibility for emergency vehicles at the site.

Your comments regarding current accessibility for emergency vehicle access are acknowledged. Seattle Fire Department staff believe that they would be able to access the buildings on the segments of 5th Ave W and W Republican St that are identified in the comment in the event of an emergency incident, despite current on-street parking conditions. On-street parking on narrow streets does impact fire response times; however, this is a relatively common condition citywide that the Seattle Fire Department has factored into their response operations.

Hydrants located at the ends of dead end streets can present problems, and for this reason all Seattle Fire Department fire engines carry adequate hose to reach the hydrant at the next block. According to Seattle Fire Department staff, if firefighters were unable to access the hydrant at the dead end of W Republican St, they would connect to other hydrants at the corner of 4th Ave W and W Republican St and other nearby hydrants if needed. The City of Seattle has a good hydrant and water supply system and obtaining water to fight a fire in this area should not be a problem.

Because the Seattle Fire Department would be able to access this location under conditions when all street parking was taken, and because the Department would be able to access other hydrants if firefighters were unable to access the one at the dead end of W Republican St, and also because there are no transportation capital improvements proposed for this location under the alternatives, it is anticipated that the proposal will not have a negative impact on emergency vehicle access at this location.

Comment 3–Requirements for fire apparatus

Your comments on the requirements of the Seattle Fire Code are acknowledged. The Draft EIS provided incomplete information regarding the need for street improvements to be consistent with Seattle Fire Code Section 503 and Appendix D. Street improvements must be consistent with the Seattle Right of Way Improvement Manual as well as Seattle Fire Code Section 503 and Appendix D. Public street improvements are required to meet the requirements of the Seattle Right of Way Improvement Manual. Private roads must be in accordance with Section 503 and Appendix D of the Seattle Fire Code. The Seattle Fire Code was amended in 2012 to specify that Appendix D does not apply to public streets (Appendix D, Section 101.1). Additionally, portions of Section 503 of the Fire Code have been amended to require consistency with the Seattle Right of Way Improvement Manual and Appendix D, as amended. The Seattle Right of Way Improvement Manual includes provisions for fire response in Sections 4.8, 4.19 and 6.5. Additionally, Section 1.5 of the manual specifies that the Fire Department is

responsible for reviewing proposed street improvements to identify potential negative impacts on response times, and also for reviewing proposed building construction plans to identify issues related to fire apparatus access and other Fire Code related issues. Section 3.9.1 of the Draft EIS has been corrected to reflect this information in Chapter 4 of this Final EIS.

The current streets referenced in the comment were established before the City's current codes were developed. The City does not require existing streets to be brought up to the current requirements unless new improvements are being made.

Comment 4–Fire code requirements.

See Responses to Comments 2 and 3 above.

Comment 5–Concerned about emergency vehicle access.

Please see Responses to Comments 1-4 above.

Gilliland, Terry–3

Propose property designated a green zone.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

The area the commenter seeks to have designated as a green zone is located within the largest open space gap identified in SPR's 2011 gap report for the Uptown study area. It is located on the west edge of the gap area. The gap area is shown in Draft EIS Exhibit 3.8-3.

Based on prior conversations with SPR staff, they currently have no plans to fill the gaps identified in the report for the Uptown study area. Uptown is a challenging area in which to acquire land, due to a lack of vacant land and high acquisition costs. This is mentioned on Draft EIS page 3.272.

Gilliland, Terry–4

Proposed green zone.

Thank you for your comment. The comment is noted. See Gilliland, Terry–2, Response to Comment 1.

Gilliland, Terry–5

Comment 1–Concerned about redevelopment on properties at 5th Ave W and Elliott Ave.

The Preferred Alternative proposes a height of 80 feet on the property at 509 5th Avenue W, similar to the 85 feet of Alternative 2 Mid-Rise and less than Alternative 3. Please see Chapter 2 of this Final EIS.

Comment 2–Space available for development at site on 5th Ave W.

Please see Gilliland, Terry–2, Response to Comment 1.

Comment 3–Requirements to protect views.

The City's development regulations and Comprehensive Plan policies recognize that views are an important part of Seattle's identity and a factor in its appeal to residents. However, like any major city, Seattle must balance aesthetics with the need to accommodate growth. Adopted City policies and regulations focus on the preservation and protection of views from major public spaces, such as parks and scenic routes. Private views are not specifically protected; however, the City policies note that height and bulk development regulations attempt to consider private views: "Adopted Land Use Codes attempt to protect private views through height and bulk controls and other zoning regulations but it is impractical to protect private views through project-specific review." (SMC 25.05.675.P.1.f)

The Preferred Alternative, described in Chapter 2 of this Final EIS, proposes relatively lower heights of 50 feet along Elliott Avenue below Harbor House, less than Alternatives 2 and 3; upslope heights would be 80 feet similar to the 85 feet proposed under Alternative 2 Mid-Rise.

In addition, the Preferred Alternative includes design standards to reduce the visual mass of tall buildings, including the following:

- Upper story setbacks to preserve access to light and air would be required at the fourth story.
- The SM zone restricts the number of buildings taller than 125 feet to one per block and there is a floorplate limit above the fourth story.
- Usable ground level open space.

Comment 4–Compensation to property owners who lose views.

Please see response to Comment 3 above.

Comment 5–Concerned about loss of property value.

Please see Responses to Comments 1–3 as well as the description of the Preferred Alternative in Chapter 2.

Gleason, Helen

Opposes rezoning.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Gold, Morgan–1

Supports Alternative 1.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Density affects the capacity for growth. The increased height under the Action Alternatives is intended to address a need for more housing, particularly affordable housing. Please see Section 5.2.2.5.

Gold, Morgan–2

Comment 1–Concerned the EIS has flaws, detailed below.

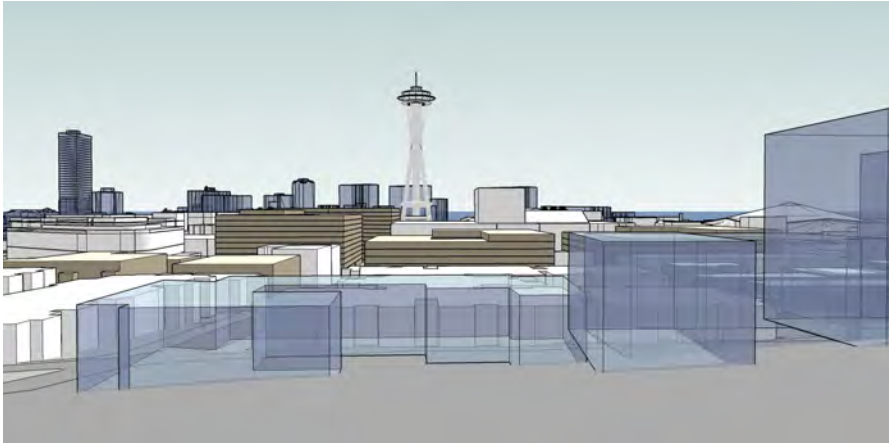
Thank you for your comment. Please see responses to comments below.

Comment 2–Concerned about views from Ward Springs Park.

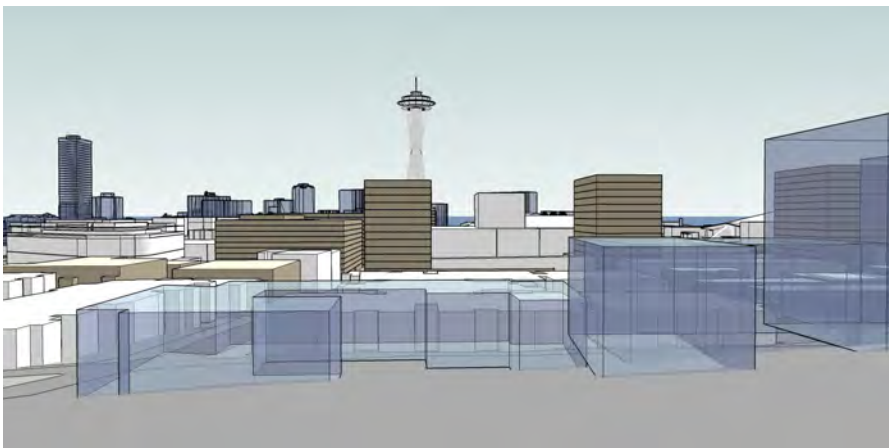
The City's policy regarding protection of views of the Space Needle is established in Seattle Municipal Code Section 25.05.675.P.2.c. The policy lists 10 parks and public spaces where Space Needle views are protected; Ward Springs Park is not included in this list and was therefore not specifically analyzed in the Draft EIS.

Ward Springs Park's location at the corner of 4th Avenue N and Ward Street places it on a similar sight line as Bhy Kracke Park, which is located several blocks to the north. Ward Springs Park is outside the Uptown study area, so development immediately surrounding the park would not be affected by the height proposals. However, new development in Uptown would be visible from the park, and it is possible that high-rise development in the Mercer Corridor north of Seattle Center under Alternative 3 could partially block views of the Space Needle from Ward Springs Park though it is not a protected view location.

The Preferred Alternative, described in Chapter 2 of this Final EIS, would incorporate the 85-foot height limit from Alternative 2 in the Mercer Corridor, which is substantially lower than the 160-foot limit in this area under Alternative 3 and would reduce effects to Space Needle views from this location.



Unprotected View from Ward Park: Alternative 2



Unprotected View from Ward Park: Alternative 3

Comment 3—Concerned about traffic.

Vehicular volumes and travel times were studied in the Draft EIS. The volumes represented in the analysis demonstrate average weekday PM peak hour conditions. Vehicle volume as well as parking analysis use average weekday conditions because event volumes do not represent typical conditions, which cause an overestimation of need. HCT (Sound Transit light rail Ballard Line) was considered for all 2035 scenarios in the Draft EIS, as shown in Exhibit 3.6-39. Please also see Adler, Karen-1, Response to Comment 3.

Comment 4—Concerned about tree canopy.

Much of the tree canopy in the Uptown area is found along the street rights of way, and would be retained.

Comment 5—Concerned about loss of currently affordable units.

Please see Adler, Karen—1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

Comment 6—Realistic renderings of full buildout

The purpose of the Draft EIS alternatives is to test various growth estimates, and growth potential as the City identifies potential increases to capacity in order to allow for affordable housing (see 5.2.2.5).

Growth estimates, based on a 20-year policy-based growth allocation, are different than growth capacity, which is the total amount of development that could theoretically occur in an area if every property is developed to his maximum extent.

As described on page 2.12 of the Draft EIS, Alternative 1 tests growth up to the City's 2035 growth estimate allocation, Alternative 2 tests growth at a level 12% above the Comprehensive Plan growth estimate, and Alternative 3 tests growth 25% above the Comprehensive Plan growth estimate. This establishes a spectrum of possibilities and tests both conservative and more aggressive growth scenarios to understand the potential impacts.

A discussion of the impacts associated with full buildout assuming maximum capacity, which is more growth than any of the alternatives, is included in the Draft EIS, starting on page 3.160.

The visualizations are based on a computer model representation of current and future buildings more detailed than for most programmatic EISs.

Comment 7—Concerned about police and emergency services.

Transportation network impacts to fire and police services and related mitigation measures are discussed in section 3.9.1 and 3.9.2 of the Draft EIS. These Draft EIS sections have been updated in Chapter 4 of the Final EIS to include information about emergency responders' use of sirens and lights, and also to include more complete information about the City's requirements for new street improvements and the Fire Department's responsibilities for reviewing proposed plans for street improvements and building construction to ensure access for emergency response. It is

anticipated that the mitigation measures discussed in Draft EIS Sections 3.9.1 and 3.9.2 and in the amendments to these sections in the Final EIS Chapter 4 would address incremental increases in growth and changes in demand for fire and police services.

See also Section 3.6 of the Draft EIS, and Section 3.6 of this Final EIS, for a full transportation analysis that looks at the impacts of growth in the Uptown study area under each Draft EIS alternative and identifies potential impacts and mitigation measures.

Comment 8—Concerned about environmental impacts.

Draft EIS Section 3.10.1, Wastewater, and Section 3.10.2, Stormwater, describe the City's partially combined sewer system and drainage system and potential impacts associated with the alternatives. As noted in the comment, the Draft EIS acknowledges that conversion of vegetated land area to impervious surfaces could create increased demand on the combined system and drainage system. As described under Mitigation Measures on page 3.313, the 2016 Stormwater Code requires on-site stormwater management to infiltrate, disperse, and retain stormwater runoff to the maximum extent feasible. A primary focus of these regulations is to prevent impacts on existing capacity-constrained systems. With implementation of on-site stormwater management, potential redevelopment is not expected to result in increased demand on the drainage system or to increase the stormwater contribution to the combined sewer system within the Uptown area.

SPU is also guided by a number of federal regulations and City policies, programs and plans to construct and maintain facilities that reduce the frequency of flooding and sewer backups for customers. As described in Section 3.10.1, SPU has ongoing programs to reduce infiltration and runoff of stormwater into the separated sewer system to retain capacity for sanitary sewer flows, and identify and mitigate unforeseen problem areas.

As described in Section 3.10.4, Electric Power, even taking into account anticipated conservation measures, increased development intensity would increase overall electrical demand and need for local distribution system improvements. However, no significant unavoidable adverse impacts on the electrical system are anticipated. Recent SCL investments in the power system are anticipated to meet growth needs through 2035 addressing the level of growth under all studied alternatives.

Comment 9—No Action provides 90% of the housing that Alternative 3 provides.

See Abendroth, Terry Response to Comment 1, regarding the objectives of growth in the Urban Center.

See Adler, Karen–1, Response to Comment 5, for a description of density objectives.

Comment 10–Alternatives 2 and 3 will worsen affordable housing.

See Response to Comment 5 above.

Comment 11–Supports design review for new buildings.

Please see Chapter 2 for a description of the Preferred Alternative, which moderates heights west to east. The Preferred Alternative adds development standards regarding upper-story setbacks, ground level open space, and others.

Golm, Hans-Joachim

Supports maintaining current zoning.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative.

Goren, Daniel

Comment 1–Supports Alternative 1.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative.

Comment 2–Concerned about traffic on W Mercer.

Mercer Street is a Major truck street on the recently adopted Freight Master Plan as a major Truck Street and provides access for freight between Interbay and SR 99.

Please see Adams, Joe, Responses to Comments.

Comment 3–Concerned about density on West Mercer Place.

Your comment is noted and forwarded to City decision makers. See Abendroth, Terry, Response to Comment 1, regarding the objectives of growth in the Urban Center. For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS.

Grant, Joseph

Comment 1—Supports upzoning to 160 feet.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative.

Comment 2—Concerned affordable housing requirements may be too strict.

Please see Lenaburg, Becky and Urla, Paul, Response to Comments, and Section 5.2.2.4.

Greiling, Rich and Sue—1

Comment 1—Confirm receipt of comments.

Thank you for your comment. Your comment has been received by the City and is included in this Final EIS, and will be considered by City decision makers.

Comment 2—Concerned about rezone.

Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative, which moderates heights.

Comment 3—Open to limited rezone.

The Draft EIS analysis identified the possibility of view blockage around the Seattle Center and impacts to visual character and the pedestrian experience, particularly under Alternative 3. Mitigation measures were recommended to preserve access to light, air, and views, and to reduce shading effects from tall buildings in the vicinity.

The Preferred Alternative concentrates the greatest height increases in the area southeast of Seattle Center and incorporates the Alternative 2 height limits in the Mercer Corridor. To the west of Seattle Center, heights would be graduated to ease transitions, and design standards would be incorporated to preserve views and character. Existing regulations and policies to protect views of the Space Needle from major public spaces would be maintained.

Comment 4—Concerned about heights in Alternative 3.

Any rezone in four corners area should require public plazas and setback.

The comment is noted and forwarded to City decision makers.

The Preferred Alternative would only apply 160 feet southeast of Seattle Center in the Uptown Triangle. As stated in the response to Comment 3 above, the Preferred Alternative would incorporate the lower height limits of Alternative 2 in the Mercer Corridor and provide graduated heights in the areas west of Seattle Center, alleviating the “wall” effect.

In addition, the Draft EIS shade/shadow analysis found that the shading effects on Seattle Center from development to the west would be minor due to the lower heights in that location, even under Alternative 3; development to the north will not shade Seattle Center to the southerly sun angle. As described in the Draft EIS, the greatest shading effects would be from development to the southeast of Seattle Center in winter morning hours. The Preferred Alternative would therefore have shading effects similar to Alternative 3 at the southeastern corner of Seattle Center and similar to Alternative 2 west of Seattle Center.

Greiling, Richard and Sue—2**Concerned about views.**

Thank you for your comment. Your recommendation has been forwarded to the decision makers.

To clarify, the referenced code section does not establish a blanket protection of views. Rather, the code establishes specific guidance about what views should be protected and from what locations. See policies listed on page 1.23 of the Draft EIS, also identified in Adler, Karen—1, Response to Comment 4.

The Draft EIS analyzed the potential for view impacts from all locations listed in the code that were in or near the study area, and from which the Space Needle was visible. Where view blockages would occur under the proposed alternatives, they were identified, and mitigation measures were recommended. The Preferred Alternative, described in Chapter 2 of this Final EIS, incorporates lower height limits than Alternative 3 and includes graduated height transitions to the west with impacts less than or similar to Alternative 2, as well as design standards to mitigate aesthetic impacts on views and visual character.

Griffith, Pat

Concerned about rezone.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative, which moderates heights.

Regarding historic preservation, please see Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comment 46.

Regarding traffic, please see Adams, Joe, Response to Comments.

Griggs, Paul

Comment 1—Long-time residents.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2—Concerned about increasing density and height.

Your comment is noted and forwarded to City decision makers. For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS.

Please see Adler, Karen—1, Response to Comment 5, for a description of density objectives.

Comment 3—Oppose High-Rise option; support Mid-Rise only in some areas.

Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative.

Gumbiner, Barry

Comment 1—Concerned about increasing density.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS.

Please see Adler, Karen—1, Response to Comment 5, for a description of density objectives.

Comment 2–Concerned about traffic.

Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Comment 3–Concerned about losing affordable housing.

Please see Adler, Karen–1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

Comment 4–Concerned that increasing heights would harm views, shadows, etc.

The Draft EIS addresses the potential effects of taller development in a number of ways, specifically in discussions of views of the Space Needle from surrounding areas, shading/shadow conditions, and effects on visual character. To address these concerns, the Draft EIS recommends several mitigation measures (pages 3.171–3.173).

The Preferred Alternative, described in Chapter 2 of this Final EIS, includes generally lower height limits than Alternatives 2 and 3 in the areas west of Seattle Center, and heights in the range of Alternatives 2 and 3 southeast in the Uptown Triangle. For all these areas new design and development standards would be implemented to protect views and visual character.

Comment 5–Concerned that adequate notice was not given to the community.

Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Hahn, Hazel**Concerned about traffic on Taylor Avenue.**

Thank you for your comment. Please see Adams, Joe Response to Comments, regarding Mercer Street.

Hajduk, Craig**Comment 1–Support comments of the Ward Street group.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Concerned about traffic impacts.

The methods and assumptions from the Transportation Analysis is included in Final EIS Appendix B. The transportation analysis considers programmed improvements included three new crossings of SR 99 which should improve east west circulation. Please also see Adams, Joe, Response to Comments, and Adler, Karen–1, Response to Comment 3.

Comment 3–Concerned about walling off Seattle Center.

The Draft EIS analysis identified the possibility of view blockage around the Seattle Center and impacts to visual character and the pedestrian experience, particularly under Alternative 3. Mitigation measures were recommended to preserve access to light, air, and views, and to reduce shading effects from tall buildings in the vicinity.

The Preferred Alternative concentrates the greatest height increases in the area southeast of Seattle Center and incorporates the Alternative 2 height limits in the Mercer Corridor. To the west of Seattle Center, heights would be graduated to ease transitions, and design standards would be incorporated to preserve views and character. Existing regulations and policies to protect views of the Space Needle from major public spaces would be maintained.

Comment 4–Ward Springs park should be listed as an important viewpoint.

The City's policy regarding protection of views of the Space Needle is established in Seattle Municipal Code Section 25.05.675.P.2.c. The policy lists 10 parks and public spaces where Space Needle views are protected; Ward Springs Park is not included in this list and was therefore not specifically analyzed in the Draft EIS.

Ward Springs Park's location at the corner of 4th Avenue N and Ward Street places it on a similar sight line as Bhy Kracke Park, which is located several blocks to the north. Ward Springs Park is outside the Uptown study area, so development immediately surrounding the park would not be affected by the proposal. However, new development in Uptown would be visible from the park. See Gold, Morgan–2, Response to Comment 2.

The Preferred Alternative, described in Chapter 2 of this Final EIS, would incorporate the 85-foot height limit from Alternative 2 in the Mercer Corridor, which is substantially lower than the 160-foot limit in this area under Alternative 3 and would reduce impacts to Space Needle views from this location.

Comment 5–Appreciate being able to participate.

Your comment is noted and forwarded to City decision makers.

Hall, Jeff

Supports No Action Alternative.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please also see Chapter 2 of this Final EIS for a description of the Preferred Alternative that moderates heights.

Hamlin, Whit

Support for specific height limits.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please also see Chapter 2 of this Final EIS for a description of the Preferred Alternative that moderates heights.

Harrington, Beverly–1

Comment 1–Requests renaming proposal.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. The name Uptown is historically what the neighborhood had been called later becoming informally known as Lower Queen Anne. In 1994 when the City adopted the first Comprehensive Plan it officially designated the neighborhood as Uptown.

Comment 2–Is the No Action Alternative allowed?

The No Action Alternative (Alternative 1) is a required alternative under SEPA. It is an option that the City Council could select. It would meet the City's growth estimate; however, it would not allow the City to require a mandatory affordable housing program as described in Section 5.2.2.5.

Comment 3–Basis for Alternative 2?

Alternatives 2 and 3 are based on height proposals in the UDF and a scoping process (see Section 5.2.1). They are not full-fledged proposals, but potential features including rough development standards are included in Chapter 2 of the Draft EIS. The Preferred Alternative includes a more complete set of design and development standards as it has been formulated based on public input and the Draft EIS analysis and mitigation measures.

Comment 4–Describe the requirements for buildings under Alternative 3.

Please see Response to Comment 3.

Comment 5–Noise concerns. Impacts to sewage, garbage, traffic, and infrastructure.

The potential noise impacts associated with implementing the type of infill development envisioned for Uptown, was previously analyzed in the Seattle Comprehensive Plan Update Draft EIS (Section 3.3, Noise). In terms of construction noise, the Draft EIS found that depending on the extent of construction activities involved and background ambient noise levels, localized construction-related noise effects could range from minor to significant. Pile driving or similar deep foundation construction has the greatest potential for significant construction-related noise or vibration impacts. Generally speaking, these types of construction activities are associated with high-rise development which all alternatives envision to occur within the city's urban centers. Pile driving adjacent (closer than 50 feet) to occupied buildings construction noise impacts are identified as a potential moderate noise impact.

In terms of land use compatibility, the Seattle Comprehensive Plan Update Draft EIS found that roadside noise levels associated with infill development would increase by less than 0.5 dBA at all locations which is considered a minor impact on environmental noise. While the impacts of additional noise would not be discernible from background noise levels, development would increase noise levels that in some areas are already above levels considered healthy for residential and other sensitive land uses.

Regarding infrastructure, please see Benjamin, Mike, Response to Comment 7.

Regarding impacts to traffic, please see Adler, Karen–1, Response to Comment 3.

Comment 6–Why are some properties included and others aren't?

The Uptown Urban Center boundaries were set since the original Seattle Comprehensive Plan. The boundaries were not changed for the present study.

Comment 7–Number of new units permitted.

Please see the capacity of each alternative, should all redevelopable properties change and build to the heights expected in Exhibit 2-8.

Comment 8–Investor purchases and affordability.

It is true that some investors purchase real estate with hopes of receiving a return on investment. A primary driver of rising residential real estate values in Seattle is housing shortage. The Action Alternatives would increase capacity for new housing development in Uptown compared to No Action.

See Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

Comment 9—Composition of UDF Advisory Committee; residence of staff.

The proposal and alternatives have been developed based on over two years of outreach with the public. Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

The residence of staff has no bearing on the planning for the area.

The City convened an advisory body to serve as a sounding board as the UDF and the rezone alternatives were developed. Serving on the advisory board were representatives of Seattle Center, Queen Anne Community Council, Uptown Alliance, residents of Uptown, and the SIFF. This group reviewed and discussed proposals and the City developed the alternatives informed by the groups input.

Comment 10—Impact of proposal on already permitted projects.

Applicants must comply with the rules in effect at the time of their application. If applicants wish to withdraw their applications and submit new applications under new zoning, they will need to comply with rules in effect at that time.

Comment 11—Involvement of City Council.

The City Council will consider the public input and Final EIS and determine whether rezones should occur in Uptown. They have received the Draft EIS and will receive this Final EIS.

Comment 12—Travel time on Mercer.

Travel time was analyzed for Mercer Street from 3rd Avenue W to Dexter Avenue N; the extents of the study area defined in this EIS. Results are found in Draft EIS Appendix D.

Comment 13—Permit for building on Roy Street.

Within Uptown some contract rezones have been approved for buildings at 85 feet in height:

- 513 1st Ave N
- 701 5th Ave N
- 203 W Republican St

Please see the City's Property and Building Activity Map: <http://www.seattle.gov/DPD/toolsresources/Map/>.

Harrington, Beverly–2

Change of zoning from NC3 to SM.

Thank you for your comment. The email provides information from the Department of Construction and Inspections regarding the SM zone versus the NC zone. It is informational. Thank you for sharing the information with interested neighbors.

Harrington, Beverly–3

Comment 1–Concern about school overcrowding.

Thank you for your comment. The Draft EIS does not identify the need for additional school facilities as an impact of any of the alternatives. See pages 3.303 and 3.304 of the Draft EIS for a discussion of school impacts.

Comment 2–Concerned about building and zoning code changes.

Please see Harrington, Beverly –1, Response to Comment 9, regarding those involved in the process of developing proposals in the UDF as well as Section 5.2.1.

Comment 3–Concerned that increasing building heights will not help affordability.

Please see Adler, Karen–1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

Comment 4–Amount of new units allowed, and infrastructure needed.

Please see Benjamin, Mike, Response to Comment 7, regarding infrastructure.

Comment 5–Concern about impact on Aloha/Taylor subarea.

The potential for buildout of the development and effect on views is addressed in Draft EIS section 3.4. Regarding how the Preferred Alternative affects the Aloha/Taylor area, most of the area would be 50 feet amending current zoning, with small areas of increase to 65 feet.

Comment 6–What are new design and development standards?

Please see Harrington, Beverly–1, Response to Comment 3.

Comment 7–Tradeoffs in zoning changes.

The comment is noted and forwarded to City decision makers.

Harrington, Beverly–4**Comment 1–Would like a study showing need for more housing, and impact on infrastructure.**

Thank you for your comment. Please see Benjamin, Mike, Response to Comment 7 regarding infrastructure.

Comment 2–Oppose Alternative 2 and 3.

Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative and how it moderates heights.

Comment 3–Forward of another letter.

Please see Hennes, Paul, Responses to Comments.

Harrington, Beverly–5**Concerned about impacts on nature.**

Thank you for your comment. Most existing trees are in public rights of way and would not be altered by development. Private tree removal would have to comply with City permits. See Chapter 25.11 SMC.

Harrington, Beverly–6**Comment 1–Concerned the EIS does not adequately study impacts.**

Thank you for your comment. The methods and approach in the Draft EIS to analyze impacts are described in Chapter 3 of the Draft EIS and are consistent with professional practice for a programmatic EIS.

As stated in Chapter 2, adoption of comprehensive plans, areawide zoning, development regulations, or other long-range planning activities is classified by SEPA as a non-project action (i.e., actions that are different or broader than a single site-specific project, such as plans, policies, and programs). An EIS for a non-project proposal does not require site-specific analyses; instead, the EIS discusses impacts and alternatives appropriate to the scope of the non-project proposal and to the level of planning for the proposal.

Comment 2–Concerned about influence of developers.

Please see Harrington, Beverly –1, Response to Comment 9.

Comment 3–Boycott of businesses.

The comment is noted.

Comment 4–Staff are the fall guy.

The alternatives present a wide range of ideas on development more housing and jobs in the neighborhood. The alternatives were analyzed in accordance with SEPA as a non-project action. It is a policy decision by the City Council ultimately. Please see Harrington, Beverly –1, Response to Comment 9.

Comment 5–Concern about impact on schools and traffic.

The Draft EIS does not identify the need for additional school facilities as an impact of any of the alternatives. See pages 3.303 and 3.304 of the Draft EIS for a discussion of school impacts.

Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Comment 6–Reference to rumors and new meetings.

The question about meeting attendance is directed to media and other citizens and is not an EIS comment. See the description of the public meetings and process in the Uptown Rezone process under Section 5.2.1.

Harrington, Beverly–7**Comment 1–Glad noise study is being added.**

Thank you for your comment. No noise studies of the Uptown Plan are anticipated to be conducted. Construction noise and long term noise expected from development under the Uptown Plan would be typical of development that occurs throughout the city. Individual projects may require noise analysis during environmental review. Compliance with the City's Noise Control Ordinance is expected to be adequate to mitigate impacts.

Comment 2–Thank you for including “Lower Queen Anne” in report.

Your comment is noted and forwarded to City decision makers.

Harrington, Beverly–8

Comment 1–Are issues of soil stability addressed?

No, the EIS does not evaluate soil conditions because the rezone would not change the requirements that apply to development in geological hazard areas, and these regulations are considered adequate to protect soil stability. Geologic hazard areas are regulated through City of Seattle's Environmentally Critical Areas (ECA) Code at the project level. Geologic hazard areas include landslide-prone areas and steep slope areas, as well as seismically susceptible areas. (Seattle Municipal Code 25.09.020). When development proposals are submitted to the City for review in areas mapped as geologic hazard areas, the Code requires a geotechnical study to confirm whether ECAs are present on the property, and if such hazards are present, the Code has specific regulations that development must comply with in order to ensure that the hazard is not increased as a result of the development.

Comment 2–Will a noise study be included?

No noise studies of the Uptown Plan are anticipated to be conducted. Construction noise and long term noise expected from development under the Uptown Plan would be typical of development that occurs throughout the city. Individual projects may require noise analysis during environmental review. Compliance with the City's Noise Control Ordinance is expected to be adequate to mitigate impacts.

Comment 3–Cannot find study on shade impacts in the draft.

Impact of vacant buildings.

Please see Section 3.4 and Appendix C of the Draft EIS for shade and shadow diagrams, updated in the same locations in this Final EIS.

Comment 4–Are adequate properties available under current zoning?

The Draft EIS notes that the City can accommodate its projected growth allocation for the Urban Center under Alternative 1 No Action. The increased density under the Action Alternatives is intended to address a need for more housing, particularly affordable housing.

Comment 5–Percentage of available property redeveloped.

Redevelopable property is shown on Exhibit 2-9 Potential Redevelopable Sites. The figure of 25% of available land having occurred is not familiar to EIS authors.

Comment 6–Process Questions

The comment period was originally 45 days from July 18 to September 1, 2016, longer than the minimum 30 days. The comment period was extended through September 16, 2016.

Comment 7–Please place me on the list for updates.

You have been placed on the City's list for Uptown notifications.

Comment 8–Additional meetings

All City-sponsored meetings are open to the public and are posted on the City's website and that press releases are sent to local media, and of course through our contact list which at this point exceeds 300 names.

City staff are invited to meet with private groups and are happy to accommodate those meetings, but these are not City-sponsored meetings.

Harrington, Michael**Comment 1–Concerned about traffic.**

Thank you for your comment. Please see Adler, Karen–1, Response to Comment 3.

The methods and assumptions from the Transportation Analysis is included in the Final EIS, Appendix B.

Comment 2–Please use “Lower Queen Anne” terminology in future proposals.

Your comment is noted and forwarded to City decision makers.

Comment 3–Comment deadline flexibility.

Please see Harrington, Beverly– 8, Response to Comment 6, for a description of the flexibility the City provided in extending the comment deadline to 60 days, double the standard 30-day comment period.

Harris, Dorothy–1**Comment 1–Concerned about proposal and insufficient outreach.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

All comments will be considered by City decision makers. Please see Abendroth, Terry, Response to Comment 1, for a description of growth objectives of the Urban Center. Please see Albert, Melissa, Response to

Comment 2, for information about the public input process for the Uptown rezone proposal.

Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative and how it moderates heights.

Comment 2–Concerned about impact on views.

For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS.

Regarding views, please see Abendroth, Terry, Response to Comment 2, and Adler, Karen–1, Response to Comment 4.

Comment 3–Concerned not enough public input.

Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Comment 4–Draft EIS concerns–upzoning is not needed for density, affordable housing, etc.

Please see Bashor, Robert, Response to Comments, and Ramsay, Alec, Response to Comments.

Comment 5–Please improve public outreach and add me to your list.

Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Public meeting notices have been posted on the City's project website and sent to an email list of interested persons. Stakeholder groups have also sent notices to their networks. See also Harrington, Beverly–8, Response to Comment 8 regarding informal meetings.

You have been added to the Uptown notification list.

Harris, Dorothy–2

Information on public meetings.

Thank you for your comment. The meetings at KEXP were advertised in an email distribution and posted to the City's website.

Harvey, George

Opposes 16 story buildings.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS.

Hatlen, Kari

Concerned about traffic impacts.

Thank you for your comment. Please see Adams, Joe, Response to Comments, regarding Mercer Street.

Hawes, Janise and Steve

Concerned about traffic.

Thank you for your comment. The Transportation Analysis analyzes traffic consistent with the Comprehensive Plan including evaluation of key screenlines and traffic crossing those screenlines, key corridor travel times, and on street and public parking. The Transportation analysis considers 20-year growth estimates with Alternative 1 No Action and additional 20-year growth scenarios with the Action Alternatives. Please see Adler, Karen–1, Response to Comment 3, regarding transportation planning and mitigation.

Hawk, Jeff

Comment 1–Thank you.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Concerned about traffic.

Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Comment 3–Concerned transit infrastructure is insufficient.

Regarding traffic impacts and transit use, please see Adler, Karen–1, Response to Comment 3.

Comment 4–Concerned about views of Space Needle.

The Draft EIS addresses the potential effects of taller development in a number of ways, specifically in discussions of views of the Space Needle from surrounding areas, shading/shadow conditions, and effects on visual character. To address these concerns, the Draft EIS recommends several mitigation measures (pages 3.171–3.173).

The Preferred Alternative, described in Chapter 2 of this Final EIS, includes generally lower height limits than Alternative 3 in the areas west of Seattle Center, applies 50 foot heights on the western and northeastern edges of the study area which is less than Alternatives 2 and 3, and includes new design standards to protect views and visual character.

Comment 5–Taller buildings should be limited to specific areas.

For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS.

Comment 6–Concerned density harms livability.

Please see Abendroth, Terry, Response to Comment 1, for a description of growth objectives of the Urban Center.

Hedberg, Jane**Concerned about traffic.**

Thank you for your comment. Please see Adler, Karen–1, Response to Comment 3.

Heeringa, Caleb**Comment 1–Supports High-Rise Alternative.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative that moderates heights and is in the range of the Draft EIS Alternatives.

Comment 2–Concerned about climate change; City should take bold action.

Your comment is noted and forwarded to City decision makers.

Comment 3–EIS should make per-person greenhouse gas emissions explicit.

The analysis of GHG impacts in the Uptown EIS presents GHG impacts in terms of mass emission metrics. While some air pollution control districts in other states (e.g., California) have developed service population metrics for assessing GHG impacts, which calculate GHG emissions per the number of residents and employees associated with a given land use development project, those metrics and thresholds are specific to the GHG reduction goals mandated by that state's law and are not applicable to development in Washington State. Consequently, the quantitative aspect of analysis in the Uptown Draft EIS relied on mass emission metrics and thresholds. A qualitative discussion was provided of the potential VMT reduction benefits of denser centralized development in the urban core as opposed to development in more peripheral areas that would have longer commute distances and hence greater VMT and associated GHG emissions. Because of the diverse options for housing and commuting in the region, it is difficult to predict what other housing types and locations would be developed in lieu of building more densely in the Uptown.

Comment 4–Supports protecting views from public places like Kerry Park.

Please see Bertram, Irving–2, Response to Comments 3, 20, 22 and 24.

Hennes, Paul and Jacqueline**Comment 1–Concerned about mid-rise and high-rise alternatives.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Please see Chapter 2 for a description of the Preferred Alternative.

Comment 2–Concerned about traffic.

Please see Adler, Karen–1, Response to Comment 3.

Comment 3–Concerned about light, space, and views.

Regarding shading impacts, please see Fanning, Fred, Response to Comment 3.

Regarding impacts on views, please see Abendroth, Terry, Response to Comment 2, and Adler, Karen–1, Response to Comment 4.

Comment 4–Affordable housing achieved without interests of current residents in mind.

Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative, which moderates heights from west to east.

Herschensohn, Michael

Comment 1–Comment deadline.

Thank you for your comment. Please see Harrington, Beverly-8, Response to Comment 6, for a description of the extension of the comment deadline, which ultimately closed September 16, 2016.

Comment 2–Support for Alternatives 2 and 3.

Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative, which moderates heights from west to east.

Comment 3–Concerned about loss of historic buildings.

Please see Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comment 45, for information on additional mitigation measures included for the Preferred Alternative. Please also see Section 4.3 Revisions to Chapter 3 for revisions to Section 3.2 of the Draft EIS, which clarifies that all of the alternatives would allow designation of historic or special review districts or conservation districts. Alternatives 2 and 3 include new tailored development standards and design review processes, which could also include the use of incentives for restoration or adaptive reuse of designated landmarks.

Comment 4–Concerned about historic buildings.

Refer to response to Comment 3.

Comment 5–Supports Arts and Culture District.

Your comment is noted and forwarded to City decision makers.

Comment 6–Relationship to Historical Society.

Your comment is noted and forwarded to City decision makers.

Hitchens, Patricia–1

Supports Irving Bertram’s comments.

Thank you for your comment. Please see Bertram, Irving–2, Response to Comments.

Hitchens, Patricia–2

Comment 1–Concerned about impacts on neighborly atmosphere.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Concerned about parking.

Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8.

Comment 3–Concerned about traffic.

The Draft EIS transportation analysis considered analysis to compare existing and future traffic volumes crossing screenlines throughout the area. Three of these screen lines include Mercer Street. In the future there will be three new crossings of SR 99 which are programmed to be completed by early 2021. The results of the screenline analysis indicate that future demand with No Action and the Action Alternatives will not exceed the screenline capacity. Additionally, within the Draft EIS on Exhibit 3.6–28 travel times on the Mercer Corridor. These indicate that the growth in travel time is less than a minute with the Action Alternatives.

Comment 4–Support Alternative 1, would reluctantly support Alternative 2.

Your comment is noted and forwarded to City decision makers.

Please see Chapter 2 for a description of the Preferred Alternative, which moderates heights west to east.

Hogan, John

Comment 1–Supports Alternative 2.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Please see Chapter 2 for a description of the Preferred Alternative, which moderates heights west to east.

Hogenson, Pete

Comment 1–Oppose 16-story buildings.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry Response to Comment 1, and Chapter 2 of this Final EIS.

Comment 2–Taller buildings does not help affordability.

A primary driver of Seattle’s housing affordability challenges is housing shortage. The Action Alternatives would increase capacity for new housing development in Uptown compared to No Action. See Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

Comment 3–Concerned about losing neighborhood of bungalow-style homes.

All comments will be considered by City decision makers. See Abendroth, Terry, Response to Comment 1, regarding the objectives of growth in the Urban Center.

Holly-Beautiful Bike 2012

Comment 1–Concerned things are pushed through before study is complete.

Thank you for your comment. The purpose of the EIS is to provide environmental information and implications prior to any decisions on rezone proposals. No action will be taken by the City Council before the EIS is completed. The Final EIS is scheduled for issuance in January 2017 and the rezone proposals would be considered following that in the first half of 2017.

Comment 2–Supports specific building heights.

Your comment is noted and forwarded to City decision makers.

For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS.

Holmberg, Harold

Comment 1–Need new infrastructure.

Thank you for your comment. For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS. Heights are moderated in the west and northeast compared to the Draft EIS Action Alternatives.

Please see Benjamin, Mike, Response to Comment 7, regarding infrastructure.

Comment 2—Supports No Action.

Your comment is noted and forwarded to City decision makers. Regarding solar access, the proposed standards associated with the Preferred Alternative provide for a more graduated height west to east, upper-story setbacks, and ground floor open space among other provisions.

Hoppin, Edie

Comment 1—Concerned about growth and traffic

Thank you for your comment. Regarding traffic impacts, please see Adler, Karen—1, Response to Comment 3.

Comment 2—Concerned about Mercer traffic.

Regarding traffic impacts, please see Adler, Karen—1, Response to Comment 3 and Adams, Joe, Response to Comments.

Comment 3—Concerned about emergency vehicle access.

Please see Barr, Jeff, Response to Comment 1.

Comment 4—Concerned the plan is being rushed.

Your comment is noted and forwarded to City decision makers. Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Hoppin, Sara

Comment 1—Looks forward to hearing results of citizen comments, letters from other concerned citizens.

Thank you for your comment. The Final EIS is scheduled for issuance in March 2017 and the rezone proposals would be considered following that in the first half of 2017. Regarding letters from other individuals, please see response to each cited letter by last name of author.

Comment 2—Concerned about impacts of Alternatives 2 and 3.

Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative, which moderates heights west to east.

Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Comment 3–Concerned about neighborhood character.

Your comment is noted and forwarded to City decision makers. Please see the design and development standards proposed for the Preferred Alternative.

Comment 4–Concerned that planning is top-down.

Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Hubbard, Lynn–1**Comment 1–Thank you for your work.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Concerned about public input.

Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Comment 3–Concerned about increased heights.

Your comment is noted and forwarded to City decision makers. For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry Response to Comment 1, and Chapter 2 of this Final EIS. Chapter 2 describes proposed design and development standards that would accompany the moderated height map.

Comment 4–Concerned about views and historic character, and consistency with Queen Anne Neighborhood Plan.

Regarding impacts on views, please see Abendroth, Terry, Response to Comment 2, and Adler, Karen–1, Response to Comment 4. Please see Section 3.2 of the Draft EIS for a discussion of consistency with City policies and plans including the Queen Anne Neighborhood Plan policies.

Comment 5–Concerned about infrastructure.

Please see Benjamin, Mike, Response to Comment 7, regarding infrastructure.

Comment 6–Growth can be accommodated without additional height.

Please see Adler, Karen–1, Response to Comment 5, for a description of density and growth objectives as well as 5.2.2.5.

Comment 7–Concerned about views.

See Response to Comment 4 above.

Comment 8–Concerned about view blockage.

While it is true that pipeline development is still undergoing permit review, these projects are vested under the current zoning regulations (or contract rezone where approved). The inclusion of these buildings provides a cumulative impact analysis and acknowledges that these buildings could be developed, even under the No Action Alternative.

Views from Kerry Park to the southwest toward Elliott Bay were not specifically modeled in the Draft EIS because the largest proposed height increases are to the south and east of the park. As shown on Draft EIS Exhibit 2-5, height changes southwest of the park are minor, and given the steep slope of the hill, this view would be unaffected. The Preferred Alternative, described in Chapter 2 of this Final EIS, proposes heights similar to or less than Alternative 2 Mid-Rise and would have similar results as the Draft EIS alternatives; see Section 3.4 of this Final EIS.

Comment 9–Concerned about depictions of buildings.

The Draft EIS exhibits are intended to provide a conceptual depiction of building massing allowed under the proposed zoning, not final building envelopes. Heights represent the maximum building height allowed, and rooftop projections, such as elevator shafts and HVAC units, are not depicted because building designs will vary on an individual basis. Each future development project will undergo its own SEPA and design review process to ensure compliance with view protection standards and development regulations.

Comment 10–Concerned about loss of views.

The City's development regulations and Comprehensive Plan policies recognize that views are an important part of Seattle's identity and a factor in its appeal to residents. However, like any major city, Seattle must balance aesthetics with the need to accommodate growth; the City has identified Uptown as an Urban Center designed to be a focal point for growth. Adopted City policies and regulations focus on the preservation and protection of views from major public spaces, such as parks and scenic routes. Private views are not specifically protected, though impacts to private views are addressed through height and bulk regulations. See Gilliland, Terry-5, Response to Comment 3.

Comment 11–Concerned about human scale and walkability.

In addition to citywide and Uptown specific design standards that exist, the Preferred Alternative would include a tailored SM zone with additional upper-story setbacks and ground floor open space as well as other features.

Comment 12–Concerned affordable housing will not be built on site.

Please see Adler, Karen–1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives. With regards to concerns about the location of new affordable housing built with MHA payments, see Section 5.2.2.2.

Comment 13–Concerned about fire danger.

Fire protection is discussed in Section 3.9.1 of the Draft EIS. Growth in residential and worker populations in the study area is expected to lead to incremental increases in the number of calls for emergency services over time. This applies to all types of emergency services calls, including those that could take place in the event of an oil train fire incident.

The City has procedures in place for responding to major emergencies such as an oil train fire, which are described in the Seattle Comprehensive Emergency Management Plan and Seattle Emergency Operations Plan. The projected growth under any of the alternatives would not impact how the City responds to a major emergency.

Oil train safety is an issue currently under consideration by the Seattle City Council. The Council has taken several steps to urge federal regulators to change oil train transport policy and improve safety for Seattleites. Information on the City Council's efforts is available at the following website: <http://www.seattle.gov/council/issues/oil-train-safety>.

Comment 14–Concerned about impact on police services.

The comment is noted. The EIS considers the impacts of population growth, building heights and density, construction and the transportation network on police service in the Uptown study area.

Comment 15–Concerned about impact on schools.

The comment is noted. The Draft EIS does not identify the need for additional school facilities as an impact of any of the alternatives. See pages 3.303 and 3.304 of the Draft EIS for a discussion of school impacts.

Comment 16–Concerned about homeless people.

Please see Busse, Erik, Response to Comment 3.

Comment 17–Shade and shadow diagrams.

As stated on page 3.104 of the Draft EIS, analysis of shade/shadow effects was guided by the City's adopted policy regarding shading of significant public spaces:

2. It is the City's policy to minimize or prevent light blockage and the creation of shadows on open spaces most used by the public.
 - a. Areas outside of downtown to be protected as follows:
 - i. Publicly owned parks;
 - ii. Public schoolyards;
 - iii. Private schools which allow public use of schoolyards during non-school hours; and
 - iv. Publicly owned street ends in shoreline areas.

–SMC 25.05.675.Q2.a

The Draft EIS evaluated the potential for shade/shadow impacts on all sites in the Uptown study area that met the above criteria. (See Section 3.4 as well as Appendix C of the Draft EIS, updated in the same sections in this Final EIS.) Street level shading effects on private properties were described qualitatively as part of the analysis of character and the pedestrian experience. However, because City policy focuses on public spaces, these shading effects were not modeled in detail.

However, the mitigation measures recommended in the Draft EIS and the development standards included in the Preferred Alternative specifically include provisions to reduce shading at street level, such as upper-story setbacks, separation of high-rise massing, and project-level shadow studies for projects near parks and public spaces.

Comment 18–Agree with comments from others.

Please see responses to comments from those individuals and organizations (Moore-Wulsin, Ramsay, Bertram, Schrock, and Bayview) in this Chapter by last name.

Comment 19–Thank you.

Your comment is noted and forwarded to City decision makers.

Hubbard, Lynn–2

Thank you for meeting with us.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Hubbard, Lynn–3

Would No Action include additional height under HALA?

Thank you for your comment. Alternative 1 No Action assumes no rezones and no implementation of HALA. For more information about the relationship between the Action Alternatives and HALA, see Section 5.2.2.3.

Huck, Mark

Comment 1–Supports Mid-Rise alternative.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative, which moderates heights west to east.

Comment 2–Why do heights rise so much between Alternatives 2 and 3?

The Draft EIS studies a range of heights between the Alternatives. For a description of heights under the Preferred Alternative, please see Chapter 2 of this Final EIS and Abendroth, Terry, Response to Comment 1. Regarding the origination of the Alternatives in the UDF, please see Section 5.2.1 and Beard, Lisa, Response to Comments.

Comment 3–Why isn't there more buffering between height limits?

The Preferred Alternative, as described in Chapter 2 of the Final EIS, moderates heights west to east, and also includes design standards to allow more sunlight (upper story step backs) and ground level open space. Moving from more traditional residential blocks and lower slopes, heights would be typically 50 feet in the LR3 zone and ranging to 65–80 feet in the MR zone; towards Seattle Center, mixed use heights would step up to 65 and 85 feet. Southeast of Seattle Center, heights would then step up to 125 and 160 feet.

Huey, Ray

Supports No Action.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. For a description of the Preferred Alternative, please see Chapter 2 of this Final EIS.

Humann, Jennifer

Comment 1–Opposes the plan.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Opposes 160-foot buildings.

For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS.

Comment 3–Concerned about losing culture.

Your comment is noted and forwarded to City decision makers. Please see Abendroth, Terry, Response to Comment 1, for a description of growth objectives of the Urban Center.

Comment 4–Concerned about parking.

Please see Allen, Holly–1, Response to Comment 8.

Comment 5–Concerned about parking for tourists.

Please see Allen, Holly–1, Response to Comment 8, where typical events attracting persons to the Center are addressed.

Comment 6–Concerned that new housing is hurting affordability.

Please see Adler, Karen–1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

Comment 7–Concerned neighborhoods are being sold off.

Your comment is noted and forwarded to City decision makers.

Hyde, Celeste

Comment 1–Opposes zoning changes.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. For a description of the Preferred Alternative, please see Chapter 2 of this Final EIS.

Comment 2—Current zoning can accommodate population growth.

Please see Adler, Karen–1, Response to Comment 5, for a description of density and growth objectives.

Comment 3—The EIS underestimates impacts to traffic and views, traffic.

Please see the Draft EIS Exhibit 1-10 on page 1.33 for a summary of traffic impacts by Alternative, and Section 3.6 of this Final EIS for an analysis of traffic impacts of the Preferred Alternative.

Regarding impacts on views, please see Abendroth, Terry, Response to Comment 2, and Adler, Karen–1, Response to Comment 4.

Comment 4—Concerned about parking.

Please see Allen, Holly–1, Response to Comment 8.

Comment 5—Concerned the EIS is biased toward development.

Please see Section 5.2.1 and Beard, Lisa, Response to Comments, regarding the origination of the alternatives in the UDF. For a description of the Preferred Alternative, please see Chapter 2 of this Final EIS. That alternative accounts for public input and the results of the Alternatives impact analysis in the Draft EIS.

Comment 6—The city should preserve quality of life.

Your comment is noted and forwarded to City decision makers.

Jacobson, Chris–1**Comment 1—Growth and affordable housing goals can be accomplished under current zoning.**

Thank you for your comment. Regarding affordable housing goals, please see Section 5.2.2.1 in Responses to Frequently Raised Issues. Regarding growth goals, please see Adler, Karen–1, Response to Comment 5, for a description of density and growth objectives.

Comment 2—A rezone is not needed to require affordable housing.

See Section 5.2.2.5 for the provisions of the law that identify the kinds of regulatory changes that create capacity for additional affordable housing.

Comment 3—Proposed height increases are higher than recommended by HALA.

Please see Section 5.2.2.3 in Responses to Frequently Raised Issues for a discussion of the relationship between HALA and the Action Alternatives.

Comment 4–Alternatives do not support priorities of Uptown UDF.

See Bashor, Robert, Response to Comment 4, as well as, Moore-Wulsin, Alexandra–2, Response to Comment 8, and Newman, Claudia, Response to Comment 11, regarding UDF priorities.

Comment 5–Incentives are not needed for more development.

The rezone is not needed to provide capacity to meet growth estimates; rather it is proposed to advance affordable housing per Section 5.2.2.5

Jacobson, Chris–2**Opposes height increase for 544 Elliott Avenue W.**

Thank you for your comment. The Preferred Alternative does not propose a height change at that location; see Chapter 2 for details.

Jacobson, Dawn**Comment 1–Concerned about views, congestion, and property value.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. See Abendroth, Terry, Response to Comment 1, regarding the objectives of growth in the Urban Center.

Jenkins, Joseph**Concerned about traffic, affordable housing, and views.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. See Abendroth, Terry, Response to Comment 1, regarding the objectives of growth in the Urban Center. For a description of the Preferred Alternative, please see Chapter 2 of this Final EIS. That alternative accounts for public input and the results of the Alternatives impact analysis in the Draft EIS.

Jenkins, Kathy**Supports Option 1.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Jensen, Gary

Opposes change in height requirements.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of height limits under the Preferred Alternative.

Jensen, Kelly

Opposes change in height requirement.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of height limits under the Preferred Alternative.

Johnson, Curtis

Concerned about more high rises, traffic.

Thank you for your comment. As indicated on page 3.263 of the Uptown Draft EIS, Alternative 3 High-Rise would have the highest GHG emissions of the three alternatives analyzed because of the additional people that would live in the area. However, as noted in the discussion of those impacts, there would be a benefit that is not quantified, related to the fact that commute distances for those residents would likely be lower than if they lived elsewhere in the region.

Johnston, Kathy

Concerned about construction code enforcement, moving trucks, impacts to urban farming.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please note that West Prospect Street is not located in the Uptown Urban Center.

Kaplan, Martin–Queen Anne Community Council

Comment 1–QACC has been involved with planning for Uptown for many years.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–History of planning for Denny-Broad-Aurora triangle.

Your comment is noted and forwarded to City decision makers.

Comment 3—Many people have concerns about building height, traffic, and parking.

Your comment is noted. Regarding traffic impacts, please see Adler, Karen—1, Response to Comment 3. Regarding parking impacts, please see Allen, Holly—1, Response to Comment 8.

Comment 4—Concerned about impact on Queen Anne residents. Expect consideration of topography.

Your comment is noted and forwarded to City decision makers.

For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS. A citywide analysis of future growth including growth similar to that planned with Uptown alternatives was considered in the Comprehensive Plan Update EIS in 2016. Please see <http://2035.seattle.gov/deis/>.

Comment 5—Concerned about traffic.

Please see the Draft EIS Exhibit 1-10 on page 1.33 for a summary of traffic impacts by Alternative, and Section 3.6 of this Final EIS for a description of traffic impacts of the Preferred Alternative.

Comment 6—Consider comments from other organizations.

Your comment is noted. All comment letters are being carefully considered, and responses to each are shown in this Final EIS.

Comment 7—Thank you.

Your comment is noted and forwarded to City decision makers.

Karais, Pamela**Supports letter by Carolyn Mawby.**

Thank you for your comment. Please see Mawby, Carolyn, Response to Comments.

Kauffman, Marcus**Concerned about rezone proposal, worsening traffic.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Regarding traffic impacts, please see Adler, Karen—1, Response to Comment 3. Please see Chapter 2 for a description of height limits under the Preferred Alternative, which moderates heights.

Kavi, Kirti

Supports Alternative 2 Mid-Rise

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of height limits under the Preferred Alternative, which moderates heights.

Kemp, Hans and Kelly

Opposes proposed height increases. Attaches multiple comment letters.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of height limits under the Preferred Alternative, which moderates heights. Please also see responses to comments to cited letters by last name.

Kiefer, Meghan

Opposes high-rise option. Alternative 1 or 2 are better.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of height limits under the Preferred Alternative, which moderates heights.

Kirkwall, Scott

Supports Alternative 1.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of height limits under the Preferred Alternative, which moderates heights. The Alternatives were based on those identified in the UDF with many opportunities for public input (please see Albert, Melissa, Response to Comment 2, and Section 5.2.1).

Knapp, Dianne

Concerned about traffic.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Adams, Joe, Response to Comments, regarding Mercer Street.

Kolpa, Sue–1

Development zone at 521 5th Ave W

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Under the Preferred Alternative described in Chapter 2 of this Final EIS, the 500 block of 5th Avenue W is in an area that would have a 20 foot height increase under the Preferred Alternative, similar to Alternative 2 and less than Alternative 3. Also see Gilliland, Terry, Response to Comments.

Please see Dignan, George-1, Response to Comment 2.

Kolpa, Sue–2

Concern about parking.

Thank you for your comment. Please see Allen, Margaret, Response to Comment 4.

Kolpa, Sue–3

Property south end of 5th Ave West.

Thank you for your comment. Please see Gilliland, Terry–3, Response to Comment.

Kowalsky, David and Hirsch, Cindy

Comment 1–Concerned about residential character, shadows, and parking.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS. Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8.

Comment 2–Characterization of Taylor/Aloha Blocks.

The referenced description is based on the UDF as a characterization of what is planned. Please note most of the Taylor/Aloha area would retain its current LR3 zoning and heights would be increased by 10 feet under the Preferred Alternative. This increase in height is less than proposed under Alternatives 2 and 3.

Comment 3—Concerned about residential character.

Your comment is noted and forwarded to City decision makers. Please see Response to Comment 2. In addition, the Preferred Alternative includes design and development standards.

Comment 4—Concerned about traffic.

The transportation analysis tests all alternatives with and without HCT (Sound Transit light rail Ballard Line) in Uptown. The station locations were identified by Sound Transit as part of their light rail expansion plans.

Screenline analysis used in the analysis is consistent with the Comprehensive Plan and the City concurrency analysis. Screenline 2 is situated west of the Aloha Street/Taylor Avenue N intersection. Results of this analysis are found in Chapter 3.6.

Comment 5—Opposes Alternatives 2 and 3.

Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of height limits under the Preferred Alternative, which moderates heights.

Kraft, Lisa**Impact to building.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. The Draft EIS is an informational document evaluating Alternatives. The Alternatives varied in their proposed heights applicable to the intersection of Queen Anne and Mercer. The Preferred Alternative proposes a change from 40 feet in height to 65 feet in height and a change from NC3 to SM zoning. The SM zoning allows a mix of uses as does NC3.

Krane, Bjorn**Comment 1—Upzoning not necessary to meet population growth.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Adler, Karen—1, Response to Comment 5, for a description of density and growth objectives.

Comment 2—Concerned that affordable housing will not be built on site.

Your comment is noted and forwarded to City decision makers. A primary driver of Seattle's housing affordability challenges is housing shortage. The Action Alternatives would increase capacity for new housing development in Uptown compared to No Action. See Section 5.2.2.1 for a discussion

of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives. With regards to concerns about the location of new affordable housing built with MHA payments, see Section 5.2.2.2.

Comment 3—Concerned about percentage of units set aside as affordable.

For a discussion of how the City selected the percentage set aside for affordable units, please see Section 5.2.2.4.

Comment 4—Other cities require more affordable housing.

For a discussion of how the City selected the percentage set aside for affordable units, please see Section 5.2.2.4.

Comment 5—Concerned about tree canopy, streams, and green space, and views.

The Draft EIS analysis in Section 3.4 addresses views from public places to the Space Needle Elliott Bay and other features consistent with City policies. Please see Chapter 2 for a description of the Preferred Alternative that moderates heights and includes design and development standards.

Comment 6—Concerned new height limit will lead to many buildings with the same height.

Your comment is noted and forwarded to City decision makers.

Comment 7—Concerned about impacts on light, glare, and aesthetics.

Your comment is noted and forwarded to City decision makers.

Regarding shading impacts, please see Fanning, Fred, Response to Comment 3.

Comment 8—Opposes more density further west.

Your comment is noted and forwarded to City decision makers. For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS. See Abendroth, Terry, Response to Comment 1, regarding the objectives of growth in the Urban Center.

Comment 9—Concerns for more density on 5th Ave W.

Under the Preferred Alternative described in Chapter 2 of this Final EIS, the area around 5th Avenue W would have proposed heights of 50 feet for properties fronting Elliott Avenue West and 80 feet for properties

fronting 5th Avenue West on the block with the cul-de-sac. These heights along Elliott Avenue W are less than studied under Alternative 2 and 3; heights along 5th Avenue W are slightly lower than 85 feet studied under Alternative 2 and less than the 160 feet studied under Alternative 3.

Comment 10–City should consider focusing density in areas with light rail.

Your comment is noted and forwarded to City decision makers.

As described in Section 3.1, a nodal pattern around proposed stations was described with some alternatives. The Preferred Alternative provides greater height around the two potential stations. See Chapter 2.

Comment 11–Concerned about characterizations of citizen opinion.

Your comment is noted and forwarded to City decision makers.

Comment 12–Concerned about homeless people and traffic.

Please see Busse, Erik, Response to Comment 3, regarding homelessness. Also see Adler, Karen–1 Response to Comment 3, regarding traffic.

Comment 13–Concerned about using fear and guilt.

The methods and approach in the Draft EIS to analyze impacts are described in Chapter 3 of the Draft EIS and are consistent with professional practice for a programmatic EIS.

Comment 14–Supports retaining current zoning.

Your comment is noted and forwarded to City decision makers. For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1.

Krieger, Eric

Concerned about infrastructure and traffic.

Thank you for your comment. Please see Benjamin, Mike, Response to Comment 7, regarding infrastructure.

Kullman, Nicholas

Supports Mid-Rise and High-Rise alternatives.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Kunz, Donald–1

Comment 1–Hopes city will listen to public input.

Thank you for your comment. All comments will be considered by City decision makers.

Comment 2–Questions about the Mercer Garage.

The Mercer Garage is owned by the City of Seattle and has 1,307 parking spaces. (Draft EIS page 3.208). The City of Seattle identifies 1,307 stalls on the Seattle Center website addressing parking rates: www.seattlecenter.com/transportation/parking/mercercar.aspx. The Seattle Opera Mercer Arena Redevelopment, Addendum to the Final Environmental Impact Statement, Seattle Center Master Plan, June 20, 2016 identifies 1,439 stalls; however, this is prior to the addition of the UpGarden P-patch to the rooftop and restriping ADA spaces throughout the Mercer Garage, which reduced the overall parking supply to 1,307 spaces.

The Mercer Garage is identified as a redevelopment site on the Uptown Urban Center Rezone Draft EIS page 2.13 and Exhibit 2-10.

As stated in the *Uptown & Seattle Center Strategic Parking Study*, at the future time the Mercer Garage is redeveloped, analysis will be conducted to determine the appropriate amount and location of replacement parking that may need to be built. The Seattle Center Century 21 Master Plan anticipated replacing the Mercer Garage stalls with a new multi-modal transportation center and parking garage beneath the Memorial Stadium site. This remains an option.

The Uptown Urban Center Rezone Draft EIS presents a programmatic areawide analysis of parking, identifying overall on-street and public parking capacity and demand, as described in Allen, Holly–1, Response to Comment 8.

Kunz, Donald–2

Comment 1–Study should consider anticipated regional growth impacts on Uptown.

Thank you for your comment. A citywide analysis of future growth including growth similar to that planned with Uptown alternatives was considered in the Comprehensive Plan Update EIS in 2016. Please see <http://2035.seattle.gov/deis/>.

Comment 2—Study should consider how changes in Seattle Center will impact Uptown.

Your comment is noted and forwarded to City decision makers.

All alternatives assume implementation of the Seattle Center Master Plan with greater assumptions for redevelopment under Alternatives 2 and 3 in northeast portions of the Center consistent with the master plan. Consistency with the Master Plan was considered in Section 3.2.

Comment 3—Suggests new Alternative studying a 1-story increase in height.

Your comment is noted and forwarded to City decision makers. Each alternative studies a range of heights in different parts of the neighborhood. The commenter's proposal is in the range of alternatives studied.

The Preferred Alternative graduates heights with no or small changes in height in the west, and greater heights in the east further from the more residential area. See Chapter 2 of this Final EIS.

Comment 4—Requests studying a mix of alternatives.

The Draft EIS considered a range of height changes through three alternatives. For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS.

Comment 5—Supports all affordable housing staying in Uptown.

Please see Section 5.2.2.2 for a discussion of criteria for locating new affordable housing units built with MHA payments.

Comment 6—Concerned about parking supply if Mercer Garage sold.

Regarding parking impacts, please see Allen, Holly—1, Response to Comment 8.

Comment 7—Supports a view corridor at Seattle Center.

While the creation of a new designated view corridor is outside the scope of the Draft EIS, the Preferred Alternative, described in Chapter 2 of this Final EIS, includes design standards to address views, shading, and street level views. These include heights in the Mercer Corridor similar to Alternative 2 and graduated heights in the area west of Seattle Center to ease transitions between development intensities at levels less than or similar to Alternative 2. Design standards also include upper-story setbacks and standards to prevent monolithic massing.

Comment 8—How would Alternatives 2 and 3 add to the thriving business district?

It is anticipated that with more daytime major employers and nighttime residents there would be more customers for existing businesses and potential demand for new ones. Alternatives 2 and 3 propose greater heights and capacity for jobs and residents and could further reinforce a thriving mix of businesses.

Kunz, Donald—3**Attending Uptown Alliance meeting.**

Comment noted.

Kunz, Donald—4**Comment 1—Opposes rezone along Mercer/Roy because of barrier to Seattle Center.**

Thank you for your comment. Regarding building heights near Seattle Center, please see Moore-Wulsin—2, Response to Comment 8.

Comment 2—Supports a view corridor.

Your comment is noted and forwarded to City decision makers. Please see Kunz, Donald—2, Response to Comment 7.

Comment 3—The City should be responsive to emails.

Thank you for your request. As shown in the public comment bundle, Mr. Holmes responded to your email.

Comment 4—Concerned height increases are out of scale.

For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS. Regarding building heights near Seattle Center, please see Moore-Wulsin, Alexandra—2, Response to Comment 8.

Comment 5—Concerned about traffic on Mercer.

Please see Adams, Joe, Response to Comments, and Adler, Karen—1, Response to Comment 3.

Comment 6—Concerned about views from Bhy Kracke Park.

As stated in the Draft EIS (pages 3.128, 3.131, and 3.147), future development would be visible from Bhy Kracke Park, but no view obstructions would occur under the Alternative 1 No Action Alternative or Alternative 2. Existing

buildings near the site already partially obstruct views of the Space Needle base. The Preferred Alternative, described in Chapter 2 of this Final EIS, incorporates the Alternative 2 height limits in the Mercer Corridor and would therefore not further obstruct views from this location.

Kusachi, Seiko–1

Maximum Building Height–Preference is Midrise 5-7 stories. Don't Look like Ballard.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of the Final EIS which describes a Preferred Alternative with moderate and graduated heights west to east.

Kusachi, Seiko–2

Comment 1–Bus route #1 should be included.

Thank you for your comment. Route 1 is shown in the Draft EIS in Exhibit 3.6-7 Existing Transit Routes.

Comment 2–Supports returning parklets to parking.

Your comment is noted and forwarded to City decision makers.

Comment 3–Commercial businesses.

Allowed uses are governed by the zoning district. The mixed use and commercial zones in Uptown (current or proposed) allow for a variety of commercial, retail, and residential uses.

Comment 4–Pronto bikeshare is a failed program.

The status of the Pronto! Program is updated in Chapter 4 of this Final EIS.

Comment 5–Concerned about changing streets to two-way.

Your comment is noted and forwarded to City decision makers.

Comment 6–Photos are not realistic.

Your comment is noted and forwarded to City decision makers. Without a reference to particular exhibits a specific response is not possible. In the Aesthetics and Urban Design Section 3.4 photos in the Affected Environment are of existing places inside Uptown, and aesthetic modeling is compared to current photos available in Google Earth,

Comment 7–Wayfinding

Your comment is noted and forwarded to City decision makers.

Comment 8–Curb extensions

Your comment is noted and forwarded to City decision makers.

Comment 9–Woonerf

Your comment is noted and forwarded to City decision makers.

Comment 10–Mercer Street Garage

Your comment is noted and forwarded to City decision makers.

Comment 11–Concerned about parking.

Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8.

Laing, Alexandra**Concerned zoning changes would impact quality of life and views.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative which moderates heights from west to east.

Lancaster, Douglas**Supports Alternative 2 Mid-Rise.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative which moderates heights from west to east.

LaPierre, Marylou–1**How would land use proposal by Mike O'Brien affect the area?**

Thank you for your comment. The DADU/ADU legislative proposal is a separate proposal from the Uptown Rezone proposal. That proposal addresses single family zones. Uptown is an Urban Center and contains multifamily and mixed use zones presently.

LaPierre, Marylou–2

Agree with Irving Bertram’s letter.

Thank you for your comment. Please see Bertram, Irving–2, Response to Comments.

Ledger, Edward

Concerned about changes, traffic.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Draft EIS Exhibit 1-10 on page 1.33 for a summary of traffic impacts by Alternative.

Lenaburg, Becky and Urla, Paul

Comment 1–Support the comments by the Ward Street Alliance

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2 –Rezone is not necessary to meet Comprehensive Plan.

Please see Adler, Karen–1, Response to Comment 5, for a description of density and growth objectives.

Comment 3–Rezone not necessary to implement Comprehensive Plan.

Please see Adler, Karen–1, Response to Comment 5, and Section 5.2.2.5.

Comment 4–Concerned about impact of Alternatives 2 and 3.

Please see Response to Comment 3. The EIS provides a non-project programmatic analysis of rezone alternatives and covers a large range of environmental topics including land use patterns and aesthetics, which are related to character in Sections 3.1 and 3.4. SEPA elements of the environment are defined in WAC 197-11-444. That list does not identify cohesion or quality of life. However, the City Council may balance a number of factors in its decisions, including public comment and EIS information. Please also see Chapter 2 for a description of the Preferred Alternative which moderates heights and includes design and development standards to help respond to public comments and respond to the EIS analysis.

Comment 5–Concerned objectives for vibrant and safe environment, etc. will not be met.

Your comment is noted and forwarded to City decision makers.

WAC 197-11 does not require a financial analysis as part of an EIS; please see Blumson, Michael, Response to Comment 4.

Comment 6–Concerned that mitigation measures are not concrete.

The Draft EIS identifies current adopted measures that serve as mitigation and other potential measures. The use of words like could or may were intentional to address that this was a Draft document subject to public comment. The Preferred Alternative incorporates several measures identified in the EIS, such as those identified in the Aesthetics and Urban Design in Section 3.4.

Comment 7–Concerned that affordable housing measure would not solve housing affordability.

It is true that housing affordability will continue to be a concern under any alternative. No single mitigation strategy can make the problem of housing affordability go away. The purpose of the MHA mitigation strategies considered in the Draft EIS is to produce more new affordable units than would be produced if no action is taken. Under the two action alternatives, developers would be required to either provide 7% of residential units as affordable onsite or pay a fee that would help fund affordable housing production citywide. Additionally, developers would be required to pay a fee for new commercial development in excess of 4,000 square feet of ground-floor retail (see pages 3.87–3.90). So if these mitigation strategies are adopted, then all new development in Uptown would either directly provide or help pay for new affordable housing. Similar programs are in place and producing new affordable housing in Kirkland, Redmond, San Francisco, Denver, and several other cities across the United States.

The City of Seattle is considering several other strategies to address challenges associated with housing affordability. See the Housing Appendix of Seattle 2035 for more details.

Comment 8–Concerned EIS does not include evidence or financial analysis.

Please see Allen, Holly-2, Response to Comment 6.

Comment 9–No evidence that upzoning will lower costs.

Please see Adler, Karen-1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

With regards to the text on page 3.73 of the Draft EIS, it states that adding new units in a neighborhood can result in higher average rents, since newer units tend to have higher rents than older units.

Comment 10—Concerned EIS does not examine impacts from development in neighboring areas.

Please see Chen, Eleanor, Response to Comment 2.

Comment 11—Concerned about traffic.

Impacts associated with the future alternatives are discussed in Chapter 3.6 of the Draft EIS. Growth estimate scenarios of the No Action and Action Alternatives are tested across a series of screenlines. These screenlines are consistent with the two Comprehensive Plan screenlines plus five additional areawide screenlines identified to focus on conditions in the study area. Impacts are also measured in terms of anticipated mode split, parking and the two main corridors serving Uptown—Mercer and the Queen Anne/1st Corridor.

Alternatives were analyzed assuming both with and without HCT (Sound Transit light rail Ballard Line) serving the Uptown study area. See also Adler, Karen—1, Response to Comment 3.

Comment 12—Concerned about impact of shading, views, wind tunnels.

The Draft EIS specifically addresses street-level light and shading in the discussion of Impacts Common to All Alternatives (pages 3.110–3.115), in the section on Shadows and the section on Height, Bulk, and Scale. The Draft EIS also specifically proposes mitigation measures to reduce the shading effects of increased height and density that would occur under the alternatives.

In addition, the street-level pedestrian experience and the potential effects on neighborhood character are discussed both in the Impacts Common to All Alternatives section referenced above and for each individual alternative.

With respect to Seattle's status as a northern latitude city with a routinely cloudy climate, this fact actually reduces the severity of shading effects. Cloud cover diffuses sunlight, making shadows less pronounced than in direct sunlight. Summer shadows, while much shorter than winter shadows due to the higher sun angle, can be more visible due to the greater amount of direct sunlight. The Draft EIS presents winter shadows in the impact analysis to illustrate the worst-case shading scenario, but shading diagrams for summer and equinox shadows are presented in Draft EIS Appendix C (also updated in Final EIS Appendix C).

Comment 13–Concerned that density will impact ability of Seattle Center to host events.

The EIS addresses consistency with the Seattle Center Master Plan in Section 3.2. The City and Seattle Center have coordinated planning activities in Uptown. New development is required to undergo SEPA and is subject to parking standards. Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8.

Comment 14–Concerned about impact on law enforcement.

The commenters reference the statement on page 3.297 of the Draft EIS that “there is not necessarily a correlation in this precinct between growth and service calls.” Page 3.296 of the Draft EIS provides an explanation for this. It references the fact that total calls for service decreased by 19 percent in Beat Q3 from 2011 through 2015, while the population in the study area increased. It also cites findings from the Federal Bureau of Investigation that while population growth and increases in urbanization can impact crime, many other factors are part of the equation including population characteristics, economic conditions, transportation conditions, climate, prevalent attitudes towards crime and crime reporting practices in the local population, and police department characteristics.

Comment 15–Rezone isn’t necessary

Please see Adler, Karen–1, Response to Comment 5, for a description of density and growth objectives.

Comment 16–Concerned that public outreach is insufficient.

Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

LeVine, Sharon**Opposed to rezone, support No Action.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative which moderates heights from west to east.

Likkel, Connie**Supports Alternative 2 Mid-Rise.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative which moderates heights from west to east.

Lindenbaum, Jeffrey

Comment 1–Favor No Action Alternative

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please also see Chapter 2 of this Final EIS for a description of the Preferred Alternative which moderates heights west to east in response to the Draft EIS analysis and public comments.

Comment 2–Traffic congestion major negative consequences

Your comment is noted and forwarded to City decision makers. Please see Adler, Karen–1, Response to Comment 3, and Adams, Joe, Response to Comments.

Comment 3–Parking effects from Seattle Center

Please see Allen, Holly-,1 Response to Comment 8.

Comment 4–Unsupported assumptions

Please see Allen, Holly-2, Response to Comment 6, and Beard, Lisa, Response to Comments.

Comment 5–Support for Bertram, Irving Letter

Your comment is noted and forwarded to City decision makers. Please see Bertram, Irving–2, Response to Comments.

Lindskog, Sarah

Concerned about traffic.

Thank you for your comment. Please see the Draft EIS Exhibit 1-10 on page 1.33 for a summary of traffic impacts by Alternative.

Longston, Pam

Comment 1–Concerned about school crowding.

Thank you for your comment. The comment is noted. School impacts are considered in section 3.9.3 of the Draft EIS.

Comment 2–Concerned about proposal.

Your comment is noted and forwarded to City decision makers.

Lubarsky, Zach

Supports maximum height rezones.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative which moderates heights from west to east.

Lucht, Karen

Supports Alternative 1 No Action.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative which moderates heights from west to east.

Lumen, Anja

Comment 1–Concerned about walling off Seattle Center.

Thank you for your comment. Regarding building heights near Seattle Center, please see Moore-Wulsin, Alexandra–2, Response to Comment 8. Regarding transitions, please see Darley, Brian, Response to Comment 2, and Hajduk, Craig, Response to Comment 3.

Comment 2–Concerned about view of EMP.

The Draft EIS acknowledges that future development in this area under all alternatives has the potential to obstruct street-level views of the Space Needle. Though the EMP is not referenced in view protection policies, it is located in proximity to the Space Needle, and thus appears in some of the views analyzed, such as Exhibits 3.4–31 through 3.4–34 and Exhibits 3.4–72 and 3.4–73. Regarding the Thomas and Aurora location, facing west the Preferred Alternative would have height limits and impacts similar to Alternatives 2 and 3. The Preferred Alternative would not further obstruct views of Space Needle or EMP Museum from this location. The Preferred Alternative includes design standards to reduce impacts to views.

Comment 3–Supports treelined street and building setbacks.

Your comment is noted and forwarded to City decision makers. Please see Chapter 2 and the Preferred Alternative design and development standards for upper-story setbacks. Street trees would be retained in City rights-of-way where they are most prevalent.

Lunde, Greg

Is there consideration of raising height limitations further north?

Thank you for your comment. The subject site is adjacent to the Magnolia bridge and is outside the study area.

Lyttle, Lee

Comment 1—Supports Alternative 2.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative which moderates heights from west to east.

Comment 2—Shadows and views should be considered. Supports Alternative 2 if additional height is not added as an incentive.

Your comment is noted and forwarded to City decision makers. The Roy/Mercer Corridor is proposed at 85 feet height maximums in the Preferred Alternative.

Comment 3—Preserve neighborhood character and diversity.

Please see Abendroth, Terry, Response to Comment 1, for a description of growth objectives of the Urban Center.

MacDermid, Todd

Supports upzoning.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 for a description of the Preferred Alternative, which moderates heights from west to east.

Macedo, Phil

Comment 1—Height restrictions, setbacks, and trees near Seattle Center.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS.

Regarding the views near Seattle Center, the Draft EIS concluded that the proposed height limits could have adverse effects on views and shading conditions in and around the Seattle Center. As a result, the Draft EIS

recommends several mitigation measures (pages 3.171–3.173) to offset these effects.

Comment 2—Concerned about Taylor Avenue safety and capacity and removal of on-street parking.

Taylor Avenue N/5th Avenue N is identified by the City of Seattle according to the Street Classification Map as a Minor Arterial (<http://www.seattle.gov/transportation/streetclassmaps.htm>).

Collision data was analyzed for the period running from 2011–2015. The text associated with Exhibit 3.6–12 addresses only conditions within this period. Collision data indicates that the intersection of Taylor Avenue/Mercer has a higher incidence of bicycle accidents than other areas in Uptown. This location had 3–4 bicycle related accidents in the five-year timeframe or on average one per year. This is also the same timeframe that the cycle track was completed, so some accidents could potentially be attributed to people getting used to this new traffic pattern. Comments noted about consolidating crosswalks and removing parking.

Comment 3—Taylor Ave classification.

See Response to Comment 2.

Comment 4—Concerned about Taylor and Mercer intersection.

See Response to Comment 2.

Comment 5—Potential improvements to Mercer/Taylor intersection.

Potential improvements at this location could include extending designation of the cycle track including green bike areas to better define bike areas.

Comment 6—Height increases.

For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS.

Comment 7—Provide culture in new spaces.

Your comment is noted and forwarded to City decision makers.

Comment 8—Supports community garden requirements.

Your comment is noted and forwarded to City decision makers. Please see Section 3.8 including mitigation measures that promote one or more additional community gardens in Uptown (see page 3.280).

Comment 9–Minimize street-level work lofts.

Your comment is noted and forwarded to City decision makers.

Comment 10–Station location for bike share.

Your comment is noted and forwarded to City decision makers.

Comment 11–Make Taylor a prominent corridor.

Your comment is noted and forwarded to City decision makers.

Comment 12–Supports density increase.

Your comment is noted and forwarded to City decision makers.

Comment 13–Standards for sidewalk use.

Your comment is noted and forwarded to City decision makers.

Comment 14–Expansive sidewalks along Mercer.

Your comment is noted and forwarded to City decision makers.

Comment 15–Bicycle infrastructure.

Comment noted. Please see Chapter 4 of the Final EIS, which contains corrections.

Comment 16–Thank you.

Your comment is noted and forwarded to City decision makers.

Mach, Anna

Comment 1–Concerned about proposal.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Concerned about traffic.

See Adler, Karen–1, Response to Comment 3.

Comment 3–Concerned about homeless people.

Please see Busse, Erik, Response to Comment 3.

Comment 4–concerned about building shadows.

The Draft EIS identifies several mitigation measures intended to address the effects of large, tower-style development under Alternative 3, specifically the use of upper-story setbacks, the provision of mid-block pedestrian connections, and use of the design review process to promote slimmer

towers that can reduce effects on views and shading. The Preferred Alternative, described in Chapter 2 of this Final EIS, includes design standards based on these recommended mitigation measures, as well as graduated height limits to ease transitions.

Madis, Clint

Comment 1—Concerned about increased height and density.

Thank you for your comment. The Preferred Alternative identifies a height change at 5th and Aloha from 40 feet to 65 feet.

Comment 2—Supports No Action Alternative.

Your comment is noted and forwarded to City decision makers.

Marquardt, Kelly

Comment 1—Supports Alternative 1 with modifications.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Comment 2—Earlier input from Queen Anne envisioned Alternative 1 zoning.

Please see Section 3.2 of the Draft EIS for a discussion of consistency with City policies and plans including the Queen Anne Neighborhood Plan policies.

While the present zoning is based on planning efforts from the mid-1990s, trends and community needs have arisen in the neighborhood since then. Key issues before the City Council include providing for affordable housing and added employment while also advancing other community goals such as an Arts and Culture District, greater mobility, and other needs.

Comment 3—Description of development of Uptown UDF.

The comment is noted. Please also see Design Charette notes with nine pages of thoughts from that effort, available at:

<http://www.seattle.gov/dpd/cityplanning/completenesslist/uptown/projectdocuments/default.htm>

Comment 4—Input to Uptown UDF and concept in UDF were minimized in EIS.

The Draft EIS is an informational document designed to analyze alternatives that have their basis in the UDF (see Section 5.2.1). Open space and

recreation are addressed in EIS Section 3.8. Schools are addressed in Section 3.9, and other infrastructure in Section 3.10. Transportation is addressed in Section 3.6.

Comment 5–The Uptown UDF charrettes had few references to upzoning.

The EIS alternatives are similar to those identified in the UDF as described in Final EIS Section 5.2.1; within the UDF see Section 6.5 of the UDF and the height map on page 43 of that document. Alternatives were developed through a public scoping process in fall 2015. Please see Appendix A of the Draft EIS.

Comment 6–Building heights can influence housing types.

Your comment is noted and forwarded to City decision makers.

Comment 7–Concerned taller buildings will not include affordable housing.

Affordable housing would still be a requirement. See Section 5.3.2.2 for a discussion of criteria for locating new affordable housing units built with MHA payments. One criterion is locating near developments that generate MHA cash contributions.

Comment 8–Criteria for upzoning from Seattle Municipal Code.

Regarding UDF priorities, please see:

- Bashor, Robert, Response to Comment 4
- Moore-Wulsin, Alexandra-2, Response to Comment 8, and
- Newman, Claudia, Response to Comment 11

Comment 9–EIS does not build on neighborhood charrettes, the Queen Anne Plan, or the Uptown UDF.

Please see Response to Comment 2 and 8 above.

Comment 10–EIS doesn't sufficiently consider preservation of historic brick buildings.

Please see Section 3.5 of the Draft EIS. Please also see Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Responses to Comment 45 and 46.

Comment 11–Concerned the EIS does not assume HCT for Alternative 1.

Though the Draft EIS Chapter 2 description of alternatives included a distinction that Alternative 1 was not assumed to have HCT stations, due to the pending nature of the Sound Transit 3 vote the Transportation Section,

compares all alternatives, including Alternative 1, with and without HCT. See page 3.220, Exhibit 3.6-17.

Comment 12–EIS disregards earlier processes.

Please see Darley, Brian, Response to Comment 5, regarding consistency with neighborhood plan policies.

Comment 13–Concerned neighboring communities were not notified.

The Queen Anne and Magnolia neighborhoods and other community groups were notified; see the Draft EIS distribution list. Broad notice also occurred through website postings, emails to interested parties, and a newspaper ad.

Comment 14–Concerned insufficient requirements for developers in exchange for height increases.

Your comment is noted and forwarded to City decision makers.

Regarding historic structures, please see Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Responses to Comment 45 and 46.

Please note the Preferred Alternative includes increased ground floor open space requirements as a development standard.

Comment 15–Concerned that significant impacts are not identified.

The EIS is programmatic and areawide in nature (see Section 2.5 of the EIS). For each EIS topic a threshold of significance and appropriate planning-level analysis was conducted. These thresholds were, based on City policies and rules. Where impacts are identified, mitigation measures are proposed. The Preferred Alternative in Chapter 2 incorporates many mitigation measures in the form of development and design standards.

Comment 16–Adverse impacts can be mitigated through Alternative 1.

Your comment is noted and forwarded to City decision makers. The EIS fairly compares the Alternatives. With slightly less growth and lower heights Alternative 1 would have lower impacts as noted in the Draft EIS. There would be less potential to achieve affordable housing. The Preferred Alternative in Chapter 2 was developed to moderate heights based on the Draft EIS analysis and public input. The City Council will consider all alternatives and

Comment 17–Rezone not needed to accomplish affordable housing goals.

Regarding affordable housing incentive programs and the need to add development capacity, please see Section 5.2.2.5.

Comment 18–Rezone not needed to accomplish growth goals.

Please see Adler, Karen–1, Response to Comment 5, for a description of density and growth goals.

Comment 19–EIS does not address impacts to neighboring communities.

Please see Chen, Eleanor, Response to Comment 2, as well as Allen, Margaret, Response to Comment 3.

Comment 20–Concerned Alternatives 2 and 3 don’t provide transition with northern neighboring area.

For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS. Note that proposed height limits in the Preferred Alternative along Mercer and Roy range from current limits of 40 and 60 feet to the west to 65 feet at Queen Anne Avenue, to 85 feet east of 1st Avenue N.

Comment 21–Height increases should transition slowly.

Your comment is noted and forwarded to City decision makers. See response to Comment 20.

Comment 22–Concerned Alternatives 2 and 3 do not provide human scale, and reduce light.

The Draft EIS recognizes that taller buildings can potentially affect the street-level experience for pedestrians. The Draft EIS recommends several mitigation measures intended to address the effects of large, tower-style development under Alternative 3, specifically the use of upper-story setbacks, the provision of mid-block pedestrian connections, and use of the design review process to promote slimmer towers that would have reduced effects. The Preferred Alternative, described in Chapter 2 of this Final EIS, includes design standards based on these recommendations, as well as graduated height limits to ease transitions.

Comment 23–Concerned that the Mayor is not listening to citizens.

All comments will be considered by City decision makers. See Abendroth, Terry, Response to Comment 1, regarding the objectives of growth in the Urban Center. Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Comment 24–Concerned that Alternative 1 is not fleshed out.

Your comment is noted and forwarded to City decision makers.

All three Draft EIS alternatives are compared with similar levels of analysis, maps, and tables illustrating effects.

Marshall, Ridge

Concerned about increasing building heights, traffic, and parking.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3. Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8.

The final decision for rezoning proposals in Uptown will be made by the City Council.

Martin, Carolyn

Supports No Action Alternative. Concerned about traffic.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Mattera, Jason

Concerned about taller buildings, traffic, and loss of views. Supports No Action Alternative.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3. Regarding impacts on views, please see Abendroth, Terry, Response to Comment 2 and Adler, Karen–1, Response to Comment 4.

Matthews, Karin

Supports No Action Alternative. Supports letter by Irv Bertram.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS. Please see response to Bertram, Irving.

Mawbey, Carolyn

Comment 1—Concerned about infrastructure and transportation on West Mercer Place.

Thank you for your comment; it is noted and forwarded to City decision makers. There are few redevelopment sites along West Mercer Place, and a lesser potential for increased growth in that location of the Uptown Urban Center. See Exhibit 1-3.

Comment 2—Concerned about proposed height increase for parcel at 544 Elliott Avenue W.

Under the Preferred Alternative described in Chapter 2 of this Final EIS, the parcel at 544 Elliott Ave W is in an area that would have a single story increase in height as part of the HALA program, necessary to create capacity for affordable housing, but lesser in height compared to Alternatives 2 and 3 in that location south of West Mercer Street.

Comment 3—Concerned about safety at intersection of W Mercer and 6th Ave W.

Installation of traffic signals usually requires meeting warrants set out in the Manual of Traffic Control Devices, a nationally recognized publication. Signal warrants were not evaluated in the Uptown EIS, and a signal at this location has not been proposed in any plans or programs.

Comment 4—Concerned that height rezone would not benefit neighborhood.

For the most part the Preferred Alternative proposes heights similar to or less than Alternative 2 Mid-Rise in the portion of the study area west of Seattle Center, and impacts would be similar per Sections 3.1 and 3.4 and Appendix D of the Final EIS.

Mays, Barbara

Supports Alternative 1.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS.

McFadden, Andrea

Supports the No Action Alternative until transportation options improve.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

McFarland, Bentson–1

Concerned about loss of affordable units, traffic, parking, and more.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Regarding loss of affordable housing, please see Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements under the Action Alternatives.

Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8.

McFarland, Bentson–2

Supports the No Action Alternative.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS.

Regarding loss of affordable housing, please see Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements under the Action Alternatives.

McKeown, Colleen

Comment 1–Opposes the rezoning proposal.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2—Concerned about planning commission conflict of interest and focus on short term financial gain.

The purpose and objectives of the Rezone proposal is stated in Chapter 2 of the EIS, and include meeting needs for affordable housing and jobs, arts and culture vibrancy, etc. The proposal is a legislative item that has been the subject of much public outreach. Please see Section 5.2 and Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown Rezone proposal. The City Council will make the final decision on the Rezone proposal, and must weigh and balance multiple community objectives. The Preferred Alternative seeks to address public comments and the EIS impact and mitigation analysis by moderating heights and incorporating design and development standards.

Comment 3—The City's stated goals are already met or unnecessary.

Your comment is noted and forwarded to City decision makers Please see Section 3.2 of the Draft EIS for a discussion of consistency with City policies and plans. Please see Abendroth, Terry, Response to Comment 1, Allen, Holly-1, Response to Comment 3, and Bashor, Robert Response to Comment 4, for a description of purpose and goals.

McKim, Laurie**Support for letter by Alicia Nakamoto.**

Thank you for your comment. Please see Nakamoto, Alicia, Response to Comments.

Mcl, Mary**Opposes rezoning.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative.

McManus, Lynne**Oppose upzoning, concerned about parking and transportation.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Regarding traffic impacts, please see Adler, Karen-1, Response to Comment 3. Regarding parking impacts, please see Allen, Holly-1, Response to Comment 8.

McPhillips, Ed

Supports High-Rise Alternative. Supports more multimodal transportation before construction of larger buildings.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Medalia, Jim

Residents of Lumen are concerned about impacts of higher density on traffic and quality of life.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Mensher, Gail and Jon

Comment 1–Concerned about zoning changes.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative.

Comment 2–Concerned about opening up R1 residential zones to growth.

No R1 zones are proposed for change in the Uptown Urban Center; there are no R1 zones in this area. Please see Chapter 2 of the Final EIS for a current zoning map, proposed height changes in the multifamily, commercial, and mixed use zones, and a description of the Preferred Alternative.

Comment 3–Concerned that new buildings will not be affordable.

It is true that new units tend to be more expensive than existing units, as stated on page 3.73 of the Draft EIS. With regards to the broader issue of housing affordability, a primary driver of Seattle’s housing affordability challenges is housing shortage. The Action Alternatives would increase capacity for new housing development in Uptown compared to No Action. See Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

It is also true that developers may opt to pay a fee in lieu of providing new affordable housing onsite. See Section 5.2.2.2 for a discussion of criteria for locating new affordable housing units built with MHA payments.

Comment 4—Concerned about robberies and sufficient police.

Your comment is noted and forwarded to City decision makers. Regarding the impact of the proposal on law enforcement, please see Section 3.9.2 of the Draft EIS.

Menzel, Paul

Opposes rezoning. Supports letters by several neighbors.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please refer to responses to the individuals whose comments you support (organized by last name, first name as identified in Exhibit 5-1). Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Middaugh, David

Opposed to rezoning.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Miller, Robb

Comment 1—Opposes Alternatives 2 and 3. Concerned they will not add affordable housing.

Thank you for your comment. Please see Adler, Karen—1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

It is true that developers may opt to pay a fee in lieu of providing new affordable housing onsite. See Section 5.2.2.2 for a discussion of criteria for locating new affordable housing units built with MHA payments.

Comment 2—Concerned about creating canyons and ruining character.

The Draft EIS acknowledges the potential for taller, more intense development to affect the street-level environment and recommends

several mitigation measures maintain openness and minimize the “canyon” effect. Specifically, upper-story setbacks, the provision of mid-block pedestrian connections, and use of the design review process to control building massing would help preserve access to light and air. The Preferred Alternative, described in Chapter 2 of this Final EIS, includes design standards based on these recommended mitigation measures, as well as graduated height limits to ease transitions within the study area.

Comment 3–Opposed to more density until gridlock on Mercer and Denny are addressed.

Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3, and Adams, Joe, Response to Comments.

Comment 4–Concerned that public transportation is not adequate.

Regarding traffic impacts and transit use, please see Adler, Karen–1, Response to Comment 3, and Nutt, Bill, Response to Comment 17.

Comment 5–Opposed to increased density until infrastructure is fixed.

Please see Benjamin, Mike, Response to Comment 7, regarding infrastructure, and Adams, Joe, Response to Comments, regarding concurrency of transportation investments.

Miller, Zach

Supports taller buildings.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative which is in the range of the Draft EIS Alternatives.

Mohundro, Anne

Supports Alternative 1. Concerned about canyons and increasing traffic.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Moody, Michelle and David

Comment 1–Concerned the EIS is biased toward development. Current zoning provides sufficient growth capacity.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Regarding EIS integrity, please see Allen, Holly-2, Response to Comment 6.

Please see Adler, Karen-1, Response to Comment 5, for a description of density and growth objectives.

Comment 2–Concerned about impacts to views, traffic, parking, and neighborhood characteristic.

Regarding traffic impacts, please see Adler, Karen-1, Response to Comment 3. Regarding parking impacts, please see Allen, Holly-1, Response to Comment 8.

Comment 3–Concerned about parking.

Regarding parking impacts, please see Allen, Holly-1, Response to Comment 8.

Comment 4–Concerned about views from the all of the South Slope of Queen Anne.

See Gilliland, Terry-5, Response to Comment 3.

Comment 5–Concerned that low-income residents will be displaced, and new affordable housing will not be built in the area.

Under all alternatives, including the No Action Alternative, housing affordability and risk of displacement would continue to be a significant concern due to demand generated by Seattle's strong job market, land values, construction costs, and other factors outside of the proposal and alternatives. A primary driver of Seattle's housing affordability challenges is housing shortage. The Action Alternatives would increase capacity for new housing development in Uptown compared to No Action. See Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

It is also true that developers may opt to pay a fee in lieu of providing new affordable housing onsite. See Section 5.2.2.2 for a discussion of criteria for locating new affordable housing units built with MHA payments.

Comment 6–Concerned about character, safety, livability.

Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative which responds to comments and moderates heights west to east and provides additional design and development standards.

Moore-Wulsin, Alexandra–1

Comment 1–The Pike/Pine conservation district helps preserve neighborhood character.

Consider Uptown character structures in the EIS.

Thank you for your comment; it is noted and forwarded to City decision makers. Please see Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Responses to Comments 45 and 46.

Comment 2–Supports cataloging and preserving historic structures.

Your comment is noted and forwarded to City decision makers. Please see Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Responses to Comments 45 and 46.

Comment 3–Description of Pike/Pine conservation district.

Your comment is noted and forwarded to City decision makers. Please see Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Responses to Comments 45 and 46.

Comment 4–Pike/Pine design guidelines.

Your comment is noted and forwarded to City decision makers. Please see Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Responses to Comments 45 and 46.

Comment 5–If rezoning happens, supports gradual transition to the north. Supports 40-foot spacing between high rises.

Thank you for your recommendations. The comment is noted and forwarded to City decision makers.

The Preferred Alternative, described in Chapter 2 of this Final EIS, would employ a scheme of graduated height limits similar to what is described in the comment. The Preferred Alternative would cluster the tallest development in the southeastern corner of the study area, near Denny Way and Aurora Avenue; this area would be a mix of buildings at 125–160 feet in height. The Preferred Alternative would also restrict height limits in the Mercer Corridor to the same levels as Alternative 2 (maximum of 85 feet), and areas in the northeast and northwest of the study area would transition from 50 feet to the north and west to a range of 65–85 feet moving southward. This graduation of height limits would ease transitions to adjacent areas with lower development intensities and building heights.

In addition, the Preferred Alternative includes the following standards to reduce character, shading, and view impacts associated with taller building heights:

- An upper story setback to preserve access to light and air would be required at fourth stories.
- Buildings taller than 125 feet would be limited to one per block.
- Floorplates would be limited for buildings greater than 125 feet.
- Usable, ground-level open space would be required of larger buildings.

Comment 6—Please address these comments.

Please see responses above and below to your first and second letter.

Moore-Wulsin, Alexandra–2

Comment 1—Supports Alternative 1 with modifications.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2—Draft EIS error in image on page 1.37.

The photo caption is corrected in the Chapter 4 of this Final EIS to reference Lower Kerry Park instead of Kinnear Park.

Comment 3—Draft EIS error in graphing land in lower Kerry Park.

It is understood that Upper and Lower Kerry Park are separated by a steep grade change though the Draft EIS maps depict them as a single property between W Highland Drive and W Prospect Place (e.g., Exhibit 2-3). The southeast corner of this block is in private ownership. The unlabeled park property just to the south is a separate park property, Franklin Place. EIS authors believe the Draft EIS maps are correct as shown.

Comment 4—Landslide potential of Kinnear Park.

Please see Gilliland, Terry-1, Response to Comment 2, regarding geologic hazard regulations.

Comment 5—Input from Queen Anne in 1998 envisioned Alternative 1 and more green space.

Please see Section 3.2 of the Draft EIS for a discussion of consistency with City policies and plans including the Queen Anne Neighborhood Plan policies incorporated into the City's Comprehensive Plan in 1999.

Comment 6 –Lack of notice of Uptown UDF charrettes in 2014.

Please see Section 5.2.1 and Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Comment 7–Concepts from the UDF are minimized in the EIS.

The EIS is not a plan, but rather an informational document, evaluating the rezoning alternatives. The use of the EIS was identified in the UDF: “The EIS process will begin a neighborhood wide discussion about appropriate height limits and where height increases should be used to advance neighborhood goals...The EIS will evaluate impacts on the natural and built environment. This means that impacts related to transportation, views, housing, among others will be studied and will provide information that will be used to develop a height recommendation. It is important to note that there is no rezone proposal at this time and there will not be one until the EIS process is complete.” The EIS addresses parks and open space (Section 3.8), multimodal transportation (Section 3.6), population and housing (Section 3.3), schools (Section 3.9) and infrastructure (Section 3.10).

Comment 8–The UDF quotes upzoning criteria from Seattle Municipal Code.

The Draft EIS addresses the referenced criteria from the UDF in the following ways.

Preserve Important Views and Land Forms:

The City’s policies on view protection establishes specific guidance about what views should be protected and from what locations.

It is the City’s policy to protect public views of significant natural and human-made features: Mount Rainer, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water including Puget Sound, Lake Washington, Lake Union and the Ship Canal, from public places consisting of the specified viewpoints, parks, scenic routes, and view corridors identified in Attachment 1. (Attachment 1 is located at the end of this Section 25.05.675.) This subsection does not apply to the Space Needle, which is governed by subsection P2c of this section. –SMC 25.05.675 P2a.i.

Views of the Space Needle are governed under subsection P2c, which states:

It is the City’s policy to protect public views of the Space Needle from the following public places. A proposed project may be conditioned or denied to protect such views, whether or not the

project meets the criteria of the Overview Policy set forth in SMC Section 25.05.665.

- i. *Alki Beach Park (Duwamish Head)*
- ii. *Bhy Kracke Park*
- iii. *Gasworks Park*
- iv. *Hamilton View Point*
- v. *Kerry Park*
- vi. *Myrtle Edwards Park*
- vii. *Olympic Sculpture Park*
- viii. *Seacrest Park*
- ix. *Seattle Center*
- x. *Volunteer Park*

–SMC 25.05.675 P2c

The Draft EIS analyzed the potential for view impacts from all locations listed in the code that were in or near the study area, and from which the Space Needle was visible. Where view blockages would occur under the proposed alternatives, they were identified, and mitigation measures were recommended. In addition, while City policy does not protect private views, the Draft EIS analyzed impacts on territorial views of the study area from the north to provide a cumulative and programmatic impact analysis.

Ensure Height Limit Compatibility:

The Draft EIS includes discussion of the effects that taller development in the study area would have on neighborhood character, scenic routes, and shading conditions. The potential for incompatibilities due to large increases in height is noted in the Aesthetics and Urban Design impact analysis on pages 3.114–3.115, 3.145, and 3.152. Mitigation measures to reduce such incompatibilities are recommended in the Draft EIS on pages 3.172–3.173.

The Preferred Alternative includes design standards based on the mitigation recommended in the Draft EIS, and also incorporates reduced height limits along the northern boundary of the study area (compared with Alternatives 2 and 3) to provide a transition between the high density of Uptown and the adjacent lower-intensity neighborhoods.

Advance Goals of Neighborhood Plan:

Much of the Draft EIS is focused on studying alternatives that are based on development goals established in the Uptown UDF and consistent with the Queen Anne Neighborhood Plan (see Section 3.2 of the Draft EIS). The three alternatives evaluated by the Draft EIS are based on the map of

potential height limits in Section 6.4 of the UDF, which specifically calls for these height ranges to be studied in an EIS.

Comment 9–EIS does not adequately address preserving historic buildings.

Your comment is noted and forwarded to City decision makers. Please see Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Responses to Comments 45 and 46.

Comment 10–Concerned that HCT is restricted to Alternatives 2 and 3.

See Marquardt, Kelly, Response to Comment 11.

Comment 11–Concerned about public participation.

Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Comment 12–Concerned that rezone is not paired with developer requirements for open space and historic preservation.

Regarding historic preservation, please see Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Responses to Comments 45 and 46.

Regarding open space, the Preferred Alternative provides ground floor open space requirements.

Comment 13–Concerned that significant impacts are not adequately labeled.

The methods and approach in the Draft EIS to analyze impacts are described in Chapter 3 of the Draft EIS and are consistent with professional practice for a non-project EIS that analyses zoning and future growth. Methods of analysis to address thresholds of significance are provided for each EIS topic and are often referencing City policies. An EIS is required to identify mitigation to reduce impacts. Mitigation includes requirements (e.g. codes in place, such as design review, concurrency, etc.), or other potential measures an agency could take to reduce impacts.

Significant adverse impacts that cannot or will not be mitigated are identified for some topics, such as Section 3.3.4 regarding housing or 3.4.4 Aesthetics and Urban design regarding private territorial views, or loss of historic features under Section 3.8.4 should sites potentially eligible not be considered (e.g. if codes are not changed for SEPA review thresholds).

The Preferred Alternative incorporates design and development standards recommended in Section 3.1 and 3.4 of the EIS regarding land use and aesthetics.

Comment 14—A full EIS should address the significant impacts.

Please see Response to Comment 13.

Comment 15—Rezone is not needed to attain affordable housing, transportation improvements, or other goals.

Responses to the Ramsay letters are provided by last name in this document.

Please see Adler, Karen—1, Response to Comment 5, and Section 5.2.2.5 addressing growth and housing. Regarding traffic impacts, please see Adler, Karen—1, Response to Comment 3.

Comment 16—Rezone not needed to accomplish density objectives.

Regarding density objectives, please see Adler, Karen—1, Response to Comment 5.

Comment 17—Concerned about street view, parks, and protected public site lines.

The Draft EIS evaluates effects on views based on how the alternatives would or would not be consistent with the City's adopted policies regarding view protection. The City's policies and code specifically identify what views, landmarks, and scenic routes are protected. The regulatory framework for the aesthetic analysis is laid out in Chapter 3.4 of the Draft EIS, on pages 3.93-3.108, including a description of all the viewpoints and scenic routes in the vicinity that are required to be studied based on the City's policies. In addition, the Draft EIS includes evaluation of two territorial views, which are not required, to provide overall context and an evaluation of the overall effect on views of the study area from the outside the Urban Center. The Draft EIS impact analysis addresses every one of these locations either through simulation of views or simulation of shading conditions.

With respect to private views, the City's adopted policies and regulations are designed to protect public views; the Draft EIS recommends mitigation measures to minimize impacts on views, shading, and neighborhood character, but City policy does not protect individual private views. The City's policies do recognize the City attempts to address private views collectively through height and bulk regulations. Please see Gilliland, Terry-5, Response to Comment 3.

With regard to transitions between areas of less intensive and more intensive zoning, the Draft EIS recommends mitigation measures to protect lower-intensity areas, including lower height limits and upper-story setbacks (page 3.173). In addition, the Preferred Alternative, which is described in Chapter 2 of this Final EIS, incorporates lower height limits along

the northern boundary of the study area to reduce impacts on adjacent development. Areas west of the Seattle Center also feature graduated height limits to promote more gradual transitions between areas of higher and lower development intensity.

Comment 18–EIS fails to address reasonable transition for Alternatives 2 and 3.

Please see the response to Comment 17 above for a discussion of transitions. Also see Bertram, Irving-2, Response to Comments 3, 20, 22, and 24.

Comment 19–Concerned that taller buildings will obscure Queen Anne hill.

Please see Response to Comment 17 above indicating the view analysis addresses adopted City policies. Please also note the Preferred Alternative moderates heights west to east and along the northwest and northeastern boundaries abutting Queen Anne, compared to Action Alternatives. Additionally, the Preferred Alternative includes design and development standards designed to improve the pedestrian realm / human scale.

Comment 20–Concerned about traffic, as articulated by Irv and Luann Bertram.

Your comment is noted and forwarded to City decision makers. Please see responses to Bertram, Irving and Bertram, Luann.

Comment 21–Concerned about losing human scale.

Your comment is noted and forwarded to City decision makers. The Preferred Alternative includes design and development standards designed to improve the pedestrian realm / human scale.

Comment 22–Concerned the Mayor is disregarding public input.

All comments will be considered by City decision makers. See Abendroth, Terry, Response to Comment 1, regarding the objectives of growth in the Urban Center.

Also see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Comment 23–Supports further fleshing out Alternative 1.

Your comment is noted and forwarded to City decision makers.

Moulton, Cindie

Comment 1–Concerned about higher density development.

Thank you for your comment. See Abendroth, Terry, Response to Comment 1, regarding the objectives of growth in the Urban Center.

Comment 2–Concerned about traffic

Traffic modeling conducted for the Draft EIS accounted for current and future growth on transportation systems and parking is based on the 20-year growth estimate scenarios associated with each Alternative. See Section 3.6 of the Draft EIS. See also Adler, Karen–1, Response to Comment 3.

Comment 3–Requests limiting building heights to bare minimum, four floors or less.

Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Comment 4–Supports tech company campuses south and east of the city.

Your comment is noted and forwarded to City decision makers.

Mucci, Diana

Comment 1–Appreciates the view from south slope of Queen Anne and relationship to Seattle Center.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Concerned about losing views, including of the Space Needle.

The Draft EIS recommends several mitigation measures intended to address the effects of large, tower-style development, specifically the use of upper-story setbacks, the provision of mid-block pedestrian connections, and use of the design review process to design upper story massing that will reduce effects on views and shading. The Preferred Alternative, described in Chapter 2 of this Final EIS, includes design standards based on these recommendations, as well as graduated height limits to ease transitions between areas of higher and lower intensity.

Comment 3–Supports locating higher density in areas without high-end view properties.

The City's adopted view protection policies focus on the protection of public views from parks, roadways, and major public open spaces. Private views

are not specifically protected. However, the Draft EIS does discuss potential effects on territorial views southward into the Uptown area, addressing views of both Elliott Bay and the Space Needle from two locations north of the study area. These locations are mapped in the Draft EIS on Exhibit 3.4-7 on page 3.99 and described on page 3.100. Impacts to territorial views are discussed in the Draft EIS impact analysis, and view simulations for these locations are provided in the Draft EIS on pages 3.138-3.141 (Exhibits 3.4-51 through 3.4-58).

Comment 4—Supports No Action Alternative.

Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Mucci, Joseph

Comment 1—Supports No Action Alternative.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Adler, Karen—1, Response to Comment 5, for a description of density and growth objectives. Please see the Preferred Alternative in Chapter 2 of the Final EIS, which moderates heights and includes design and development standards.

Mucci, Mary Lou

Supports No Action, concerned about losing views.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Regarding private views, please see Mucci, Diana, Response to Comment 3.

Mucke, Katrin

Comment 1- Background on Ward Street Alliance

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2—Adverse consequences of alternatives.

Your comment is noted and forwarded to City decision makers.

Comment 3—Affordable housing in Uptown vs off site

Exhibit 3.3-19 on page 3.89 shows the total number of new housing units anticipate under each alternative as well as the range of new affordable units that would also be developed under different MHA-R and MHA-C

participation assumptions (100 percent MHA-R performance vs. 100 percent MHA-R payment). For new affordable units developed using MHA payment funds, it is not possible to predict their exact location. See Section 5.2.2.2 for a discussion of criteria the city will use to locate these units.

In addition to units developed through the MHA requirements, the Draft EIS projects the number of new affordable units built onsite through the existing MFTE program. See Exhibit 3.3-18 on page 3.87.

For a broader discussion of how the Action Alternatives address Seattle's housing affordability challenges, see Section 5.2.2.1.

Comment 4–EIS doesn't address impact of rezone on families with children.

Impacts on schools, open space, and recreation are addressed in the Draft EIS, in Sections 3.9.3 (Schools), and Chapter 3.8 (Open Space and Recreation).

Comment 5–Seattle Center walled off by tall buildings

Please see Moore-Wulsin, Alexandra–2, Response to Comment 8, regarding transitions. Note that Alternative 1, Alternative 2, and the Preferred Alternative study buildings less than 16 stories around Seattle Center, particularly to the west and north with different heights southeast of Seattle Center.

Comment 6–Timing of transportation improvements

This EIS addresses an areawide rezoning that could allow redevelopment over 20 years. As a result, the transportation investments assessed also reflect this same timeline. The City has specific information on bike lane investments for the next 6 years and Move Seattle has a funded list of investments that could occur in the next 10 years. With ST3 approval as of November 2016, there is greater certainty on when a new light rail extension could be in place to connect Ballard with downtown providing two stations in Uptown. There is limited information on what investments will be in place and when. It is also uncertain as to the timing of new development; however, as development is proposed applications will be held to SEPA and code compliance evaluation to evaluate specific impacts to transportation and needed mitigation.

Comment 7–Traffic screenline methodology

"Screenlines" were used to identify vehicles entering and exiting the roadway it bisects and uses a vehicle-to-capacity ratio as a performance metric. Corridor analysis, such as Corridor A that runs on Mercer Avenue, uses travel time as the performance metric. See Ward, Eliza, Response to Comment 10.

Comment 8–Traffic study methodology

The analysis methodology for evaluating impacts is detailed in the Uptown Rezone EIS Transportation Analysis–Methods and Assumptions (see Final EIS Appendix B). The memorandum contains the transportation network and land use assumptions, as well as details for updates to the Seattle Travel Demand Model that were used for Alternatives. See Ward, Eliza, Response to Comment 10.

Comment 9–Traffic study methodology

Please see Response to Comment 8.

Comment 10–Transit assumptions

HCT (Sound Transit light rail Ballard Line) is analyzed for all studied alternatives, as shown in Exhibit 3.6–17 of the Draft EIS.

Comment 11–Amount of development under each Alternative

Alternative 3 studies growth 25% higher than the Alternative 1-No Action growth estimate. The EIS also identifies that Alternative 3 would create the highest capacity for growth. See Exhibit 2-8.

Comment 12–Mitigation for view and shading impacts

Mitigation measures are provided Section 3.4.3. The use of upper-story setbacks, the provision of mid-block pedestrian connections and green space, and use of the design review process to design upper story massing would reduce effects on views and shading. The Preferred Alternative includes proposed development standards based on mitigation measures. The aesthetics model has been adapted for the Preferred Alternative to illustrate the effect of the proposed development standards that most affect urban form including floor area ratios, and upper story setbacks. See Chapter 3 of the Final EIS for the visualization results of the Preferred Alternative.

Comment 13–Locations of parks with views

See Gold, Morgan-2, Response to Comment 2.

Comment 14–Street-level view locations

The two locations at 2nd Avenue North and Ward Street and Queen Anne Avenue North and Valley Street are not referenced as street level view locations since they are located outside of the Uptown Urban Center. Instead Exhibit 3.4-7 Viewpoint Locations identifies the two points as locations for territorial view analysis. Street level views at the two locations would not be effective model locations since no change in building heights are proposed

at those locations outside the study area. However, the territorial view analysis shows what a pedestrian at those locations would see in the horizon should heights be altered inside the Uptown Urban Center.

Comment 15–Building cost

The potential impacts of the alternatives on construction costs is addressed on page 3.79 of the Draft EIS. Rents and housing costs are expected to rise under all three alternatives.

Comment 16–Demand for housing types

Exhibit 3.3–10 shows vacancy rates and average rent in the Queen Anne Market area, including Uptown. Average rents have risen sharply in recent years while the vacancy rate has remained relatively low. Both of these measures are indicators of strong demand for housing.

As stated on page 3.79 “Ultimately, housing prices are likely to be driven by demand generated as a result of Seattle’s strong job market and attractive natural and cultural amenities and Uptown’s central location. In 2019, Expedia is moving its corporate campus from Bellevue to the Seattle waterfront, adjacent to Uptown, and expects to employ 4,500 at this location.” For a broader discussion of the relationship between housing shortage and demand, see Section 5.2.2.1.

The potential effects on neighborhood character as a result of redevelopment are discussed in Chapter 3.4 Aesthetics and Urban Design. In general, increased development in Uptown would result in taller buildings and a more intense urban character. However, the rate of redevelopment would be tied to demand. If demand for these housing types does not materialize, the change in character would occur at a slower rate as the market recognizes the lack of demand and the pace of redevelopment slows.

Comment 17–Mitigation measures of height limits and setbacks

The height transition mitigation measures are designed to ease transitions for adjacent low-intensity areas, including development to the north of Uptown. The Preferred Alternative, described in Chapter 2 of this Final EIS, incorporates Alternative 2 heights in the Mercer Corridor, which are considerably lower than under Alternative 3. In addition, the Preferred Alternative proposes 50-foot height limits in most of the northeast and northwest corners of the study area to ease transitions to adjacent neighborhoods.

Comment 18–Impact of rezoning on housing.

Your comment is noted and forwarded to City decision makers.

Comment 19–Section 1.4 Related Objectives comments

Please see Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comment 2.

Comment 20–Alternative 3 and affordable housing

A primary driver of Seattle’s housing affordability challenges is housing shortage. Alternative 3 would increase capacity for new housing development in Uptown compared to the other two alternatives. See Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

Alternative 3 is expected to provide for the greatest number of new affordable units through the existing MFTE program (see pages 3.86–3.87) and MHA requirements (see page 3.89). MFTE affordable units would be produced onsite whereas MHA units could be sited citywide. See Section 5.2.2.2 for a discussion of location criteria for units built with MHA payments.

Comment 21–Affordable housing on site versus fees

By providing more capacity for housing development in Uptown, the Action Alternatives would be expected to allow for more housing options. With regards to the provision of new affordable housing in Uptown, see response to Comment 20 above.

Comment 22–Use of Multifamily Tax Exemption

See Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comment 32.

Comment 23–Housing fees vs performance

See Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comment 33.

Comment 24–Publicly-owned property available for housing

It is correct that the City has identified one publicly-owned surplus site in Uptown as suitable for publicly subsidized low-income housing. Other publicly-owned properties require assessment, including suitability for disposition for market-rate development with MHA requirements or use of MFTE.

Comment 25–Number of older apartment buildings

See Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comment 27.

Comment 26–Estimate of demolished units

See Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comment 30.

Comment 27–Development capacity

The development capacity for Alternative 1 No Action is an update of the 2014 information used for the Comprehensive Plan Update, reflects a few additional properties identified as redevelopable based on site tours by staff and consultants, and does not apply an average density or market factor, which the Comprehensive Plan analysis does.

The reason for a more conservative capacity analysis in the Uptown EIS is that the location of development is unpredictable in the future, and there was a desire to have a full buildout analysis for purposes of the housing and aesthetics analyses in Sections 3.3 and 3.4 respectively. Please see Chapter 1 and Chapter 2 of the Final EIS which adds a table note explaining the differences in the Uptown EIS and the Comprehensive Plan Update.

Comment 28–Seattle Housing Authority buildings not included

See Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comment 29.

Comment 29–Rents in older buildings

On page 3.77 it is stated that the identified low-cost non-subsidized housing is market rate and could be rented by higher income households.

Comment 30–Impact of high-rise zoning on land values and rents

See Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comment 31. As land and property values are expected to continue to rise in Uptown, no reduction in property tax revenue is expected under any of the alternatives.

Comment 31–Mitigation measures for historic and cultural resources

The City has a number of existing regulations that protect historic resources as noted on page 3.190. The basis for the commenter's assertion about unrealistic mitigation are unclear. Conservation districts, TDR programs, and eligibility reviews are common tools to address historic preservation in many similar sized cities; a similar TDR program is applied in Seattle's Downtown. However, such additional programs are not yet in place in Uptown and due to the uncertainty about consideration and adoption of these policy choices the summary of significant unavoidable adverse impacts states in part: "Both Alternatives 2 and 3 establish height increases and other zoning changes that could result in significant unavoidable adverse impacts to above-ground

historic properties. These adverse impacts would occur if redevelopment substantially impacts the character of an adjacent designated landmark, or if the development alters the setting of the landmark, and the setting is a key component of that landmark's eligibility. Redevelopment of potential landmarks could be a significant impact if the regulatory process governing the development does not require a consideration of that structure's eligibility as a Seattle City Landmark such as those projects under SEPA review thresholds. If mitigation requiring assessment of those structures were implemented, this impact could be avoided."

Note that the Preferred Alternative does propose a TDR program similar to the Pike/Pine neighborhood and would remove the SEPA threshold for purposes of landmark eligibility review. See Chapter 2 of this Final EIS.

Comment 32—Impacts on traffic and parking

Screenlines were used to identify vehicles entering and existing the roadway it bisects and uses a vehicle-to-capacity ratio as a performance metric. Corridor analysis, such as Corridor A which runs on Mercer Avenue, uses travel time as the performance metric.

The analysis methodology for evaluating impacts is detailed in the Uptown Rezone EIS Transportation Analysis—Methods and Assumptions (Draft January 6, 2016; see Appendix B). The memorandum contains the transportation network and land use assumptions, as well as details for updates to the Seattle travel demand forecast model that were used for Alternative 2 Mid-Rise and Alternative 3 High-Rise.

HCT (Sound Transit light rail Ballard Line) is analyzed for all future alternatives, as shown in Exhibit 3.6–17 of the Draft EIS. The analysis conducted for screenlines adheres to Comprehensive Plan Policies to assess screenlines and also overall mode share to reduce overall drive alone travel.

Please also see Adler, Karen–1, Response to Comment 3, regarding traffic impacts, and Allen, Holly–1, Response to Comment 8, regarding parking impacts.

Comment 33—Impacts on fire and police

The comment is noted. See Gold, Morgan–2, Response to Comment 7.

Comment 34—Impacts on waste water, storm water, and electricity use.

City and state regulations now require on-site stormwater management for all new development and redevelopment. Redevelopment of properties that were previously developed without stormwater flow control and treatment facilities must reduce runoff and non-point source pollution at or below current levels. On-site stormwater management practices include:

retaining existing trees, planting new trees, amending soils to restore soil infiltration and water holding, reducing impervious surfaces, and installing facilities to store and infiltrate stormwater runoff (Seattle 2016 Stormwater Code). Cumulatively it is anticipated that as properties in Uptown are redeveloped, the stormwater runoff and transport of pollutants to streams, lakes and the combined sewer system will decrease.

A description of existing management strategies, pertinent to future utility systems' conditions and performance, is provided on pages 3.309 and 3.310 (wastewater) and pages 3.314 and 3.315 (stormwater). As discussed in these sections, existing management practices include requirements for developer provided downstream improvements, capital improvements based on identified needs independent of development and stormwater code requirements, including on-site stormwater management, and other measures. For example, improvements to selected flow lines may be identified during future development reviews for individual projects to avoid impacts at specific locations. These improvements are identified through development reviews and would be accordingly required to be implemented via developer funded facility improvements.

Draft EIS Sections 3.10.1 and 3.10.2 concludes that future development could result in increased flow and increased demand on wastewater and drainage system capacity. However, due to ongoing programs and existing management practices, no significant adverse impacts are identified.

As described Section 3.10.4, Electric Power, even taking into account anticipated conservation measures, increased development intensity would increase overall electrical demand and need for local distribution system improvements. However, no significant unavoidable adverse impacts on the electrical system are anticipated. Recent Seattle City Light investments in the power system are anticipated to meet growth needs through 2035 addressing the level of growth under all studied alternatives.

Muir, Sasha

Opposes change to current zoning.

Thank you for your comment; it is noted and forwarded to City decision makers. Please see Responses to Adler-Karen–1, which has nearly identical comments.

Mulherkar, Shirish

Comment 1—Concerned about upzoning proposal. Concur with letters submitted by others.

Thank you for your comment; it is noted and forwarded to City decision makers. Please see responses to comments from the individuals whose letters you support. Please also see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Mullarkey, Dawn and Mike

Support No Action Alternative.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Mullarkey, Dawn

Comment 1—Concerned the Mayor is listening only to developers.

Thank you for your comment. All comments will be considered by City decision makers. See Abendroth, Terry, Response to Comment 1, regarding the objectives of growth in the Urban Center. Please see the Preferred Alternative in Chapter 2 of the Final EIS, which moderates heights and includes design and development standards.

Comment 2—Forward of Harrington Comments

Please see Harrington, Beverly—3, Response to Comments.

Mummery, Trent

Supports increasing density and height in Uptown.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which is in the range of alternatives, and includes design and development standards.

Nakamoto, Alicia

Opposes rezoning.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this

Final EIS, which moderates heights and includes design and development standards.

Newman, Claudia

Comment 1—Concerned about impacts on Bayview Manor Retirement Community.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Regarding the Draft EIS analysis and conclusions please see Moore-Wulsin, Alexandra-2, Response to Comment 13.

Please also note that the Preferred Alternative proposes a lesser height change than Alternative 2 in the area south of Bayview at 65 feet instead of 85 feet, above the current No Action 40-foot height. It should also be noted that within Uptown, current zoning is LR3, MR, and NC2 / NC3 along the border with Queen Anne. Only NC and C1 zones are proposed for rezones to SM. LR3 and MR zones are retained but 1-2 stories in height are added to put into effect HALA recommendations for affordable housing requirements. Along the northern border to the northeast and northwest, the proposed LR3 heights are 50 feet, less than Alternatives 2 and 3. Thus the borders of Uptown and Queen Anne will largely retain an interface of multifamily residential in Queen Anne and either multifamily and mixed uses in Uptown.

Comment 2—Draft EIS does not adequately consider land use impacts along northern boundary of Uptown.

Maps and tables in Section 3.1 Land Use illustrates land use patterns and zoned heights in the Uptown study area as well as abutting neighborhoods (see Exhibit 3.1-2, Exhibit 3.1-3, Exhibit 3.1-5, and Exhibit 3.1-6).

Section 3.1 Land Use is amended on page 3.10 to add a summary of information about the current land use patterns and zones illustrated in Exhibits cited above. See Chapter 4 of this Final EIS.

The impact analysis in Section 3.1 Land Use does address abutting zones and heights to the north, east, and south of Uptown by alternative—Section 3.1.2 explicitly has two parts to the Land Use Compatibility analysis—"Within the Uptown Urban Center" and "Adjacent to the Uptown Urban Center."

By alternative, the analysis indicates Alternative 1 is generally compatible, Alternative 2 has a potential for conflicts in the area adjacent to the Uptown Park North and the Mercer/Roy corridor, and Alternative 3 in the Mercer/Roy Corridor would have building forms significantly larger and more intense than the adjacent neighborhoods in these areas. Mitigation measures

include current design review and development regulations, and amended guidelines and standards consistent with the UDF. These amended guidelines and standards are incorporated into the Preferred Alternative.

Comment 3—Alternatives 2 and 3 will create significant unavoidable adverse impacts on the neighborhood to the north of Uptown.

In the Draft EIS, land use impacts were determined to be significant and unavoidable if they resulted in the following impacts without the ability to mitigate:

- Change to land use patterns or development intensities that preclude reasonable transitions between areas of less intensive zoning and more intensive zoning.
- The possibility of particular uses permitted by zoning occurring to such an extent that they foreclose opportunities for higher-priority, preferred uses established by Comprehensive Plan objectives.
- Differences in activity levels at boundaries of uses likely to result in incompatibilities.

Changes to employment mix caused by the alternatives resulting in economic displacement (involuntary) by businesses and a lack of opportunity to meet objectives of plan for business formation and retention including lack of capacity for new employment space.

Each alternative was analyzed in relation to the thresholds in Section 3.1.2. Impacts were identified in Section 3.1.2 (see Response to Comment 2 above). Mitigation measures were identified in Section 3.1.3 including current policies, SEPA review for future development, current development and design regulations, and potential mitigation with strengthened development and design regulations. With mitigation like amended design and development standards, impacts can be avoided.

The Preferred Alternative is an example of implementing the mitigation measures. NC areas are rezoned to SM-85 along the Mercer/Roy Corridor, but height setbacks, ground floor open space and other design and development standards are proposed as identified in Chapter 2 of this Final EIS. The LR3 and MR zones are retained with height amendments. Heights of 50 feet are proposed to the west in the LR3 zone. The MR zone height would be increased to 65 feet abutting Bayview area. MR areas west would range up to 80 feet. Further northeast, the LR3 zone with 50 foot heights are proposed. See Sections 3.1, 3.4 and Appendix D for additional analysis of the Preferred Alternative heights.

Comment 4—Concerned about impact on public views and shading of public parks and spaces.

The City's development regulations and Comprehensive Plan policies recognize that views are an important part of Seattle's identity and a factor in its appeal to residents. However, like any major city, Seattle must balance aesthetics with the need to accommodate growth. Adopted City policies and regulations focus on the preservation and protection of views from major public spaces, such as parks and scenic routes. (Seattle Municipal Code section 25.05.675.P and Q) Thresholds used to determine potential significant impacts of the proposal include consistency with these City of Seattle environmental review policies for public view protection.

In addition, the Draft EIS included analysis of two territorial views to provide a review of cumulative impacts and also considered growth based on both growth estimates (Action Alternatives) and growth capacity (full buildout scenario). These were included to provide disclosure of the full potential for new development and aesthetic effects under the proposal.

The Draft EIS states that "some persons may consider" the loss of private views to be a significant impact because of the inherently subjective nature of aesthetic and visual analysis. The Draft EIS cannot evaluate how individuals will perceive changes under the proposals, only how those proposals comply with adopted City policies and regulations. Private views are not specifically protected, and the City attempts to address private views indirectly through height and bulk regulations. See Gilliland, Terry-5, Response to Comment 3.

The Preferred Alternative incorporates design standards based on the mitigation measures recommended in the Draft EIS to minimize impacts relative to the Action Alternatives, as well as reduced heights in the Mercer/Roy Corridor as shown in Exhibit 3.1-1 (similar to Alternative 2) and graduated heights in the areas west of Seattle Center to provide more gradual transitions between areas of different development intensity.

Comment 5—Concerned about view obstruction and access to daylight under Alternatives 2 and 3.

Please see Gilliland, Terry-5, Response to Comment 3 regarding protection of public versus private views. The Preferred Alternatives, described in Chapter 2 of this Final EIS, incorporates heights similar to Alternative 2 for the Mercer/Roy Corridor and minimizes changes to existing height limits with a 10 foot increase along the boundary with Queen Anne, which would reduce shading effects in these locations relative to Alternatives 2 and 3. The EIS addresses all protected views and shade/shadow analysis. The

Preferred Alternative also includes more extensive design and development standards as shown in Chapter 2 of this Final EIS.

Comment 6—Concerned about impact of shade on Bayview residents.

The Draft EIS illustrates shading impacts to Kinnear Place Park, adjacent to the south side of the Bayview property, in Exhibits 3.4-61, 3.4-63, 3.4-64, and 3.4-66. To assert that the site will “suffer complete blockage of sun and light...during the majority of the year” is an overstatement. The Draft EIS acknowledges that shading effects would occur at Kinnear Place in the afternoon hours during the spring and winter under all alternatives, including the No Action Alternative. However, the park and Bayview grounds would be only partially shaded during winter mornings. The site would also be almost entirely unshaded during spring mornings through midday and would be unshaded all day during the summer.

The Preferred Alternative would also increase heights in the Queen Anne Corridor south of the Bayview site to a lesser degree than Alternative 2 or Alternative 3, resulting in reduced shading effects in this area. However, the primary source of shading effects on the Bayview and Kinnear Place sites is the property immediately south of Kinnear Place, which is undergoing permit review and is included in all alternatives, including the No Action Alternative, as a pipeline project.

Comment 7—Concerned about blocked sun at Kinnear Park.

Please see Responses to Comments 5 and 6 above.

Comment 8—Concerned that taller building heights will not relate well to buildings to the north.

The Preferred Alternative, described in Chapter 2 of this Final EIS, incorporates reduced heights along the northern edge of the study area to increase compatibility with areas to the north. The Mercer/Roy Corridor would incorporate the height limits of Alternative 2, and heights in the northeastern corner of the study area would be in the range of 50-65 feet. Heights along the north-west border with Queen Anne would be at 50 feet, and the north-central portion of the study area, south of the Bayview property, would be 65 feet.

These heights generally reduced from Alternatives 2 and 3, combined with design standards incorporated in to the Preferred Alternative, will reduce shading and view impacts associated with new development under the proposal.

Comment 9–Concerned about loss of views for people in the Northern Node.

Please see response to Comment 8 above.

Comment 10–Taller heights would not fit well with buildings to the north.

Please see response to Comment 8 above.

Comment 11–Alternatives 2 and 3 are inconsistent with Uptown UDF.

As described in EIS Chapter 2, the Uptown UDF sets forth a community vision for the neighborhood character and urban form that would take shape as Uptown grows. Measures contained in the UDF are meant to help guide future growth through the general neighborhood recommendations, as well as those for specific Uptown subareas. However, the UDF is not an adopted city plan and is not proposed for future adoption by the City. For this reason, the UDF is referenced for informational purposes, but is not evaluated for consistency with plans and policies.

However, it should be noted that many of the UDF principles are addressed in terms of EIS topics; see Bashor, Robert, Response to Comment 4, as well as and Moore-Wulsin, Alexandra-2, Response to Comment 8.

Existing zoning regulations and potential impacts associated with the alternatives are considered in EIS Section 3.1, Land Use. This discussion includes a review of existing zoning requirements and analysis of potential compatibility impacts associated with proposed rezones that would increase the mix of allowable uses, maximum height limits and allowable bulk and scale of development compared to existing zoning (No Action Alternative). Mitigating measures, including those provided through the City's SEPA policies, adopted development regulations, design review program, Uptown UDF design and character recommendations are identified.

Potential for impacts to views is addressed in EIS Section 3.4, Aesthetics and Urban Design. This section describes designated scenic routes and viewsheds in Uptown and provides aerial and visual modeling to help illustrate potential impacts to views associated with the alternatives. Mitigating measures to address impacts are also identified.

Comment 12–Draft EIS does not analyze overall consistency with Uptown UDF.

See the Response to Comment 11 above.

Comment 13–Draft EIS does not analyze consistency with Queen Anne Neighborhood Plan

The comment refers to a public review draft of the Queen Anne Plan, dated June 1998 and prepared by the Queen Anne Neighborhood Planning Committee with staff support from the City of Seattle Neighborhood Planning Office. Although this plan was not adopted in full by the City, the Seattle Comprehensive Plan was amended in 1999 to incorporate portions of the Queen Anne Plan into the neighborhood planning element. EIS Section 3.2 includes an analysis of the current Queen Anne Neighborhood policies contained in the Neighborhood Planning Element.

Comment 14–Draft EIS overstates aesthetic impacts of Alternative 1, and understates impacts of Alternatives 2 and 3.

While it is true that pipeline development is still undergoing permit review, these projects are vested under the current zoning regulations. The inclusion of these buildings provides a cumulative impact analysis and acknowledges that these buildings could be developed, even under the No Action Alternative.

The pipeline project south of Bayview was included under all alternatives to maintain the internal consistency of the aesthetic analysis. If the project is developed as part of the current pipeline, the site would not be available for development under Alternative 2 or Alternative 3. Were there not a permit application pending for this property, the Draft EIS would have considered it redevelopable for purposes of building the Alternative 2 and Alternative 3 height models.

Comment 15–Draft EIS does not adequately address traffic.

Existing conditions as well as impacts without (No Action) and with rezone scenarios (Alternatives 2 and 3) were examined in Chapter 3.6.

Corridor travel times are shown in Exhibit 3.6-28 of the Draft EIS.

Regarding the comment on Exhibit 3.6-1–the 2015 trips have been updated since the Draft EIS comment period and a revised analysis is included in the Final EIS. (The Draft EIS used a 2014 transportation model that has been updated with 2015 data. However, overall conclusions have not changed.

Alternative 1 assumes the same transportation network as Alternatives 2 and 3, with the difference between the scenarios being the number of trips generated by each growth scenario. More trips will be utilizing non-motorized and transit modes between the scenarios due to the increase in trips generated between the scenarios. Mode share for all scenarios is shown in Exhibit 3.6-35 of the Draft EIS.

To reflect the Preferred Alternative, Chapter 3.6 text is amended to reflect updated growth trip percentages. See Chapter 4, Revisions and Clarifications.

Parking analysis described in Chapter 3.6 addresses parking in the entire study area.

As described on page 3.242, the primary shift in mode share to light rail is based on discretionary trips, or non-home or work trips.

Goals contained in the Comprehensive Plan Update address the overall transportation network while the intention of this study is to address the impact of land use specific to this study area.

Comment 16–Draft EIS underestimates impacts of zoning change.

Regarding EIS methods, please see Allen, Holly–2, Response to Comment 6.

Newport, Walter

Comment 1–EIS underestimates negative impacts on views, traffic, affordable housing. Does not properly analyze net change in affordable units.

Thank you for your comment. Please see Adler-Karen–1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

Comment 2–Impacts on views, traffic, and parking will cause drop in property values.

For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS. Regarding private views, please see Mucci, Diana Response to Comment 3.

Comment 3–Supports Alternative 1.

Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of the Final EIS, which moderates heights and includes design and development standards.

Nicholson, Martha

Comment 1—Supports Alternative 1, which addresses density needs.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Please see Adler, Karen—1, Response to Comment 5, for a description of density and growth objectives.

Please see the Preferred Alternative in Chapter 2 of the Final EIS, which moderates heights and includes design and development standards.

Comment 2—Concerned about traffic and parking.

Please see Adler, Karen—1, Response to Comment 3.

Comment 3—Draft EIS doesn't adequately consider parking.

Regarding parking, please see Allen, Holly—1, Response to Comment 8.

Comment 4—Supports comments from Barbara Mays.

Please see Mays, Barbara, Response to Comments.

Nicol-Blades, Berta—1

Concerned about public input.

Thank you for your comment. All comments will be considered by City decision makers. Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Nicol-Blades, Berta—2

Comment 1—Family history in Queen Anne.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2—Concerned about traffic.

Regarding traffic impacts, please see Adler, Karen—1, Response to Comment 3. Regarding parking impacts, please see Allen, Holly—1, Response to Comment 8.

Comment 3—Concerned additional transit, bike facilities will not accommodate enough people.

Regarding traffic impacts, please see Adler, Karen—1, Response to Comment 3.

Comment 4–Concerned about access for emergency vehicles.

Please see Barr, Jeff, Response to Comment 1.

Comment 5–Concerned about construction noise.

Please see Allen, Holly-1, Response to Comment 7.

Comment 6–Concerned that businesses will be hurt by lack of parking.

Your comment is noted and forwarded to City decision makers.

Regarding parking impacts, please see Allen, Holly-1, Response to Comment 8.

Comment 7–Concerned about parking.

Your comment is noted and forwarded to City decision makers.

Regarding parking impacts, please see Allen, Holly-1, Response to Comment 8.

Comment 8–The proposal will impact quality of life and safety.

Please see Responses to Comments 2-7 addressing safety and parking.

Nikolaus, Michael

Concerned about impact of upzoning. Supports letters by others.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see responses to comments by the individuals referenced. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Nissen, Anna

Comment 1–Concerned about public notice and input.

Thank you for your comment. All comments will be considered by City decision makers. Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Comment 2–Concerned that Uptown community objectives were watered down by hilltop participants.

Your comment is noted and forwarded to City decision makers.

Comment 3–Concerned about housing affordability.

Your comment is noted and forwarded to City decision makers. A key objective of the effort is to “Increase housing diversity and the availability of affordable housing provided through private development.” See page 2.5 of the Draft EIS. This and other objectives provided a screen for the EIS alternatives.

Comment 4–Alternatives 2 and 3 do not fit with community’s 1998 objectives.

See Section 3.2 Relationship to Plans and Policies for a discussion of Queen Anne Neighborhood Plan policies that originated in 1998 and were incorporated into the Comprehensive Plan Neighborhood Element in 1999 in part.

Comment 5–Concerned that excessive rezones may prevent modest redevelopment.

Your comment is noted and forwarded to City decision makers. Given the pressing need for housing supply and affordable housing and the goal of focusing growth in centers rather than spreading the growth into single-family areas due to character and lack of resources for dispersed infrastructure, the alternatives consider different height proposals within the Uptown Urban Center.

The Uptown Urban Center is a focus for transit, road, power, and other infrastructure improvements. Please see Abendroth, Terry, Response to Comment 1, for a description of growth objectives of the Urban Center. Please see Adler, Karen–1, Response to Comment 5, for a description of density and growth objectives.

Comment 6–The proposal proclaims urban design and concentration, but would produce dispersion.

Please see Response to Comment 5.

Comment 7–Please pursue genuine community objectives.

Your comment is noted and forwarded to City decision makers.

Nutt, Bill**Comment 1–Appreciation for discussion**

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Summary of Comments

See Responses to Comments 3 to 17 below. The analysis is programmatic (Draft EIS page 2.23) and based on thresholds of significance, often referencing City policies (see description of thresholds on page 3.2).

Comment 3–EIS Scoping

The EIS addressed views in Aesthetics and Urban Design, Section 3.2. Transportation impacts including parking are addressed in Section 3.6. Parking is covered, for example, on pages 3.208 to 3.210, as well as under each Alternative with projected parking occupancy.

Comment 4–Parking Study Boundary

The Draft EIS presents an analysis of parking focused on public on street parking and public off street parking in the same Uptown Urban Center boundaries as the rest of the Draft EIS. Parking for new private development would comply with the City's municipal code. This is a common approach to a programmatic analysis of parking in relation to 20-year growth and rezoning options.

Property owners or developers may prepare area-specific parking studies of their properties at the time of applications or due to interest in parking management. For example, the Seattle Center is evaluating parking supply and parking management strategies to help in its own master plan update efforts. See Section 3.6 of this Final EIS for a summary description of the parking study.

Comment 5–Rezone Height, Bulk, and Scale and Land Use Policy SMC 25.05.625

See Frausto, Deborah; Idziorek, Katie: Uptown Alliance Response to Comment 36.

Comment 6–Transition to Adjacent Neighborhoods

The alternatives studied in the Draft EIS are those that originated in the UDF (see Section 5.2.1). The Land Use Patterns (Section 3.1) and Aesthetics and Urban Design (Section 3.4) analyses address impacts and mitigation measures regarding transitions including setbacks, upper story setbacks, design review and others. The Preferred Alternative provides for graduated heights compared to Alternatives 2 and 3. See also Moore-Wulsin, Alexandra-1, Response to Comment 5.

Comment 7–EIS Section 1.5 Address SMC Policy and UDF Basis

Section 1.5 fulfills a requirement of SEPA documents in WAC 197-11-400, and lists the key issues that face decision makers including compatibility.

The UDF is a guiding document not an adopted policy or plan. The EIS analyzes consistency with City policies in Section 3.2 Relationship to Plans and Policies. Nevertheless, the EIS addresses issues raised in the UDF; see Moore-Wulsin, Alexandra-2, Response to Comment 8.

Comment 8–Alternate Zoning Map and Smooth Transition

See Response to Comment 6 above, and Moore-Wulsin, Alexandra-1, Response to Comment 5.

Comment 9–Private Views

Private views are not protected to the same degree as public views in City policies; however, the City acknowledges the importance of height and bulk regulations to protecting private views. See Moore-Wulsin, Alexandra-1, Response to Comment 8 and 17.

Comment 10–Custom Zoning and UDF

See Moore-Wulsin, Alexandra-1, Response to Comment 5 regarding Preferred Alternative heights and development standards.

Comment 11–Mitigation and SMC Policy and UDF Goals

The Aesthetics and Urban Design (Section 3.4) section is based on SMC policies in terms of thresholds of significance, impacts, and mitigation measures. The mitigation measures identify the ways in which height and bulk standards could reduce impacts identified based on the City policies/ thresholds such as upper story setbacks and others. See Moore-Wulsin, Alexandra-1, Response to Comment 5, regarding Preferred Alternative heights and development standards.

Comment 12–Traffic analysis Mercer to Dexter

Corridor travel time analysis on Mercer only reflects operations within the study area for comparisons, and does not analyze traffic operations outside of the study area. Traffic generation citywide is calculated using the Seattle Travel Demand Model.

Comment 13–Mercer lanes and traffic

As described in Response to Comment 12, corridor travel time analysis on Mercer only reflects operations within the study area

The Mercer Corridor was a couplet system consisting of both Valley and Mercer Streets. Making them both two-way results in generally the same number of lanes if you consider the lanes on Valley. Operations have changed and will continue to change when SR 99 tunnel is completed including three new east west connections, which will be completed in 2021.

The City continues to make adjustments to the Mercer Corridor including a current adaptive (smart) signal project to improve overall efficiency.

Also, please note that proposals for development are subject to SEPA review where traffic mitigation concurrent with the development can be defined.

Comment 14–Uptown traffic flow

The analysis evaluates screenlines and mode splits for the No Action and Action Alternatives. Each Alternative considers the impact of HCT (the proposed ST 3 projects). The analysis of impacts was conducted on screenlines consistent with the Comprehensive Plan, on the two major corridors serving Uptown–Mercer and Queen Anne/1st Avenue as well as evaluation of mode splits. Mode splits were evaluated using a Travel Demand Model to assess changes in travel patterns given new land use and infrastructure investments like transit.

Comment 15–Interface traffic analysis with surrounding areas

Please refer to methods and assumptions in Final EIS Appendix B. Modeled growth assumptions include citywide land use assumed under the 2035 Comprehensive Plan Update. The model also assumes planned and programmed investments in infrastructure, specifically new roads like the new SR 99 tunnel and transit.

Comment 16–Credit for East–West traffic

The screenline analysis which includes new Republican, Thomas, and Harrison connections 3.6-27, 3.6-31 and 3.6-31.

Comment 17–Rush Hour Traffic and Credence of Analysis

The Uptown EIS traffic analysis provides a comparison to the analysis of the Seattle 2035 Comprehensive Plan Update. The Comprehensive Plan does rely on a significant shift in modes from drive alone to alternative modes such as walk, transit and bike. The City is investing in those modes as noted in the Move Seattle levy. The Uptown EIS assumes these investments will be in place in the 20-year plan horizon. Please also see Adler, Karen–1, Response to Comment 3.

O’Connell, Michele**Comment 1–Oppose height changes–parking situation worse**

Thank you for your comment. Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8.

Comment 2–Mercer and Elliott congestion

Your comment is noted and forwarded to City decision makers. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Comment 3–Slope instability

Please see Gilliland, Terry-1, Response to Comment 2, regarding geologic hazard regulations.

Comment 4–Multistory homes on slopes

Please see Response to Comment 3 above.

Comment 5–Space Needle view

See Section 3.4 Aesthetics and Urban Design which analyzes the impacts of variable building heights on the Space Needle. Also see Crippen, Linda, Response to Comment 2.

Comment 6–Development inconsistent with character

Please see Chapter 2 for a description of the Preferred Alternative that incorporates proposed development standards in the areas proposed for rezone to a custom SM zone. Design review processes also apply.

Comment 7–No on height increase

Your comment is noted and forwarded to City decision makers.

Okamoto, Margaret**Comment 1–Rezone detrimental, need for infrastructure.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Benjamin, Mike, Response to Comment 7, regarding infrastructure. The Draft EIS does not identify the need for additional school facilities as an impact of any of the alternatives. See pages 3.303 and 3.304 of the Draft EIS for a discussion of school impacts. Regarding transportation, please see Adler, Karen–1, Response to Comment 3.

Comment 2–Height impacts–Counterbalance

The Draft EIS identified potential shade and shadow impacts on parks including Counterbalance Park (see Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comment 69). Under the No Action Alternative and Alternative 2 some partial shading would occur, with the greatest impact from Alternative 3. The Preferred Alternative proposes height changes lower than Alternatives 2 and 3, at 65 feet instead of 85 feet or 160 feet respectively. While partial shading could occur under the

Preferred Alternative impacts are reduced by Preferred Alternative design standards including upper story setback intended to allow more sunlight; see Moore-Wulsin, Alexandra-1, Response to Comment 5.

Olliver, HP

Endorses comment letters by Uptown Alliance on Aug 31.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Frausto, Deborah, Idziorek, Katie: Uptown Alliance, Response to Comments.

Ostrow, Mark

Supports increased building heights. Concerned about losing older brick buildings.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Please see Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comments 44-46.

Pankratz, Chad

Opposed to zoning change

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please note that the Preferred Alternative in this Final EIS, described in Chapter 2 above, includes different height limits in different parts of the subarea. The western and northern areas would have heights of 50 feet. West of Seattle Center heights would increase to 65 and 85 feet. Away from more established residential areas heights would increase in the Uptown Triangle to 125 to 165 feet.

Park, Niloufar (Nilly)

Concern about rezoning and infrastructure

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Benjamin, Mike, Response to Comment 7, regarding infrastructure.

Pehl, Mary Bridget

Support for Juliet Roger's comments

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please refer to Roger, Juliet, Response to Comments.

Perez, Janet and Alex

Comment 1–Comment on EIS Section 1.5 Major Issues

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Section 1.6 Transportation Summary

Comment noted. Responses to highlighted topics are identified below.

Comment 3–Growth in concert with transportation options

2035 is the horizon year consistent with the City's 2035 Comprehensive Plan and Travel Demand Model. Transportation projects assumed in the Seattle travel demand model represent planned improvements in the 20-year span. This 20-year window also reflects the planning period for growth. There is not certainty on when either the transportation investments would occur, although the Move Seattle, SR 99 Tunnel and North Portal improvements that reflect three new crossings of SR 99 and some transit investments are funded through levies and other agencies (WSDOT). There is only speculation on when and how development would occur under any studied alternative; however, as these developments are proposed they will be evaluated for transportation and parking impacts and mitigation as part of the SEPA analysis.

Comment 4–Impacts on streets aside from screenlines

The City Comprehensive Plan (Seattle 2035) identify transportation impact thresholds along screenlines and for overall mode split. The transportation analysis in the EIS evaluates not only those screenlines identified in the Comprehensive Plan, but additional screenlines throughout the study area. Additionally, the transportation analysis evaluated travel times on key corridors–Mercer and Queen Anne / 1st Avenue as well as overall potential mode shift to compare and contrast alternatives.

Comment 5–Mercer, Thomas changes

If the commenter is referring to Taylor Avenue, the transportation analysis evaluated a screenline located north of Mercer which is part of a larger east-west screenline within the study area that also includes Taylor Street.

Additionally, the City is studying the Mercer Corridor for adaptive (smart) traffic signals to optimize travel in the corridor.

Comment 6—Realistic assessment

Screenline, mode share, and corridor analysis follows the City's Comprehensive Plan methodology for evaluating level of service for transportation. The Comprehensive Plan does suggest a mode of travel that is not SOVs to lower from the current SOV mode of 53% to no more than 40% with alternative modes increasing such as transit, walk, bike and carpool. Additionally, this Uptown EIS analysis reflects a 20-year horizon for both land use and transportation investments. As any development is proposed including if it increased zoning, it would be evaluated for transportation and parking impacts and mitigation as part of a SEPA analysis.

Perry, Mike and Evelyn

Do not want Alternative 3

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of the Final EIS, which moderates heights and includes design and development standards.

Piering, Pamela

Comment 1—Affordable Units Onsite and Offsite

Thank you for your comment. Please see Adler, Karen—1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives. With regards to concerns about the location of new affordable housing built with MHA payments, see Section 5.2.2.2.

Comment 2—Loss of Housing by Alternative

Exhibit 3.3-16 (p. 3.81) shows the expected number of housing units that would be demolished for new development under each alternative, given the assumed total growth estimates as well as zoned capacity. There is uncertainty regarding the rate of growth in Uptown over the next 20 years, as well as how the market would respond to new zoning and MHA requirements under the Action Alternatives. Allowing additional capacity for development through zoning changes can increase the value of parcels. However new affordable housing requirement under MHA would create

additional costs for developers, potentially canceling out much or all of the value increase through zoning. Due to this uncertainty, a buildout scenario was also analyzed for each alternative. This scenario assumes all potentially redevelopable parcels are developed. The impacts of this buildout scenario on demolitions is described on page 3.83 of the Draft EIS. A map of redevelopable parcels is shown on Draft EIS page 2.14. For details about how the City identifies parcels that are potentially redevelopable, please see the Development Capacity Report⁸ associated with the Seattle 2035 Comprehensive Plan.

Comment 3—Zoning changes and families

The EIS addresses topics important for families and other households: housing and population (Section 3.3), schools (Section 3.9), and open space and recreation (Section 3.8).

Comment 4—Views of Space Needle

Please Crippen, Linda, Response to Comment 2.

Comment 5—Transportation and housing timing

Applications for new buildings will be subject to the SEPA process, where specific impacts and mitigation will be addressed.

Future alternatives mode share are based on volumes developed using the City's 2035 Comprehensive Plan Travel Demand Model. In addition, HCT (Sound Transit light rail Ballard Line) was modeled for each alternative for comparison.

Trips generated by land uses outside the Uptown area are included in the screenline analysis and corridor analysis. That is, the analysis results do not isolate trips specifically generated by the Uptown planning area.

Screenline vehicle-to-capacity ratios for screenlines identified in the EIS (Exhibit 3.7-21, for example) demonstrate how well roadway capacity facilitates roadway demand.

Comment 6—Mercer Traffic

The Mercer Street corridor was analyzed for level of service performance using screenline analysis, consistent with existing methodologies used by the City of Seattle. See also Adams, Joe, Response to Comments.

⁸ Available here: http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2182731.pdf

Comment 7–Private views

Please see:

- Allen, Margaret, Response to Comment 3
- Gilliland, Terry–5, Response to Comment 3
- Moore-Wulsin, Alexandra–2, Response to Comment 17

Podemski, Paula**Concern about 16 stories, traffic**

Thank you for your comment. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Poore, Sara and Robert**Comment 1–Review of EIS and UDF**

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Avoid poor design and traffic, add affordable housing and protect views

Your comment is noted and forwarded to City decision makers. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3. Regarding affordable housing, please see Section 5.2.2. Concern that proposed alternatives may exacerbate housing affordability challenges in Uptown. Regarding impacts on views, please see Abendroth, Terry, Response to Comment 2, and Adler, Karen–1, Response to Comment 4.

Comment 3–Like fewer, taller buildings with design guidelines.

Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Price, Julie**No more density without solving traffic.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Ramsay, Alec–1

Comment 1–Comments and Linked Analysis Received

Thank you for your comment. The comments were received and included in this Final EIS. Linked analysis is included in the Final EIS associated with the email.

Comment 2–City does not need increased density

Your comment is noted and forwarded to City decision makers.

Please see Adler, Karen–1, Response to Comment 5.

Comment 3–Rezone Not Needed for Affordable Housing

See Adler, Karen–1, Response to Comment 5, as well as Section 5.2.2.5 for the provisions of the law that identify the kinds of regulatory changes that create capacity for additional affordable housing.

Comment 4–HALA Does Not Call for Level of Height Increases

Please see Section 5.2.2.3.

Comment 5–Rezone Does Not Advance UDF Priorities

Please see Moore-Wulsin, Alexandra–2, Response to Comment 8, and Newman, Claudia, Response to Comment 11.

Comment 6–Mitigate traffic and parking

Please see Section 3.6 of the EIS, which identifies traffic and parking impacts and mitigation measures.

Comment 7–Letter posted online

The comments and linked analysis are included in this Final EIS associated with the email.

Comment 8–HALA Does Not Call for Level of Height Increases

Please see Section 5.2.2.3. Also, the Alternatives examined in the EIS are similar to those identified in the UDF (see Section 5.2.1).

Comment 9–Density not reason to rezone

Please see Adler, Karen–1, Response to Comment 5, and Section 5.2.2.5.

Comment 10–Upzoning does not support UDF priorities

Please see Moore-Wulsin, Alexandra–2, Response to Comment 15.

Comment 11–Multimodal transportation

Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

The Action Alternatives do not directly enhance the opportunity for infrastructure investments that enhance alternative modes of transportation, except to provide users of those modes.

Comment 12–Amenities

The comment is noted. The purpose of the EIS is to identify potential significant adverse impacts of the proposal and alternatives and needed mitigation. Although there may be enhanced community amenities associated with the proposal, the purpose of the EIS is not to provide arguments regarding these benefits. It is not the purpose of the EIS to demonstrate that the alternatives would enhance community amenities in Uptown.

Comment 13–Arts and Culture Hub

The UDF indicates that “Strategies for the new cultural district include way finding, marketing, and other opportunities including expanding affordable housing for performers and workers at arts facilities, and generally to leverage existing resources to create a strong identity for Uptown.”

The Alternatives studied have different capacities and opportunities for affordable housing in general for any household, whether employed in arts and culture enterprises or not. The Alternatives also have different capacities for employment of a commercial nature that could support many types of businesses including Arts and Culture. At a programmatic level, the EIS Alternatives with greater capacity for both housing and jobs also have a potential to create greater opportunities for all types of households and businesses including Arts and Culture.

Comment 14–Retail Core

Greater areas of mixed-use development through rezones to SM are identified for Alternatives 2 and 3 offering more potential for retail businesses. Also more households in the neighborhoods with Alternatives that increase heights allow more customers for retail businesses.

Comment 15–Gateway

The UDF focuses on integration of Seattle Center into the fabric of the neighborhood and supporting the Seattle Center Master Plan. Connections to and through the Seattle Center, Seattle Center as a part of the neighborhood Open Space, and redevelopment that frames the Center and serves as a front porch for the Center are part of the UDF and examined in

the EIS. See Chapter 2 regarding redevelopment and mobility proposals that are considered in the Alternatives, Section 3.1 Land Use Patterns for a discussion of redevelopment and patterns of growth around Seattle Center, Section 3.2 regarding compatibility with the Seattle Center Master Plan, and Section 3.6 regarding mobility and connections through the Seattle Center.

Ramsay, Alec–2

Law regarding Rezones and Affordable Housing

Thank you for your comment. Please see Section 5.2.2.5.

Reinland, Chris

Comment 1–Need More Research

Thank you for your comment. Please see Allen, Holly-2, Response to Comment 6, for a discussion of EIS methodology.

Comment 2–Parking and traffic

The Uptown EIS rezone evaluates the future planned growth estimate under the No Action Alternative and additional growth estimate scenarios under Action Alternatives. The Comprehensive Plan level of service thresholds including Mode Share (the proportion of trips by mode) and screenlines were applied to the Uptown EIS analysis. For the Uptown Rezone EIS, the transportation analysis includes evaluation of the two screenlines in the Comprehensive Plan in the study area as well as five more screenlines through the study area to look at other corridors; these are shown in Exhibits 3.6-27, 3.6-31 and 3.6-36.

The Uptown EIS also reviews mode share and illustrates a reduction of percentage of drive alone vehicles from 53% today to less than 40% in the future. The results of the mode share analysis are shown in Exhibit 3.6-35.

The Transportation analysis looked at travel times on the Mercer and Queen Anne / 1st Avenue Corridors. This analysis is summarized in Exhibit 3.6-28.

Comment 3–Determination of height limits

Action Alternatives are not formal proposals, but rather represent different height scenarios. The Preferred Alternative responds to comments received and includes potential design and development standards. See Chapter 2 of this Final EIS. See also Gilliland, Terry-5, Response to Comment 3. It is important to note that there is no rezone proposal at this time, and there will not be one until the EIS process is complete. See Section 5.2.1 for a description of the planning process including a future legislative proposal and hearing.

Comment 4–Affordable housing

Please see Adler, Karen–1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives. Payments made by developers in lieu of providing affordable housing onsite will be used for affordable housing production citywide. For a discussion of criteria used by the City to locate new affordable housing, see Section 5.2.2.2.

Comment 5–Support for other letters

Please see responses to the comment letters by last name of the commenter (listed in Exhibit 5-1).

Renfrow, Brandon**Forwarding Comments**

Thank you for your comment. Please refer to Longston, Pam, Response to Comments, and Harrington, Bev, Response to Comments.

Rennick, Chris**Concerned about rezone**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. See Abendroth, Terry, Response to Comment 1, regarding the objectives of growth in the Urban Center. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Resident of Queen Anne**Comment 1–Plans to rezone neighborhoods behind scenes**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Comment 2–Catering to developer demands

See Abendroth, Terry, Response to Comment 1, regarding the objectives of growth in the Urban Center.

Comment 3–Excessive representation by non-motorized advocates

Your comment is noted and forwarded to City decision makers.

Comment 4–Method measuring effectiveness of roads

The Comprehensive Plan Seattle 2035 Update measures level of service in terms of mode split or the proportion of trips using different modes. The threshold described in the Comprehensive Plan suggests that the Uptown Area, with a current 53% drive alone mode share would have this percentage reduced to 40% in the 20-year plan horizon.

See Ward, Eliza, Response to Comment 10.

Comment 5–SDOT and Pronto

Pronto! Bike Share locations shown in Exhibit 3.6-5 are existing locations through March 2017. The status of the Pronto! program is updated in this Final EIS Chapter 4.

Comment 6–Ignoring Community Councils

Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Comment 7–Comments don't coincide with City

All comments will be considered by City decision makers.

Comment 8–Reconsider Rezone Plans

Your comment is noted and forwarded to City decision makers.

Richard, Jerome**Concerned about traffic and parking.**

Thank you for your comment. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3. Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8.

Richards, Dwayne**Comment 1–Standalone parcel at Elliott and 6th Ave W**

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS.

Under the Preferred Alternative described in Chapter 2 of this Final EIS, the parcel at 544 Elliott Ave W is in an area that would a single story increase

in height as part of the HALA program, necessary to create capacity for affordable housing, but lesser in height compared to Alternatives 2 and 3.

Comment 2—Standalone parcel photos

The EIS focuses on the potential impacts and potential mitigation measures, as well as whether the Alternatives are more or less consistent with proposal objectives.

Comment 3—Exclude from Alternatives 2 and 3

See response to Comment 1 above.

Comment 4—Consequences of rezone

Your comment is noted and forwarded to City decision makers.

Comment 5—Goals not met on parcel

Please see response to Comment 1 above.

Comment 6—Windfall for owner

Please see response to Comment 1 above.

Comment 7—Future notification

You have been added to the notification list for Uptown.

Richardson, Jennifer

Comment 1—Support for other letters

Thank you for your comment. Please see responses to comments by the individuals referenced sorted by last name (see Exhibit 5-1).

Comment 2—Support Alternative 1

Your comment is noted and forwarded to City decision makers. For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS.

Comment 3—Walkability

Your comment is noted and forwarded to City decision makers.

Please see the Preferred Alternative in Chapter 2 of the Final EIS, which moderates heights and includes design and development standards. The standards would include ground level open space, mid-block pedestrian connections, and upper-story setbacks to reduce bulk and allow greater sunlight, which are designed to enhance pedestrian comfort and walkability.

Comment 4–Attracting professionals versus families

Your comment is noted and forwarded to City decision makers.

Please see Piering, Pam, Response to Comment 3, regarding the EIS analysis of topics important for families.

Comment 5–Uptown part of Queen Anne

Your comment is noted and forwarded to City decision makers.

Comment 6–Transportation for private vehicles

The City Comprehensive Plan Seattle 2035 suggests transportation thresholds of mode share (proportion of trips taken by different modes) and suggest that the Mode share by SOVs currently ~ 53% be reduced to 40% over the 20-year plan horizon, this is proposed to be accomplished through the investments in alternative modes including bike and pedestrian connections, and transit such as the proposed ST3 Light rail extension. The transportation analysis was conducted both with and without HCT for the Action Alternatives given the analysis was conducted before the approval of ST3 in November 2016.

Comment 7–Mobility and pedestrian traffic

The change in pedestrian mode share is illustrated in Exhibit 3.6-35 of the Draft EIS. An increase in pedestrian mode share is anticipated from the 2015 to 2035 No Action alternative. Change in pedestrian share between the studied alternatives, and their associated densities, is minimal as shown in the previously referenced Exhibit.

Comment 8–Mercer/Roy Project

Intersection channelization on Mercer Street was updated and used in analysis found in the Draft EIS.

Comment 9–One neighborhood

Your comment is noted and forwarded to City decision makers.

Since its first GMA Comprehensive Plan, the City has designated Uptown as an Urban Center based on its characteristics as a focal point for jobs and culture as well as higher density homes. Though Uptown has different characteristics of development than Queen Anne, the two areas are linked physically and socially.

Richter, Eric

Comment 1–Oppose Alternatives 2 and 3

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–More growth would exceed public transit capacity and traffic capacity.

Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Ritter, Dan–1

Comment 1–Queen Anne hill views

Thank you for your comment. Please see Allen, Margaret, Response to Comment 3, and Newman, Claudia, Response to Comment 4.

Comment 2–Justification for ignoring Queen Anne views

Please see Allen, Margaret, Response to Comment 3, and Newman, Claudia, Response to Comment 4.

Comment 3–Consideration of views outside Uptown

Please see Allen, Margaret, Response to Comment 3, and Newman, Claudia, Response to Comment 4.

Comment 4–Suggests limiting rezoning to south of Mercer

Based on a review of impacts and public comments, the Preferred Alternative moderates heights as identified in Chapter 2 of this Final EIS. Western and northeastern boundary areas would have heights of 50 feet, less than for Alternatives 2 and 3. Areas along the Mercer/Roy Corridor (Exhibit 3.1-1) would have heights more similar to Alternative 2 at 85 feet. Areas west of Seattle Center would have moderated heights at 65-85 feet. Greater heights are proposed southeast of Seattle Center away from the concentrations of existing residences.

Comment 5–Rents in high-rise buildings

Please see Adler, Karen–1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationships between housing shortage and housing affordability, construction costs for high-rise buildings, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

Comment 6–Development required to meet population increase

Please see Adler, Karen–1, Response to Comment 5.

Ritter, Dan–2**Request add to email list.**

Thank you for your comment. You have been added to the notification list for the Uptown rezone.

Roberts, Jason**Request for transportation improvements sooner.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Perez, Janet and Alex, Response to Comment 3.

Robertson, James**Supports No Action Alternative. Concerned about infrastructure, views, livability.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Benjamin, Mike, Response to Comment 7, regarding infrastructure. Regarding impacts on views, please see Abendroth, Terry, Response to Comment 2, and Adler, Karen–1, Response to Comment 4.

Robinson, David**Comment 1–Requests Avalon building be reclassified**

Thank you for your comment. The City of Seattle does not formally classify individual parcels as redevelopable. The map on page 2.14 of the Draft EIS shows potential redevelopment sites. These are parcels that have been identified as potentially redevelopable based on criteria discussed on page 2.13. The same discussion also states: “Other factors that would influence redevelopment are property owner preferences, real estate market conditions, and development regulations.” The fact that a property has been identified as a potential redevelopment site does not mean that the site will be redeveloped. Among the reasons the City identifies potential redevelopment sites is to evaluate the potential impacts of a full buildout scenario.

Comment 2 –Inappropriate classification of Avalon as redevelopable

See response to Comment 1 above.

Comment 3—Buildings above 65 feet already being permitted. Supports No Action.

The height range studied provide a bookend of analysis of height and views. That some buildings were approved at 85 feet instead of 65 feet under the No Action is based on contract rezone approvals. The Preferred Alternative moderates heights based on the evaluation of impacts and public comments; see Chapter 2 of this Final EIS.

Rochefort, Barry and Debbie

Comment 1—Please consider community concerns

Thank you for your comment. All comments will be considered by City decision makers.

Comment 2—Like the small community feeling of Queen Anne.

All comments will be considered by City decision makers.

Comment 3—Underestimates impact on traffic and parking.

Regarding traffic impacts, please see Adler, Karen—1, Response to Comment 3.

Comment 4—Supports parking requirements for new buildings.

Regarding parking impacts, please see Allen, Holly—1, Response to Comment 8.

Comment 5—Proposal would harm affordable housing.

Please see Adler, Karen—1, Response to Comment 6, and Section 5.3.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives. It is true that payments made by developers in lieu of providing affordable housing onsite will be used for affordable housing production citywide. For a discussion of criteria used by the City to locate new affordable housing, see Section 5.3.2.2.

Comment 6—Opposes heights of 85 and 160 feet. Concerned about views.

For proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1.

Comment 7—Concerns about infrastructure

Please see Benjamin, Mike, Response to Comment 7, regarding infrastructure.

Comment 8–Please address current problems

All comments will be considered by City decision makers.

Roger, Juliet**Comment 1–Family history in Queen Anne**

Thank you for your comment.

Comment 2–Proposed changes will harm the community. Concerned about traffic.

Your comment is noted and forwarded to City decision makers. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Comment 3–Concerned about views from Kerry Park

Please see Adler, Karen–1, Response to Comment 4, and Bertram, Irving–2, Response to Comments 20, 22, and 24.

Comment 4–Developers will opt out of affordable housing. Concerned about developer influence.

See Adler, Karen–1, Response to Comment 2, and Section 5.3.2.4 for a discussion of the use of MHA cash payments for affordable housing development, including criteria used to determine the location of new units built with these payments.

Comment 5–Please remove the 140-foot options.

Your comment is noted and forwarded to City decision makers. For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS.

Comment 6–Friends and relatives opposed to proposal.

Your comment is noted and forwarded to City decision makers.

Rose, Caroline**Comment 1–Concerned about traffic.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Comment 2–Expecting everyone to live without a car is unrealistic.

The EIS does not assume that all persons in Uptown will not have a car; rather, due to investments in transit and non-motorized modes the share of single-occupancy vehicles. Please see Blades, William, Response to Comment 3.

Comment 3–Concerned about views.

For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS. Regarding impacts on views, please see Abendroth, Terry, Response to Comment 2, and Adler, Karen–1, Response to Comment 4.

Comment 4–Supports retaining current zoning.

Please see the Preferred Alternative in Chapter 2 of the Final EIS, which moderates heights and includes design and development standards.

Rose, Patty

Comment 1–Supports No Action Alternative until thorough research of impacts.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Regarding the EIS process, please see Allen, Holly–2, Response to Comment 6.

Rozanski, Linda

Endorses letters by others.

Thank you for your comment. See responses to Ramsay, Schrock, and Hubbard.

Russell, Deborah

Comment 1–Opposes increasing height limits. Requests protection of Space Needle view.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Regarding views of the Space Needle, please see Crippen, Linda, Response to Comment 2.

Comment 2–Building proposed at 14 W Roy and impact on Bayview residents

Your comment is noted and forwarded to City decision makers. The Preferred Alternative proposes a height of 65 feet instead of 85 or 160 feet in Alternatives 2 and 3, respectively.

Russell, Stan**Opposes rezoning.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Ryan, Kristin Neil**Comment 1–Supports heights in Alternative 3.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Supports elements of rezone.

Your comment is noted and forwarded to City decision makers.

Comment 3–Section 1.4 add plan for major redevelopment opportunities

Please see the objective identifying a range of uses in the neighborhood as refined in Sections 1.4 and 2.3: "Create a residential, commercial, and cultural center [with a mix of uses] reflecting a broad constituency in the neighborhood, including traditionally underrepresented populations."

Please also see the map of redevelopment opportunities, Exhibit 2-9 and Exhibit 2-10.

Comment 4–Affordable housing on-site vs fees

For a discussion of how the city selected the percentage set aside for affordable units, please see Section 5.2.2.4.

Comment 5–Sound Transit stations should be assumed in Alternative 1/ Exhibit 1-4: FAR numbers.

Regarding Sound Transit station assumptions, please see Marquardt, Kelly, Response to Comment 11.

Comment 6–p.1.28-1.30: Impacts on Uptown Theatre, Arts and Culture District

Consistency with the Seattle Center Master Plan is addressed in Section 3.2 of the Draft EIS. The potential for added housing and job opportunities to support the Arts and Culture District is addressed in the EIS. See Ramsay, Alec-1, Response to Comment 13.

Comment 7–Alternatives descriptions

Please see a comparison of development standards by Alternative in Chapter 2 of this Final EIS, including the more specific proposals associated with the Preferred Alternative.

Comment 8–Alternatives descriptions

Comment noted. Please see Chapter 4, Revisions and Clarifications.

Comment 9–p.2.13 Mobility comments/Mercer Street description

HCT (Sound Transit light rail Ballard Line) was evaluated in all studied alternatives, as shown in Exhibit 3.6-17 of the Draft EIS.

Comment 10–Design standards description

The page cited is focused on zoning standards in particular. Please see page 3.29 that identifies that there are citywide design standards and Uptown specific guidelines.

Comment 11–Connectivity with South Lake Union

The paragraph was noting that SR 99 serves as a separation in terms of building heights. That would continue to be true with or without road connections. However, it is true that activity levels could increase in Uptown under the No Action Alternative or any alternative based on the road reconnections across SR 99. Please see Chapter 4 Revisions and Clarifications.

Comment 12–Impact on businesses

The page cited already notes that changes in zoning would grandfather uses such as manufacturing: "Any existing uses in these categories would be considered non-conforming and allowed to continue subject to the provisions of Seattle Municipal Code sections 23.42.100-23.42.110." No change is proposed.

Comment 13–Compatibility conflicts

The differences in heights in the No Action Alternative and abutting neighborhood is less pronounced and thus there is less potential for incompatibilities. See Draft EIS Exhibit 2-5. No change is proposed.

Comment 14–Distribution of intense land uses

See Exhibit 3.1-15 in the Draft EIS illustrating the uniformity that implementation of the 160-foot height in most portions of the study area under Alternative 3. Please note the graduated height transitions in the Preferred Alternative in Chapter 2 of this EIS.

Comment 15–Height and development standards

A maximum floor plate does not cap the proposed heights under Alternative 3. No change to the sentence is proposed.

Comment 16–Impact on businesses

See Response to Comment 12 above.

Comment 17–Development standards

The referenced sentence is commenting on the intensity of buildings in Uptown compared to adjacent neighborhoods. While onsite at the ground floor there would be more open space, it would not change the overall difference in intensities between buildings at 160 feet versus buildings at 40 feet in abutting neighborhoods under Alternative 3.

Comment 18–Plans and Policies language

See Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comment 20.

Comment 19–Urban Centers

See Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comment 21.

Comment 20–Description of Alternatives 2 and 3 benefits

See response to Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comment 23.

Comment 21–Benefit of locating growth near transit

See Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comment 24.

Comment 22–Development standards

See Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comment 25.

Comment 23–Jobs and salaries

While not disaggregated by type of household occupation, the Draft EIS identifies the incomes of all Uptown households on Exhibit 3.3-3, housing cost burden on Exhibit 3.3-7, and rising rents on Exhibit 3.3-10.

Comment 24–Risk of displacement maps

The displacement risk within Uptown compared to other areas of Seattle is discussed on page 3.80 and 3.81 of the Draft EIS. It notes that the City of Seattle analysis classifies Uptown as neighborhood with low displacement risk and high access to opportunity.

Comment 25–Availability of publicly-owned land

See Mucke, Katrin, Response to Comment 24.

Comment 26–Development capacity

Please see capacity numbers for each Alternative in Exhibit 2-8 Household and Job Growth, by Alternative, 2015-2035.

Comment 27–Seattle Housing Authority buildings

See Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comment 29.

Comment 28–Height proposed for KCTS site

See Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comment 34.

Comment 29–Overstated impacts of Alternative 3

Under the growth estimate scenario there is some variation in how many sites may change under Alternative 3 (fewer) than other alternatives because the taller height allows more growth per site. However, based on full buildout scenarios the same properties identified for redevelopment could change under each Alternative. See Exhibit 2-9 Potential Redevelopable Sites.

Comment 30–Overstated impacts of Alternative 3

Please see Response to Comment 29. A full buildout scenario is theoretical and would likely take longer than the 20-year growth estimate scenario.

Comment 31–Mitigation development standards

Your comment is noted and forwarded to City decision makers. Please see a description of the Preferred Alternative and proposed development standards in Chapter 2 of this Final EIS.

Comment 32–Limiting taller buildings to larger sites

Your comment is noted and forwarded to City decision makers. Please see a description of the Preferred Alternative and proposed development standards in Chapter 2 of this Final EIS.

Comment 33–Incentive zoning

Your comment is noted and forwarded to City decision makers.

Comment 34–Protected view locations

The analysis is based on the City's adopted policies in SMC 25.05.675.P. One policy is not given weight over another in the code.

Comment 35–Support for ST3 stations near Seattle Center

HCT (Sound Transit light rail Ballard Line) was evaluated in all studied alternatives, as shown in Exhibit 3.6–17 of the Draft EIS. Support for ST 3 is noted.

Comment 36–Pedestrian and bicycle connections

Your comment noted about the priority of pedestrian facilities. The duplicate paragraph is removed; and the need for space for designated pick-up locations is addressed. (See Chapter 4 in this Final EIS.)

Comment 37–Categorization of Seattle Center; loss of Space Needle views

See the Frausto, Deborah; Idziorek, Katie: Uptown Alliance, Response to Comment 72.

Salusky, Shep**Supports Alternative 2 Mid-rise**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Sarkissian, Emil

Opposes change in height restrictions.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Sarkowsky, Cathy–1

Comment 1–Supports Alternative 1.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Comment 2–More development would harm neighborhood.

Your comment is noted and forwarded to City decision makers.

Comment 3–Inadequate community engagement.

Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Sarkowsky, Cathy–2

Letter from Irving Bertram

Thank you for your comment. See Bertram, Irving–2, Response to Comments.

Saunders, Geoff

Supports No Action.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Scanlon, Jonathan

Supports Alternative 3.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this

Final EIS, which moderates heights and includes design and development standards.

Schaffer, Scott

Comment 1—Opposes changes to current zoning. Supports improving public transportation first.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Adler, Karen—1, Response to Comment 3

Comment 2—Public transportation system is inadequate

The transportation analysis in the EIS considers the potential impact of HCT for all studied alternatives.

Comment 3—Concerned about traffic

Based on the November 2016 ST3 approval, and Sound Transit plans, there would be two stations in the study area at Harrison and SR 99 and at the northwest edge of Seattle Center. Both of these stations would provide the residents, visitors, and employees of Uptown with convenient access to many destinations, and the stations would be within walking distance of much of Uptown.

Comment 4—Keep current zoning in place

Your comment is noted and forwarded to City decision makers.

Schimke, Judi

Comment 1—Doesn't want buildings built

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Comment 2—No more room on Queen Anne

Your comment is noted and forwarded to City decision makers. Please see Abendroth, Terry, Response to Comment 1.

Comment 3—Thank you

Comment noted.

Schlick, Daryl

Comment 1—Supports letter from George Dignan

Thank you for your comment. See Dignan, George—1, Response to Comments.

Comment 2—Letter from George Dignan

Please see Dignan, George—1, Response to Comments.

Schmid, Donna

Concerns about traffic issues

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Please see Section 3.6.3 regarding transportation mitigation applicable to levels of service defined in City plans. However, the City considers other improvements are part of the SEPA review of development applications.

Schmidt, Karen and Robert

Opposed to rezone. Concerned about traffic.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Regarding traffic impacts, please see Adler, Karen—1, Response to Comment 3.

Schorn, Valerie

Supports Alternative 2 Mid-Rise

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Schrock Walker, Emily

Concerned about loss of views

Thank you for your comment. Regarding impacts on views, please see Abendroth, Terry, Response to Comment 2, and Adler, Karen—1, Response to Comment 4.

Schrock, Jeff and Emily

Comment 1–Opposed to zoning changes.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–There is already sufficient growth capacity.

Please see Adler, Karen–1, Response to Comment 5 for a description of density and growth objectives.

Comment 3–The EIS underestimates impacts to views, traffic, parking, and neighborhood character.

Regarding impacts on views, please see Abendroth, Terry, Response to Comment 2, and Adler, Karen–1, Response to Comment 4. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3. Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8.

Comment 4–Concerned about parking.

Please see Allen, Holly–1, Response to Comment 8.

Comment 5–EIS is biased toward development, including choice of Alternatives

Regarding the Draft EIS analysis and conclusions please see Allen, Holly–2, Response to Comment 6, Marquardt, Kelly, Response to Comment 15, and Moore-Wulsin, Alexandra–2, Response to Comment 13.

Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Comment 6–Worried about loss of neighborhood character.

Your comment is noted and forwarded to City decision makers.

Schwabe, Brian

Concerned with proposed rezone.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Please see Abendroth, Terry, Response to Comment 1, regarding the purpose of the Urban Center. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

See, Travis

Supports Alternative 2 Mid-Rise.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Shah, Amit

Supports Alternative 2 Mid-Rise.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Shah, Ashok

Supports Alternative 2 Mid-Rise

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Shah, Deena

Supports Alternative 2 Mid-Rise

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Shah, Diloza

Supports Alternative 2 Mid-Rise

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Shah, Indumanti

Supports Alternative 2 Mid-Rise

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Shah, Rahel

Supports Alternative 2 Mid-Rise

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Shah, Raj

Supports Alternative 2 Mid-Rise

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Shea, Thomas

Comment 1—A number of neighborhood residents do not support the zoning change and feel their voices will not be heard.

Thank you for your comment. All comments will be considered by City decision makers. See Abendroth, Terry, Response to Comment 1, regarding the objectives of growth in the Urban Center. Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Comment 2—People don't understand EIS stated objectives and how they will be implemented.

"Diversity in household type and affordability" refers to housing units of various sizes with differing rents and values.

Encouraging "living and working without a car" refers to increasing the availability and convenience of transportation modes such as transit, walking, and bicycling, combined with land use patterns that support these

modes. These goals can be furthered through land use and transportation strategies.

Comment 3–What does “physical and cultural integration of Seattle center” mean?

Integrating the Seattle Center with the neighborhood means that there are residents and workers in closer proximity to Seattle Center, with access to events and facilities, and more frequent visits to the Center.

Comment 4–The City should not concern itself with household types and affordability.

Your comment is noted and forwarded to City decision makers.

Shearer, Seth

Concerned about proposed changes, and impacts on neighborhood character, businesses, views, and transportation.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Abendroth, Terry, Response to Comment 1, for a description of growth objectives of the Urban Center.

Regarding impacts on views, please see Abendroth, Terry, Response to Comment 2, and Adler, Karen–1, Response to Comment 4.

Shigaki, Derek

Comment 1–Enjoy Queen Anne, despite construction impacts.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Opposes Alternative 3, concerned about construction impacts.

Your comment is noted and forwarded to City decision makers.

Comment 3–Question traffic increase projections.

Please see Adler, Karen–1, Response to Comment 3, regarding traffic impacts and mitigation.

Impacts of construction of either developments or infrastructure would be addressed in those specific SEPA evaluations. The City does have processes in place for managing multiple construction projects as plans for those projects become known and mitigation is proposed to address any impacts.

Comment 4–Please remove Alternative 3 from the final EIS

The Draft EIS alternatives tested a range of zoning/height options. Please see Chapter 2 for a description of the Preferred Alternative. Heights up to 160 feet would only be proposed in the triangle southeast of Seattle Center.

Silberg, Nancy–1**Comment 1–Sound Transit stations should be included in Alternative 1.**

Thank you for your comment. Regarding Sound Transit station assumptions, please see Marquardt, Kelly, Response to Comment 11.

Comment 2–Number of units demolished under Alternative 3.

See Piering, Pam, Response to Comment 2.

Comment 3–Provide details of mitigation for view and shadow impacts.

Please see Section 3.4.3 of the Draft EIS for mitigation measures. The Preferred Alternative development standards are based on the mitigation measures as described in Chapter 2 of this Final EIS. The aesthetics modeling portrays several of the standards most straightforward to model at a programmatic level including floor area ratios and upper story setbacks. See Section 3.4 of this Final EIS.

Comment 4–Parks listed for protected viewpoints.

The parks listed are specified in the City of Seattle environmental policies. For discussion of Ward Park, please see Gold, Morgan-2, Response to Comment 2.

Comment 5–Locations omitted from street-level viewpoints.

The two locations not provided street level views are outside the Uptown Urban Center where building heights would not change. The two locations are flagged for territorial view representation on Exhibit 3.4-7 Viewpoint Locations.

Comment 6–Cost of buildings and development under each Alternative

Please see Adler, Karen–1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, the cost of high-rise building construction, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

Comment 7–Request information on the demand for various housing types.

See Mucke, Katrin, Response to Comment 16.

Comment 8–Question about height limit and setback mitigation measures.

Please see Section 3.4.3 of the Draft EIS for mitigation measures. The Preferred Alternative development standards are based on the mitigation measures as described in Chapter 2 of this Final EIS. Heights along the Mercer/Roy Corridor (Exhibit 3.1-1) would be 85 feet (Exhibit 1-1A); however, upper story setbacks would allow for greater sunlight and at the ground floor level green space and other standards would apply.

Silberg, Nancy–2**Email from Thomas Vaughan with simulation of building heights.**

Thank you for providing a simulation of building heights. Please see Draft EIS Section 3.4 Aesthetics and Urban Design.

Silver, Brent**Opposes Alternatives 2 and 3.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Sinderman, Marv**Comment 1–Concerned about building heights above 40 feet and need for parking.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Concerned about impact on traffic and parking.

Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3. Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8.

Comment 3–Current traffic problems.

Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Comment 4–Need for transit solution before population growth.

Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Comment 5–Four stories is high enough.

Your comment is noted and forwarded to City decision makers.

Smith, Jeremy**No density increases are needed. Height exceeds HALA. Alternatives do not advance UDF priorities.**

Thank you for your comment. Please see Bashor, Robert, Response to Comments.

Smith, Michael**Comment 1–EIS is biased supporting upzoning.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Regarding the EIS, please see Allen, Holly–2, Response to Comment 6.

Comment 2–Supports progressive transportation approach, such as light rail and the Alaskan Viaduct.

Your comment is noted and forwarded to City decision makers.

Comment 3–EIS doesn’t consider traffic.

The EIS addresses transportation impacts in Section 3.6 consistent with the City’s level of service and methods. See Adler, Karen–1, Response to Comment 3.

Comment 4–Concerned about parking.

Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8.

Comment 5–EIS doesn’t consider viable alternatives, such as increasing heights south of the planning area.

The southern border of the planning area for Uptown is Denny Way, and height increases are proposed to that point. South of Denny Way, current height limits range from 65 feet to 125 feet.

Comment 6–Has additional concerns.

Your comment is noted and forwarded to City decision makers.

Sprung, Jeff

Supports comments by Alec and Cathy Ramsay. Opposed proposed zoning heights.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Ramsay, Alec–1, and Ramsay, Alec–2, Response to Comments.

Stark, Dixie

Concerned about proposed rezoning and impacts to views and congestion.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Regarding impacts on views, please see Abendroth, Terry Response to Comment 2, and Adler, Karen–1, Response to Comment 4. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Steinhauser, Barbara

Concerned about rezone, traffic.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Stokes, Paula

Objects to proposed upzoning

Thank you for your comment. Please see Ramsay, Alec–1, Response to Comments.

Strander, John

Requesting hard copy of the Draft EIS

Thank you for your comment. As noted on Fact Sheet page xi of the Draft EIS, the document was made available in many formats including online or by hard copy. The commenter was referred to the City's Public Resource Center to obtain a copy.

Streatfield, David

Comment 1—Concerned about adequacy of Draft EIS

Thank you for your comment. Your comment is noted and forwarded to City decision makers. See responses below to specific concerns.

Comment 2—Can achieve needed new development and affordable housing within current zoning.

Please see Adler, Karen—1, Response to Comment 5, for a description of density and growth objectives. Regarding meeting affordable housing objectives, please see Section 5.2.2.5.

Comment 3—Draft EIS does not consider the Uptown UDF.

See Bashor, Robert, Response to Comment 4.

Comment 4—Concerned about open space, parking, traffic, views, and historic preservation.

Regarding open space, see Bertram, Irving—2, Response to Comment 31.

Regarding parking impacts, please see Allen, Holly—1, Response to Comment 8. Regarding traffic impacts, please see Adler, Karen—1, Response to Comment 3. Regarding impacts on views, please see Abendroth, Terry, Response to Comment 2, and Adler, Karen—1, Response to Comment 4.

Comment 5—Inadequate consideration of neighborhood character; lack of parking.

Please see the analysis of Open Space and Recreation in Section 3.4. Regarding parking impacts, please see Allen, Holly—1, Response to Comment 8.

Strickland, Scott

Comment 1—Opposes splitting Queen Anne neighborhood in two.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Whether called Lower Queen Anne or Uptown, the area at the base of Queen Anne Hill has been an identified Urban Center Village since the City adopted its Comprehensive Plan in 1994. In regional plans, it was a designated Regional Center since 1995 by the Puget Sound Regional Center.

Comment 2–Splitting off uptown, isolating single-family constituents, favoring developer interests.

Please see Abendroth, Terry, Response to Comment 1, regarding the objectives of growth in the Urban Center.

Comment 3–Uptown Alliance is not representative of the neighborhood.

While the Uptown Alliance has been a stakeholder involved in the process, the public input process has had opportunities for broader participation by neighborhood residents and property owners as well as members of the public in abutting neighborhoods. Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Comment 4–Oppose proposed density increase.

Your comment is noted and forwarded to City decision makers.

The City is not pursuing the Rezone for growth capacity but rather to advance the Project Objectives in Section 2.3 of the Draft and Final EIS. The No Action Alternative has sufficient capacity to meet growth estimates. The City cannot require affordable housing, a key objective, without a rezone or increase in capacity as discussed in 5.2.2.5.

Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards. Based on public comments and the Draft EIS analysis, heights are graduated from west to east.

Comment 5–Proposal will obscure protected public views of Space Needle.

Regarding views of the Space Needle, please see Crippen, Linda, Response to Comment 2.

Comment 6–Need more open space.

Please see Bertram, Irving–2, Response to Comment 31.

Sund, Lea**Comment 1–Concerned Alternatives 2 and 3 would limit views of the Space Needle.**

Thank you for your comment. Please see, Crippen, Linda, Response to Comment 2.

Comment 2–Impacts on traffic.

Traffic impacts are measured using both screenline and corridor travel time analysis in Draft EIS Chapter 3.6.

The anticipated change in mode share through the existing and future alternatives are considered in Chapter 3.6.

For more background on the analysis and approach to traffic impacts and mitigation, please see Adler, Karen–1, Response to Comment 3.

Comment 3–Concerned about open space and urban canyons.

Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative including graduated heights and development standards intended to improve light and ground level urban space and avoid the canyon effect.

Swedler, James**Supports High-Rise Alternative.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative including graduated heights and development standards.

Taniguchi, Harold–King County**Comment 1–Supportive of rezone and features to help improve transit.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Comment 2–Thank you for including the Metro Connects service network in the EIS, which should be considered when selected preferred scenario.

Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative and Section 3.6 for an analysis of the alternative.

Comment 3–The No Action Alternative would reduce the potential benefits of regional transit investments in Uptown.

Your comment is noted and forwarded to City decision makers.

Comment 4–Transit on Queen Anne Ave N and 1st Ave N

Your comment is noted and forwarded to City decision makers.

Comment 5–Request evaluation measures such as expected person throughput.

Overall mode share was evaluated as a measure to assess reliance on modes other than single driver vehicles, consistent with the Comprehensive Plan 2035 transportation goals.

Comment 6–Transit services will influence neighborhood design.

Your comment is noted and forwarded to City decision makers.

Taylor, Liza**Comment 1–Concerned the decision has already been made and will be Mid-Rise Alternative.**

Thank you for your comment. The Draft EIS tested alternatives that presented a range of options that could be clearly analyzed with distinctions apparent. These height options were developed in the Uptown UDF and EIS scoping process that were open and advertised for public comment. Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal as well as Section 5.2.1.

Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative, which moderates heights and includes design and development standards; in some places it is similar to Alternative 1, Alternative 2, and Alternative 3. The City Council will make a decision on the rezone plan, which may be similar to the Preferred Alternative or modified in the range of the EIS Alternatives.

Comment 2–Concerned about lack of infrastructure and reasonable-income housing, parking.

Please see Benjamin, Mike, Response to Comment 7, regarding infrastructure. Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8.

Comment 3–Concern about traffic. Housing built in Uptown won't be affordable.

Please see Adler, Karen–1, Responses to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

The growth estimate scenarios studied address a 20-year planning period, and each alternative growth scenario is studied with and without HCT. ST3 light rail has been approved by voters as of November 2016. The Uptown area is identified with two stations. Further site-specific planning will occur.

Comment 4—Supports Alternative 1.

Your comment is noted and forwarded to City decision makers.

Taylor, Mark

Comment 1—Suggests links and callouts for future documents, to make easier to read.

Thank you for your suggestions. They can be considered in future efforts.

The intent of the Draft EIS was not to obscure relevant points, but rather to produce a comprehensive analysis of the three alternatives across 10 topics. The Draft EIS Summary chapter was meant to be a high level distillation of the overall document so that a reader could determine which subjects were of greatest importance and then find other chapters/sections for more detail as desired.

The table of contents was hyperlinked, and cross references within the document to pages or exhibits were also hyperlinked. The bookmarks were also active in the PDF. The document had many maps, graphics, and photos to make it more visually appealing to read as well as provide necessary information.

Comment 2—The High-Rise option was created to make Mid-Rise look reasonable.

Please see Taylor, Liza, Response to Comment 1, regarding the range of alternatives and public process. See also Abendroth, Terry, Response to Comment 1, regarding the objectives of growth in the Urban Center.

Comment 3—Concerned about lack of infrastructure and reasonable-income housing.

Please see Benjamin, Mike, Response to Comment 7, regarding infrastructure.

Regarding housing affordability, see Response to Comment 7, below.

Comment 4—Traffic is terrible. New building proposed with no parking or public meetings.

Regarding traffic impacts, please see Adler, Karen—1, Response to Comment 3.

Regarding the new building proposal, no parking is currently required in an Urban Center.

Comment 5–Upzoning is a bad idea unless traffic is fixed.

Your comment is noted and forwarded to City decision makers.

Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Comment 6–School analysis is flawed.

Page 3.303 of the Draft EIS identifies Seattle Public Schools’ plans for addressing projected capacity shortages at schools serving the Uptown study area. As discussed on pages 3.303–3.304 of the Draft EIS, because the District estimates enrollment projections based on a cohort survival model that does not explicitly include consideration of household growth and housing types, it is not possible to quantitatively estimate the impact of study area population growth associated with the alternatives on future school capacity. Growth in Uptown would likely result in incremental increases in the public school student population and associated incremental impacts on public schools over time. These incremental increases would allow the District to respond through ongoing capacity management planning.

Comment 7–Housing built in Uptown will not be affordable.

Please see Adler, Karen–1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

Comment 8–Supports Alternative 1

Your comment is noted and forwarded to City decision makers.

Terry, Linda

Opposes 16-story buildings, concerned about earthquakes, lack of sunlight and views, affordable retail, expensive new units.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Regarding earthquake safety, the City’s building code and geologic hazard regulations will apply to any new construction.

Regarding impacts on views, please see Abendroth, Terry, Response to Comment 2 and Adler, Karen–1, Response to Comment 4. Regarding shading impacts, please see Fanning, Fred, Response to Comment 3.

On affordable retail, please see Allen, Margaret, Response to Comment 5.

Please see Adler, Karen–1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

Thackeray, Penny

Concerned about changes in Queen Anne.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Chapter 2 of this Final EIS for a description of the Preferred Alternative.

Todd, Kendra

Opposes Alternatives 2 and 3.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3. Regarding impacts on views, please see Abendroth, Terry, Response to Comment 2, and Adler, Karen–1, Response to Comment 4.

While a key objective under the rezone is to support greater production of affordable housing for any household earning lower incomes, the City is striving to meet GMA's goal as follows: "Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock." (RCW 36.70A.020 (2)) While the City recognizes it provides opportunities for housing through its land use plan and zoning regulations, as well as supports a housing program and levy, most housing is built by the private sector. A number of stakeholders (residents, property and business owners, nonprofits, etc.) have participated through the Uptown planning process. See Albert, Melissa Response to Comment 2 or information about the public input process for the Uptown rezone proposal.

Please see Adler, Karen–1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing

affordability, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

Tong, Makiko

Comment 1—Opposes rezoning Uptown.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Traffic is addressed in Section 3.6 of the Draft and Final EIS, Housing in Section 3.3, and Greenhouse Gas Emissions in Section 3.7.

Comment 2—Agree with comments by Irving Bertram.

Please see Bertram, Irving—2, Response to Comments.

Comment 3—Concerned about traffic.

Please see Adler, Karen—1, Response to Comment 3.

Comment 4—Businesses should help employees find housing, and/or plan for telecommuting, etc.

Your comment is noted and forwarded to City decision makers.

Please note that telecommuting is accounted in the traffic analysis under Mode Share—see page 3.228, for example.

Comment 5—Do not alter public views in Seattle, such as Kerry Park.

Please see Adler, Karen—1, Response to Comment 4, and Bertram, Irving—2, Response to Comments 3, 20, 22, and 24.

Towers, Michael

Comment 1—Thank you for information.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2—City needs to grow, but city needs to consider longtime residents.

Your comment is noted and forwarded to City decision makers.

Comment 3—Supports 85 foot heights.

See Abendroth, Terry, Response to Comment 1, regarding the objectives of growth in the Urban Center and the manner in which the Preferred Alternative responds to different characteristics of the neighborhood. The

Preferred Alternative in Chapter 2 of this Final EIS moderates heights and includes design and development standards in response to comments and Draft EIS impact and mitigation analysis.

Comment 4–Opposes 165 foot buildings on Roy Street.

Please note that the Preferred Alternative proposes heights of 85 feet along the Mercer/Roy Corridor (Exhibit 1-1A and Exhibit 3.1-1). See also Response to Comment 3.

Comment 5–Many residents are opposed to 165-foot buildings.

Your comment is noted and forwarded to City decision makers.

Comment 6–Would like to host city staff at condo building.

The City held a meeting in the Toscano Condominium on Aloha and Warren at the request of citizens.

Towers, Pam

Comment 1–Concerned about impacts from 160-foot tall buildings.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

The Preferred Alternative for the Uptown Plan focuses the development of the largest and tallest buildings in areas with the highest existing ambient noise levels from roadways and other sources (i.e. the Uptown Triangle) away from more established residential areas. Please see Section 3.4 of the Draft EIS and Appendix C for shade and shadow diagrams, also updated in the same locations in this Final EIS.

Comment 2–Could support 85-foot limits, and 40-foot on Roy Street.

Your comment is noted and forwarded to City decision makers. For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS.

Comment 3–Request adding consideration of impacts to property values on Queen Anne hill.

Your comment is noted and forwarded to City decision makers. The Draft EIS included an analysis of territorial views from some points on the south slope of Queen Anne in Section 3.4 of the Draft EIS. Please note the Preferred Alternative graduates heights along the boundary of Queen Anne with 50 foot heights, less than Alternatives 2 and 3 in that location.

The purpose of the EIS is to consider environmental impacts. Fiscal and economic considerations are not part of the SEPA process. See WAC 197-11-448 and 450.

Trecha, Matthew

Comment 1—Supports highest rezone possible in Alternative 3. Please integrate monorail with ORCA.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. The Preferred Alternative is described in Chapter 2 of this Final EIS.

Comment 2 –Articles in Transit Blog, and issue was headed up by Councilmember Rasmussen.

Your comment is noted and forwarded to City decision makers.

Comment 3—Recent Seattle Transit Blog article.

Your comment is noted and forwarded to City decision makers.

Comment 4—Overemphasis on parking, and under emphasis on non-motorized and safety issues. If the monorail accepted ORCA products, would have rail at Seattle Center now.

Your comment is noted and forwarded to City decision makers.

The Uptown Draft EIS (Section 3.6) addresses all modes in the Mode Share analysis. Locations where non-motorized connections are needed and proposed are also addressed. Safety is a topic as well.

Comment 5—Monorail support

Your comment is noted and forwarded to City decision makers.

Comment 6—Please incorporate the monorail and ORCA integration into documentation.

Your comment is noted and forwarded to City decision makers.

Trucksess, Robin—1

Supports No-Action Alternative

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

The Aesthetics and Urban Design Section 3.4 addresses protected public views and shading potential at parks. Please see the Preferred Alternative

in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Trucksess, Robin–2

Concerned about traffic.

Thank you for your comment. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Ukrainczyk, Luka

Supports Alternative 3.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which is in the range of the Draft EIS alternatives and has elements of all three alternatives.

Updegraff, Pat

Supports development of Uptown. Please ensure views of the Space Needle from the lake are preserved.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Regarding views of the Space Needle, please see Crippen, Linda, Response to Comment 2.

Urrutia, John

Requests list of emails from attendees of August 8th meeting.

Thank you for your comment. A list was provided to the requester.

Urrutia, John–2

Comment 1–Oppose moderate and greater heights in Lower Queen Anne

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS.

Comment 2—The City should keep four properties along Mercer, build as many affordable units as possible.

Page 3.90 of the Draft EIS lists affordable housing development on public properties among the proposed mitigation measures. The map on page 3.91 shows properties in the Seattle Center among the largest in public ownership in Uptown. Publicly owned property in and around the Seattle Center provides opportunity for affordable housing development. One surplus site has been identified as suitable for publicly subsidized low-income housing; other properties require assessment, including for suitability for disposition for market-rate development with MHA requirements or use of MFTE.

Comment 3—The City should build, manage, and own affordable housing units for the long term.

Please see Adler, Karen—1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, and the MHA requirements to provide for additional affordable housing under the Action Alternatives. Payments made by developers in lieu of providing affordable housing onsite will be used for affordable housing production citywide. For a discussion of criteria used by the City to locate new affordable housing, see Section 5.2.2.2.

Comment 4—Opposes privatizing HALA goals.

The MHA requirements evaluated in the Draft EIS was one of the HALA recommendations. Please see Section 5.2.2.3 in Responses to Frequently Raised Issues for a discussion of the relationship between HALA and the Action Alternatives.

Comment 5—Opposes zoning changes to allow 65-160-foot-tall buildings.

Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Comment 6—Supports maximizing 4-5 building areas: Mercer Street block, Mercer Garage, Mercer Arena, KCTS area, and Stadium property at Seattle Center.

See Response to Comment 2, above.

Comment 7—Offer to help the City create an affordable housing village. City should focus HALA objectives.

Thank you for your offer. It is noted and forwarded to City decision makers.

Comment 8—Requests study on lack of roads for Queen Anne Hill; and adopt Fund Accounting Principles for fees paid for rent-restricted housing units.

Your comment is noted and forwarded to City decision makers. Please see the City's Transportation Strategic Plan, currently under update, for opportunities to shape the policy and use of funds for roads.

Comment 9—Opposes City sale of the above five properties. The City should instead use those properties to maximize housing objectives.

Your comment is noted and forwarded to City decision makers.

Uwi, Marjorie

Comment about proposed development at 14 W Roy Street.

Your comment is noted and forwarded to City decision makers.

The Uptown EIS is designed to programmatically evaluate areawide alternatives for zoning and height changes considering a 20-year planning period. The EIS is considered a non-project EIS as it addresses potential actions on legislative matters.

Contract rezones such as at 14 W Roy Street are possible to request under the current zoning. Land use and development applications undergo SEPA review, but not all proposals require an EIS.

Valentine, Ron

Opposes rezone proposal

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Vaughan, Thomas

Comment 1—Viewpoint locations list

Thank you for your comment. The request to add to the City's adopted environmental policies with additional parks is noted and forwarded to City decision makers.

Please also see Gold, Morgan-2, Response to Comment 2, regarding Ward Springs Park.

Comment 2–Views from Elliott Bay should be included

Views from Elliott Bay can be discerned by views from Myrtle Edwards Park and the Olympic Sculpture Park– see Exhibit 3.4-43 to Exhibit 3.4-46 and Exhibit 3.4-47 to 3.4-50, respectively. Existing buildings already partially block the view of the Space Needle at both locations. At full buildout, there would be impacts as shown in Exhibit 3.4-76.

Comment 3–Exhibits showing proposed heights and impacts

Exhibit 3.4-18 shows no additional growth at that location because at the growth estimate level, fewer sites would need to be redeveloped to achieve the number of dwellings and jobs. At the full buildout scenario, more development could occur as shown in Exhibit 3.4-77.

Comment 4–Water views from Kerry Park

Please see Adler, Karen, Response to Comment 4, and Bertram, Irving-2, Response to Comments 3, 20, 22, and 24.

Comment 5–Views under full buildout

All sites considered redevelopable, which are numerous, are modeled at full buildout to provide a highly conservative analysis of visual impacts.

Comment 6–Exhibits showing impact of full buildout

The EIS addresses both growth estimate levels and full buildout to show the 20-year and long-term multi-decade growth capacity potential.

Comment 7–Optimistic renderings of views are misleading.

Please see Section 3.4 of the Draft EIS and Final EIS. The visualizations are based on a computer model representation of current and future buildings more detailed than for most programmatic EISs. The visualizations from the model are compared to current conditions using Google Earth images.

Comment 8–EIS doesn't address how each Alternative affects affordable housing.

Alternatives 2 and 3 would allow the imposition of mandatory affordable housing requirements. Please see Adler, Karen–1, Response to Comment 6, and Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts with regards to loss of existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives. Also see Sections 5.2.2.2 to 5.2.2.5.

Comment 9–Concerned about impacts to utilities and traffic. Space Needle Views impacts irreversible.

Transportation was evaluated in Section 3.6 of the Draft EIS. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Infrastructure was addressed in EIS Section 3.10. Please see Benjamin, Mike, Response to Comment 7, regarding infrastructure.

Regarding views of the Space Needle, please see Crippen, Linda, Response to Comment 2.

Comment 10–EIS does not address affordable housing

Please note that the housing affordability requirements in the MHA program are not optional or voluntary. It is true that many developers may opt to pay a fee in lieu of new onsite affordable housing requirements. These cash payments will be used by the City of Seattle to support production and preservation of affordable units citywide. All affordable housing will be net new rent/income-restricted units. See Section 5.2.2.2 for a discussion of criteria for locating new affordable housing units funded with MHA payments.

Comment 11–The City should try other approaches to move forward with affordable housing and not clutter the Space Needle.

Your comment is noted and forwarded to City decision makers.

Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Wallace, Chris**Concerned about traffic impacts.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Ward, Eliza**Comment 1–Opposed to high rises.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Lack of outreach to residents

Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Comment 3—The City is pushing for Alternative 3.

The alternatives tested a range of options and identified distinct impacts of each. The alternatives are based on options identified in the Uptown UDF and a public scoping process (see Section 5.2.1). Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Comment 4—Developers will pay the fee rather than build affordable housing.

Under the Action Alternatives it is possible that many developers will select to make a cash payment in lieu of setting aside affordable units onsite. These cash payments will be used by the City of Seattle to support production and preservation of affordable units citywide. All affordable housing will be net new rent/income-restricted units. See Section 5.2.2.2 for a discussion of the use of cash payments for affordable housing development, including criteria used to determine the location of new units built with these payments.

Comment 5—Concerned about loss of views.

The growth estimate scenario is a 20-year window. No Action can achieve the growth estimate. Alternatives 2 and 3 test the growth estimate scenarios at 12% and 25% higher. Growth capacity at full buildout of redevelopable properties shows a wider range of growth potential. See Exhibit 2-8 for a table comparing growth estimates and full buildout numbers, and pages 2.19 to 2.21 for visualizations of full buildout conditions. Section 3.4 also compares aesthetic impacts at growth estimate and full buildout. To address potential visual impacts and public comments, the Preferred Alternative moderates proposed heights and included design standards intended to allow more sunlight and ground floor open space. See Chapter 2 of this Final EIS.

Comment 6—Alternatives 2 and 3 add minimal households and jobs over Alternative 1

The City is not pursuing the rezone for growth capacity but rather to advance the Project Objectives in Section 2.3 of the Draft and Final EIS. The No Action Alternative has sufficient capacity to meet growth estimates. The City cannot require affordable housing, a key objective, without a rezone or other capacity increases as discussed in 5.2.2.5. Please see Response to Comment 5 above.

Comment 7–Impacts from rezone are too high for small growth addition.

Please see Responses to Comments 5 and 6 above.

Comment 8–Affordable housing will be destroyed by the proposal.

Please see Responses to Comments 5 and 6 above regarding project objectives, growth estimates, and capacities.

With regards to the displacement of existing affordable housing, please see Section 5.2.2.1 for a discussion of the relationship between housing shortage and housing affordability, expected impacts to existing affordable housing, and the MHA requirements to provide for additional affordable housing under the Action Alternatives.

Comment 9–Building heights, parking, minimal housing dedication

The alternatives studied a range of heights as described in Chapter 2 of the Draft EIS. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8. Please also note where parking lots are redeveloped, onsite parking will need to meet City parking codes for the planned uses.

Regarding housing set asides, please see 5.2.2.4.

Comment 10–EIS concludes the rezone will only slightly impact traffic.

The Transportation analysis of the EIS addresses impacts of transportation according the City Comprehensive Plan thresholds of screenlines (that look at aggregate directional movements across many streets), corridor travel time, and mode share. The Transportation Analysis considers five screenlines and the results of these screenline analysis are noted in Exhibit 3.6-27, 3.6-31 and 3.6-36. Additionally, the transportation analysis considers corridor travel times on Mercer Corridor, and the Queen Anne's/First Avenue couplet. The results of this analysis are shown in Exhibit 3.6-28, noting only slight increases in travel time on these corridors as a result of the rezone scenarios. Regarding traffic impacts and mitigation, as well as requirements for individual development reviews, please see Adler, Karen–1, Response to Comment 3.

Comment 11–Improved transportation infrastructure will not be in place until 2035.

Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Ward, Suzi–1

Concern about integrity of the hill that Harbor House is built on, egress and ingress on our street, traffic, and neighborhood.

Thank you for your comment. Please see Gilliland, Terry–1, Response to Comment 2, regarding geologic hazard regulations.

Ward, Suzi–2

Concerned about removal of parking.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Regarding parking impacts, please see Allen, Holly–1, Response to Comment 8.

Wark, Richard

Concerned about parking.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see Allen, Holly–1, Response to Comment 8.

Wax, Jason

Comment 1–Supports Alternative 3.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which proposes heights in the range of the three alternatives.

Comment 2–Suggests tallest buildings be located east and south side of the neighborhood.

Comment noted. The Preferred Alternative would allow taller buildings in the Uptown Triangle east and south of Seattle Center. Please see the Preferred Alternative in Chapter 2 of this Final EIS.

Comment 3–The City should allow wood structures up to 160-foot height.

Your comment is noted and forwarded to City decision makers.

Wax, Katherine–1

Comment 1–Thank you for opportunity to comment.

Thank you for your comment. All comments received during the comment period are part of this Final EIS and will be transmitted to City decision makers.

Comment 2 –Upzoning Uptown Park subarea to allow buildings over 85 feet would impact livability, public and private views, aesthetics, and existing apartment buildings.

Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards. Please also see responses to comments below to specific concerns.

Comment 3–Adopting Alternative 2 or 3 is not necessary to support City housing and employment needs and objectives.

Please see Section 5.2.1.

Comment 4–Alternative 3 would impact neighborhood character.

Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Comment 5–Impacts of Alternatives 2 and 3 on streetscape and skyline.

To address potential visual impacts and public comments, the Preferred Alternative moderates proposed heights and included design standards intended to allow more sunlight and ground floor open space and reduced visual impacts. See Chapter 2 of this Final EIS.

Comment 6–Alternatives 2 and 3 are inconsistent with adjacent zoning.

Potential compatibility impacts associated with different heights at the borders of the Urban Center are addressed in Sections 3.1 and 3.5 of the Draft and Final EIS. See Chapter 2 of this Final EIS and Response to Comment 5 regarding the reduced impacts of the Preferred Alternative.

Comment 7–Alternatives 2 and 3 do not take topography into account.

See Chapters 2 and 3 of this Final EIS regarding the moderated heights west to east and the associated reduced impacts of the Preferred Alternative.

Comment 8—Consider the impact of blocking views of Puget Sound from residential common areas.

See Gilliland, Terry—5, Response to Comment 3.

Comment 9—Consider the impact of blocking views of Puget Sound from public streets.

City policies address protection of views to Elliott Bay. A number of locations were identified in Exhibit 3.4-7 to identify views from public space and streets towards several protected views including Elliott Bay, Downtown, and the Space Needle. See Section 3.4 of the Draft and Final EIS.

Comment 10—Alternative 3 would be best suited to the Uptown Triangle, eastern portion of Mercer/Roy, and southern portion of Taylor/Aloha.

Your comment is noted and forwarded to City decision makers. Please see Chapter 2 regarding the Preferred Alternative and location of greater height in the triangle southeast of Seattle Center.

Comment 11—Support a nuanced approach to rezoning.

Your comment is noted and forwarded to City decision makers. Please see Chapter 2 regarding the Preferred Alternative and its approach to moderating heights west to east.

Wax, Katherine—2**Are public comments on the rezone available for review on the City's website?**

Thank you for your comment. All comments received during the comment period are included in this Final EIS along with responses to them.

Weatherly, Mary**Comment 1—Supports urban density, urban centers, and urban villages.**

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2—Traffic has gotten worse.

Regarding traffic impacts, please see Adler, Karen—1, Response to Comment 3.

Comment 3—How will the City accommodate any more cars from new high-rise buildings on the arterials in the area?

Regarding traffic impacts, please see Adler, Karen—1, Response to Comment 3.

Weiler, Mary–1

Comment 1–Seattle is reviewing three proposals for height rezoning in Uptown.

Thank you for your comment. Please see Chapter 2 of the Draft EIS for a complete description of the proposed alternatives including heights and stories that vary by area.

Comment 2–Supports Alternative 1. Concerned about rezone of parcel at 544 Elliott Avenue W.

Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Under the Preferred Alternative described in Chapter 2 of this Final EIS, the parcel at 544 Elliott Ave W is in an area that would have a single story increase in height as part of the HALA program, necessary to create capacity for affordable housing, but lesser in height compared to Alternatives 2 and 3.

Comment 3–Supports letter submitted by Carolyn Mawbey.

See Mawbey, Carolyn, Response to Comments.

Comment 4–Thank you.

Your comment is noted and forwarded to City decision makers.

Weiler, Mary–2

Comment 1–This letter is more descriptive than the first.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–Seattle is reviewing three proposals for height rezoning in Uptown.

Please see Weiler, Mary-1, Response to Comment 1.

Comment 3–Supports Alternative 1, and concerned about rezone or parcel at 544 Elliott Avenue W.

Please see Weiler, Mary-1, Response to Comment 2.

Comment 4–Supports letter by Carolyn Mawbey.

See Mawbey, Carolyn, Response to Comments.

Comment 5–Thank you.

Your comment is noted and forwarded to City decision makers.

Whipple, Karin

Supports Alternative 2 Mid-Rise.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which is in the range of the Draft EIS alternatives.

White, Elisabeth

Comment 1—Concerned that all Alternatives will obstruct views of the Space Needle.

Thank you for your comment. Section 3.5.2, page 3.188 acknowledges that increasing the height limits of those blocks surrounding the Seattle Center has the potential to impact views to and from the Center. Additional clarifications have been added to this section in to acknowledge that increasing the height limits could change views, reduce views for some and create new views for others (see Chapter 4 Revisions and Clarifications).

As an additional clarification, views of historic landmarks are not addressed in the City's historic preservation requirements. However, the City of Seattle Municipal Code Section 25.05.675 contains SEPA policies related to public view protection, which includes specific policies to protect public views of the Space Needle. Listed locations in the Uptown area where such views are to be protected include Bhy Kracke Park and Kerry Park, among other parks surrounding Uptown as described in Section 3.4.1 of the Draft EIS.

Comment 2—Please address stormwater and water demand issues before adding to the landscape.

Please see the discussion of potential impacts of the alternatives on water supply and the electrical power system in Draft EIS Sections 3.10.3 and 3.10.4.

Williams, Wenmouth

Supports Alternative 2.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Willman, Rosemary

Comment 1—Concerned about development plans. Losing faith in planning process, which is blind and tone-deaf to neighborhood needs.

Thank you for your comment. All comments will be considered by City decision makers. See Abendroth, Terry, Response to Comment 1, regarding the objectives of growth in the Urban Center.

Please see Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Comment 2—Concerned about traffic and parking.

Regarding traffic impacts, please see Adler, Karen—1, Response to Comment 3. Regarding parking impacts, please see Allen, Holly—1, Response to Comment 8.

Comment 3—Consider parking permits for homeowners and mandatory parking for new developments.

Your comment is noted and forwarded to City decision makers.

Wulsin, Lela

Comment 1—Endorse letter by Alexandra Moore-Wulsin and the letters she endorsed.

Thank you for your comment. See Moore-Wulsin, Alexandra, Response to Comments.

Comment 2—Concerned about losing neighborhood character.

Your comment is noted and forwarded to City decision makers.

In addition to citywide and Uptown-specific design guidelines, the Preferred Alternative would add additional design and development standards. See Chapter 2 of this Final EIS.

Comment 3—Supports Alternative 1, with modifications.

Your comment is noted and forwarded to City decision makers.

Comment 4—Providing a copy to Councilmember Bagshaw.

Comment noted.

Wulsin, William

Comment 1–Thank you for opportunity to participate.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–The EIS advocates for Alternatives 2 and 3.

See Moore-Wulsin, Alexandra–2, Response to Comment 7. Further the alternatives studied in the Draft EIS are similar to those proposed in the Uptown UDF and Scoping process (see Section 5.2.1). See Albert, Melissa, Response to Comment 2, for information about the public input process for the Uptown rezone proposal.

Comment 3–Current plan conserves visual and topographical profile.

Your comment is noted and forwarded to City decision makers.

See Abendroth, Terry, Response to Comment 1, regarding the objectives of growth in the Urban Center and the graduated heights proposed under the Preferred Alternative.

Comment 4–EIS lacks cost/benefit analysis of rezone proposals.

Regarding growth capacity and estimates, please see Gold, Morgan–2, Response to Comment 6, as well as Strickland, Scott, Response to Comment 4.

Regarding cost/benefit analysis, see Blumson, Michael, Response to Comment 4.

Comment 5–EIS does not consider all view impacts.

See Allen, Margaret, Response to Comment 3.

Comment 6–EIS does not adequately examine traffic and parking.

Please see the following responses: Adler, Karen–1, Response to Comment 3, Allen, Holly–1, Response to Comment 8, and Ward, Eliza, Response to Comment 10.

Comment 7–The EIS assumes transit improvements when funding isn't approved.

The Transportation Analysis of the EIS notes in Exhibit 3.6–18 transportation investments that are expected to be in place in the plan horizon of 20 years. All investments are planned and many programmed to be funded and implemented by various agencies (ST3 was approved in November 2016). These investments will occur over the 20-year horizon, some sooner than 20

years. The analysis was conducted with and without this HCT. The Ballard to downtown Light rail project would be completed by 2035 according to ST3 plans. External traffic is counted in screenline and corridor analysis.

Comment 8–EIS assumes changes in infrastructure that are not assured.

It is unclear what the commenter means by “a manner consistent with that engaged in the development of the current urban village zoning (alt 1).” Impacts to public school services were evaluated based on Seattle Public Schools’ most recently published student enrollment and school capacity projections, which are for year 2020 and take into account the educational specifications established in the District’s Revised 2012 Facilities Master Plan.

Comment 9–EIS does not consider needs for schools or related infrastructure.

The Draft EIS does not identify the need for additional school facilities as an impact of any of the alternatives. See pages 3.303 and 3.304 of the Draft EIS for a discussion of school impacts.

Comment 10–EIS does not show that benefits of rezone outweigh costs.

Your comment is noted and forwarded to City decision makers.

See also Response to Comment 4.

Xiang, Fan

Comment 1–Oppose 85 and 160-foot height proposals; support no change.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Comment 2–High-rise buildings block sunlight.

Please see mitigation measures in Section 3.4 of the Draft EIS and the Preferred Alternative, which moderates heights and includes development standards intended to allow for sunlight and ground floor open space.

Comment 3–Concerned about traffic.

Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Comment 4–High-density reduces quality of life.

Your comment is noted and forwarded to City decision makers.

Comment 5–Concerned about parking.

Please see Allen, Holly–1, Response to Comment 8.

Yelish, Shane

Supports High-Rise Alternative.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Zapolsky, David

Comment 1–Concerned about impacts from growth and from rezoning proposal.

Thank you for your comment. Your comment is noted and forwarded to City decision makers.

Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Comment 2–The EIS does not address negative impacts of rezoning.

The EIS is an informational document analyzing a range of alternatives. There are no formal proposals yet. The Preferred Alternative indicates a likely direction for City decision maker consideration. The EIS will inform proposals for zoning changes and development/design standards. At that time, additional public comment will be taken on the proposed ordinance for Uptown.

Zielinski, Laura

Supports Alternative 1.

Thank you for your comment. Your comment is noted and forwarded to City decision makers. Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

5.2.4 RESPONSES TO PUBLIC HEARING COMMENTS

Hearing comments are numbered and identified by order of speaker at the hearing. Each speaker provided their name by First and Last Name. The marked hearing transcript follows the written comments at the end of this chapter.

Hearing 1: Alec Ramsay

Why are we considering Options 2 and 3, when most density increase comes from current zoning, but impacts on aesthetics from Options 2 and 3?

Please see Adler, Karen–1, Response to Comment 5, for a description of density and growth objectives.

Hearing 2: Rich Reilly

Proposed heights under Alternatives 2 and 3 are counter to Seattle Municipal Code 25.05.678 to protect public views of significant interest.

Please see Adler, Karen, Response to Comment 4, Bertram, Irving–2, Response to Comments 3, 20, 22 and 24, and Abendroth, Terry, Response to Comment 2.

Hearing 3: Tracy Thomas

Concerned about losing view of Puget Sound. Concerned about aggressive homeless population.

Regarding private views, please see Mucci, Diana, Response to Comment 3.

Regarding homeless persons, please see Busse, Erik, Response to Comment 3.

Hearing 4: Rick Cooper

Under Alternative 3, developers would be more likely to pay fees than develop affordable housing on-site.

See Adler, Karen–1, Response to Comment 2, and Section 5.2.2.2 for a discussion of the use of MHA cash payments for affordable housing development, including criteria used to determine the location of new units built with these payments.

Hearing 5: Leslie Abraman

Concerned about traffic congestion. Why bring more people to the area before building needed infrastructure?

Regarding traffic impacts and planned transportation infrastructure, please see Adler, Karen—1, Response to Comment 3.

Hearing 6: Nancy Silberg

EIS says Alternatives 2 and 3 include Sound Transit stations, but not Alternative 1—this is incorrect.

EIS should address different in development costs between Alternatives: high rise buildings are more expensive to build and would command higher rents.

EIS should consider demand for housing types and possibility of vacant land.

EIS should analyze all seven street-level views.

Alternatives were analyzed assuming both with and without HCT (Sound Transit light rail Ballard Line) serving the Uptown study area.

Regarding high-rise construction costs and higher rents, please see Section 5.2.2.1.

Regarding street level views, please see Mucke, Katrin, Response to Comment 14.

Hearing 7: Gary Groshek

Have you looked comprehensively at transportation, including outside Uptown?

Please see Downer, Phil, Response to Comment 2.

Hearing 8: Rob Miller

Concerned about canonization of the neighborhood with 16-story buildings.

For a description of proposed heights in the Preferred Alternative, please refer to Abendroth, Terry, Response to Comment 1, and Chapter 2 of this Final EIS.

Regarding shading impacts, please see Fanning, Fred, Response to Comment 3.

Hearing 9: Terri Appleton

Concerned about impact on views from Kerry Park.

Please see Adler, Karen, Response to Comment 4, and Bertram, Irving-2, Response to Comment 3.

Hearing 10: Roxanna Lopez

Concerned about shading, loss of small businesses, and lack of green space.

Regarding shading impacts, please see Fanning, Fred, Response to Comment 3.

Regarding loss of small businesses, please see Bertram, Luann-1, Response to Comment 8.

Regarding open space, please see Bertram, Irving-2 Response to Comment 31.

Hearing 11: John Laurencia

Do not sell the parking lot property north of Mercer Street.

Please see Kunz, Donald-1, Response to Comment 2.

Hearing 12: John Stratfold

Would like vision of the look and feel of Uptown. Need public transportation.

Please see the Uptown UDF for the vision of the Uptown Urban Center.

Please see the Preferred Alternative in Chapter 2 of this Final EIS, which moderates heights and includes design and development standards.

Multiple modes of travel are addressed in Section 3.6 of the EIS, including transit, which is seen as having a growing share of trips in the future. Two HCT stations are planned in Uptown, and the ST3 transportation package was approved in November 2016.

Hearing 13: Lisa Power

Concerned about people losing views. Concerned about parking for businesses. Please make developers provide enough parking.

Regarding private views, please see Mucci, Diana, Response to Comment 3.

Regarding parking, see Allen, Holly–1, Response to Comment 8. Regarding parking requirements, as new buildings pursue development permits they will have to go through SEPA analysis where specific parking and development impacts and mitigation are addressed.

Hearing 14: Myrna Mayron

Concerned about losing their view.

Regarding private views, please see Mucci, Diana Response to Comment 3.

Hearing 15: Patrick Kern

EIS didn't address the City of Seattle noise ordinance. Concerned about impact of commercial haulers.

Regarding noise impacts, please see Allen, Holly–1, Response to Comment 7, and Harrington, Beverly–1, Response to Comment 5.

Hearing 16: Daniel Ritter

Should be able to provide more housing without destroying views from the south slope. EIS seems to only consider protection of public views, but what about private views?

Regarding private views, please see Mucci, Diana, Response to Comment 3.

Hearing 17: Caroline Malby

Concerned about traffic in the short-term.

Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Hearing 18: Karen Luft

Concerned about traffic. Bad idea to add more people when infrastructure is insufficient.

Regarding transportation impacts and planned infrastructure, please see Adler, Karen–1, Response to Comment 3.

Hearing 19: William Blades

Opposed to more density if it harms quality of life.

Please see Abendroth, Terry, Response to Comment 1 for a description of growth objectives of the Urban Center.

Hearing 20: Bart Mayron

People like to drive. Doesn't want Queen Anne to become South Lake Union. Some new buildings have empty commercial spaces.

Please see Chapter 2 for a description of proposal objectives, linked to meeting community goals in the neighborhood consistent with adopted plans and the Uptown UDF vision. The Preferred Alternative is designed to moderate heights, more compatible with existing land use patterns. The Preferred Alternative would apply customized SM zones tailored to Uptown with added design and development standards to maintain public views of important landmarks and natural features and to promote a human scale with improved sunlight access and ground level open space.

Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

The Preferred Alternative proposes retaining the LR3 and MR zones with increases in height of 1-2 stories to implement HALA recommendations, and would have a more focused mixed SM area in place of NC3 and C2 zones compared to Alternatives 2 and 3. Additional residents and daytime employees will provide more customers for retail businesses.

Hearing 21: Berta Blades

Opposed to more density. Concerned about traffic.

Your comment is noted and forwarded to City decision makers. Regarding traffic impacts, please see Adler, Karen–1, Response to Comment 3.

Hearing 22: Karen Adler

Developers can pay fees to get out of providing affordable housing.

See Adler, Karen–1, Response to Comment 2, and section 5.3.2.4 for a discussion of the use of MHA cash payments for affordable housing development, including criteria used to determine the location of new units built with these payments.

Hearing 23: Beverly Harrington

If the City Council makes the decision, maybe they should be hearing our concerns.

This Final EIS, including comment letters and responses, will be provided to the City Council prior to their decision on any rezone proposals for Uptown.

Hearing 24: Sharon Levine

The Queen Anne Community Council requested a traffic management plan. Plans do not provide for sufficient infrastructure.

Regarding traffic management and planned improvements, please see Adler, Karen–1, Response to Comment 3.

Please see Benjamin, Mike, Response to Comment 7, regarding infrastructure.

Hearing 25: Michael Blumston

Would like to see study on the amount of property value increase from rezone and the mechanisms for creating public amenities.

The purpose of the EIS is to consider environmental impacts. Economic considerations such as property values are not part of the SEPA process. See WAC 197-11-448 and 450.

From: Terry Abendroth [<mailto:tabendroth@gmail.com>]

Sent: Monday, August 29, 2016 9:20 AM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: uptown rezone

160' and 85' are both outrageous. Who knew when Mayor Norm Rice designated the uptown area as an urban center that this is what we would get. We were still trying to figure out what urban villages were. 1

At the meeting which I attended with the attractive information boards, comments only were taken. It is my feeling that though many comments were taken, no answers were given. I asked what view corridors consisted of, what is the angle of a corridor. I stood at Kerry park and viewed from Elliot Bay on the West clear past the space needle to the East including the EMP museum near the base. Where is the clarification of what too tall buildings will obviously block. The building which is already asking for a permit at first and Roy will actually be 90' at that corner due to the averaging and the 85' zone has not even passed. 2

The city appears to have an agenda and those of us that are white homeowners are dismissed totally especially if we are over 40. I don't envy you your job, you seem to be a reasonable man who is under pressure from city hall to allow these too tall buildings. 3

Over two years ago, I attended the meeting to drop the requirement for parking for these new buildings under the guise of keeping the apartments affordable, we all know that new apartments are very expensive and the neighborhoods are taking the overflow. There were many people making comments at the lectern and developers who of course didn't want parking required. The preponderance of opinions were for the requirement, we know these comments did not count. Many issues need to be considered before the speculators and developers rip the fabric of lower Queen Anne and the huge impact on the hill. Please take our concerns to heart. 4

Thank you,

Terry Abendroth

322 West Highland Drive

Seattle 98119

206-285-3778

From: Joe Adams [<mailto:JoeA@fsbwa.com>]
Sent: Thursday, September 01, 2016 2:43 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown EIS Comments - July 18, 2016 Draft EIS

Good afternoon Mr. Holmes,

My wife and I recently moved from West Seattle to Queen Anne to avoid the spiraling congestion in West Seattle caused by so much increased density. After reviewing the letters from the Wulsin, Ramsay, Bertram and Schrock families, I have to agree with their concerns and comments. Mercer Avenue already is a disaster. I recently walked from my home to the Tommy Bahama headquarters at 5pm (400 Fairview N). Not one car passed me as I walked on Mercer. I probably walked passed literally hundreds of cars stuck in gridlock. This gridlock problem will only get worse with the proposal. And as the letters indicate, the "Mercer Mess" gridlock is only one of many concerns regarding the proposal.

Please consider other solutions and please take the appropriate amount of time to ensure the best solutions are identified and developed with adequate input from all affected parties.

Thank you for your consideration.

Joe and Jean Adams
1220 Warren Ave. N
Seattle WA 98109
206-979-7967
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Joe Adams | Chief Executive Officer
1st Security Bank of Washington

D 425.697.8048
T 800.683.0973 x8048
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E joea@fsbwa.com

From: Matt Adkins [mailto:matthew.t.adkins@gmail.com]
Sent: Thursday, September 01, 2016 10:43 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: UDF Comments

Hi Jim,

Thank you very much for your work on this project, I really appreciate it, especially when you made time in your evening to stop by our Neighborhood Night Out.

I just have a few comments about Seattle Center and recreation/parks in our neighborhood. I think living next to Seattle Center is a blessing and a curse. Although there are a lot of recreation opportunities at Seattle Center much of it is fee-based (i.e. the theaters, and access to all meeting rooms).

The grounds themselves are often closed to the public and only opened to those who are customers for a business. This was actually the case on the day of the public comment a few weeks ago when the DOTA 2 video game competition reserved the grounds for their customers. And it will also happen during Bumbershoot this weekend. Also, during very many weekends the grounds are used for events and are not available to be used by the public in a public park like way (like playing catch, relaxing etc.) and instead the grounds are filled with food stands for Bite of Seattle or other activities like in the case of Festal events at the center.

Using Memorial Stadium as a public park isn't very realistic I believe as many organizations and companies already reserve it for their private use. These include companies like Underdog Sports who run adult recreation leagues, the Seattle women's soccer team, and Seattle Public Schools. I have heard that it is booked almost everyday.

I think it's a stretch to think of Seattle Center as a public park for Uptown, especially since Seattle Center management doesn't focus on the needs of Uptown but rather on their own growth and projects for the city and the region instead.

Thank you for your time!
Matt Adkins

From: Karen [<mailto:karenkadler@comcast.net>]
Sent: Monday, August 29, 2016 4:48 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Rezoning QA

Dear friends,

The City Council is considering rezoning lower QA between Denny and Roy to allow 140 foot tall (about 12 story) buildings. The deadline for writing to the city is a few days away, please, please take a minute and write an email to Jim Holmes regarding the plan for lower QA. Please forward to everyone you know on QA.

Some points:

- This increased density is supposed to create more affordable housing.
- But developers can and will opt out of this by paying a fee to the city.
- Better public transit is supposed to relieve the resulting traffic nightmare. But this will not happen for 30 years according to the city's timetable.
- The new 99 tunnel enters and exits near Mercer. Combined with thousands of new Expedia employee commuters, QA will be gridlocked.
- Views are expected to be blocked all the way up to Comstock, including the view from Kerry Park? Where else in the city can people gather for sunsets, special occasions, out of town guests, family photos. We all go there. Let's protect it.
- Dublin, Rome, Boston, London, cities with millions of people, have residential buildings of 4-6 stories. They are connected like row houses. Openness and lots of sky are preserved. Density is possible without high rises.
- The people that will benefit from 140 foot tall buildings are the developers and the few who can afford to buy the condos. We will never get the skyline back.
- Those high rises will have the best views in the city and will sell for millions, but will do nothing for our quality of life. Denser can be accomplished without them.

I know we are all busy with summer, but if you care, please write to Jim Holmes. The info is below.

Thank you,
Karen

Jim.holmes@seattle.gov

Or by mail:

City of Seattle
Office of Planning and Community Development, ATTN: Jim Holmes
700 - 5th Avenue, Suite 1900
Seattle, WA 98124-7088
(206) 684-8372

Karen Adler

Dear City Council,
Please consider carefully not approving high rises on lower QA.

- This increased density is supposed to create more affordable housing.
- But developers can and will opt out of this by paying a fee to the city.
- Better public transit is supposed to relieve the resulting traffic nightmare. But this will not happen for 30 years according to the city's timetable.
- The new 99 tunnel enters and exits near Mercer. Combined with thousands of new Expedia employee commuters, QA will be gridlocked.
- Views are expected to be blocked all the way up to Comstock, including the view from Kerry Park? Where else in the city can people gather for sunsets, special occasions, out of town guests, family photos. We all go there. Kerry Park is a special, one of a kind place. Let's protect it.
- Dublin, Rome, Boston, London, cities with millions of people, have residential buildings of 4-6 stories. They are connected like row houses. Openness and lots of sky are preserved. Density is possible without high rises.
- The people that will benefit from 140 foot tall buildings are the developers and the few who can afford to buy the condos. We will never get the skyline back.
- Those high rises will have the best views in the city and will sell for millions, but will do nothing for our quality of life. Denser can be accomplished without them.
- We can have Urban Density in a more thoughtful manner than what is being proposed. Please be thoughtful in your city planning and look at what other much more populated cities have done.

7

Thank you,
Karen Adler
1026 5th Ave W
25 year resident QA, wife, mother & tax payer

From: Karen [<mailto:karenkadler@comcast.net>]
Sent: Monday, August 29, 2016 10:53 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Please Vote no for QA Upzone

Dear Mr. Holmes,

Please vote for no change to the current zoning for lower QA. Here are the reasons why:

- This increased density is supposed to create more affordable housing.
 - But developers can and will opt out of this by paying a fee to the city.
 - Better public transit is supposed to relieve the resulting traffic nightmare. But this will not happen for 30 years according to the city's timetable.
 - The new 99 tunnel enters and exits near Mercer. Combined with thousands of new Expedia employee commuters, QA will be gridlocked.
 - Views are expected to be blocked all the way up to Comstock, including the view from Kerry Park? Where else in the city can people gather for sunsets, special occasions, out of town guests, family photos. We all go there. Let's protect it.
 - Dublin, Rome, Boston, London, cities with millions of people, have residential buildings of 4-6 stories. They are connected like row houses. Openness and lots of sky are preserved. Density is possible without high rises.
 - The people that will benefit from 140 foot tall buildings are the developers and the few who can afford to buy the condos. We will never get the skyline back.
 - Those high rises will have the best views in the city and will sell for millions, but will do nothing for our quality of life. Denser can be accomplished better without them.
- Maybe lower row buildings like they have in big cities like London, Dublin, Rome. Dense living can be accomplished without high rises. Scattered tall towers before we can get transit to this area will not be an improvement.

Thank you,

Karen Adler
1026 5th Ave W
Seattle, WA 98119

From: Steve [<mailto:stevenjadler@comcast.net>]
Sent: Monday, August 29, 2016 11:54 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Vote no on lower QA upzoning proposal

Dear Mr. Holmes,

I urge you vote for no change to the current zoning for lower QA.

- Increased density Is supposed to create more affordable housing, but developers can and will opt out of this by paying a fee to the city. 1
- New public transit is supposed to relieve the resulting traffic nightmare. But this will not happen in our neighborhood for 30 years according to the city's timetable. 2
- The new 99 tunnel enters and exits near Mercer. Combined with thousands of new Expedia employee commuters, QA will be gridlocked. 3
- Views will be affected all the way up to Comstock St., including the view from Kerry Park. Public views should be preserved. 4
- The people that will benefit from 140 foot tall buildings are the developers and the few who can afford to buy the condos. We will never get the skyline back. 5
- Those high rises will have the best views in the city and will sell for millions, but will do nothing for our quality of life. Denser can be accomplished without them.

Thank you,

Steven Adler
[1026 5th Ave W](#)
[Seattle, WA 98119](#)

From: Offleash [mailto:offleash2009@gmail.com]
Sent: Wednesday, September 07, 2016 5:57 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Height Rezoning

Subject: RE: Uptown Height Rezoning

Dear Mr. Holmes - I understand that Seattle is reviewing three proposals for height Rezoning in the Uptown area. Specifically, the City is considering the following three proposals to Rezoning the height limit of buildings in the area.

1. **Proposal 1** would be to **make no change** in the allowable height restriction. In other words, it would remain at 40' or 4 stories.
2. **Proposal 2** would allow buildings to be built **from 5 to 7 stories in height**. This would be almost twice the height of what is currently allowed.
3. **Proposal 3** would allow **taller, thinner, more widely spaced buildings of up to 16 stories** to be built

While I support Proposal 1, I am most concerned about the small parcel currently occupied by Chen's Chinese Village Restaurant at [544 Elliott Avenue West](#). The Rezoning boundaries are drafted in a north-south-east-west grid. However, the area directly around this small parcel are situated in a northwest-southeast orientation, which is why this parcel is triangular in shape. The vast majority of buildings surrounding this small parcel are residential and they are all fairly new, i.e. constructed within the last 15-20 years and are not redevelopable as per Exhibit 1-3 of the City's Draft EIS dated July 18, 2016. According to the proposed boundaries, this is the smallest parcel, which if Rezoning, would have the most impact on a large number of residential structures. All other parcels in the proposed plans are either larger parcels or would not affect as many residential units.

Allowing this small triangle to be subject to new, higher height restrictions would be completely inconsistent with the aesthetics of the immediate neighborhood and are out of character with other buildings in the immediate vicinity, thereby creating an eyesore. Moreover, if the City allows a height rezoning of buildings up to 7 or even 16 stories high, development of a narrow tall building in this small triangle parcel could substantially alter our immediate neighborhood by not only blocking our views and access to sunlight, but also dramatically increasing traffic on the very narrow street (6th Avenue West) utilized as the ingress and egress to a number of condominiums located in the area. In addition, development of this parcel will substantially increase traffic on Elliott Avenue West which is already over capacity due to the new cruise ship terminal and will likely increase further when the viaduct is rerouted.

I hereby request that the parcel located at [544 Elliott Avenue West](#), currently occupied by Chen's village be removed from the Rezoning proposal given the potential impacts as outlined above and the boundary be redrawn to exclude this parcel.

If you have any questions, please do not hesitate to contact me. Thank you very much for your time and attention to this matter.

Dan Ahrendt
511 W Mercer Pl #401
Seattle, WA 98119
206-713-4507

From: Melissa Albert [mailto:melissaoalbert@gmail.com]
Sent: Thursday, September 01, 2016 8:54 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Uptownforpeople@gmail.com
Subject: Upzoning the Uptown District - things to consider

Dear Mr. Holmes, as a 25-year resident, business owner and taxpayer of Seattle I have seen the good, the bad, and the ugly. Although undoubtedly pursued with some good intent, the upzoning proposed in the uptown theater and Seattle Center neighborhood leaves a bad taste in that it certainly seems to favor developers over residents, and promises to be an ugly wart of out-of-proportion construction that damages Kerry Park views and deters would-be movie-goers, shoppers and diners.

1

For those of us that do business with SIFF and frequent their Seattle Center office before lunching in the Uptown neighborhood, the idea of a super congested concrete jungle will definitely send me elsewhere as quickly as possible.

Before signing off on a rezoning plan that will result in construction that won't be undone in any of our lifetimes, why not have more public input? Why not really look at what these elevations - well above HALA- will do to deter pedestrian traffic? Why not have more realistic drawings to show the impact on arguably the city's best view, from Kerry Park?

2

I am all in favor of more affordable housing and increased density. Seattle is busting at the seams and cost of living increases are driving out people with average-income, not to mention low-income or no-income people. The benefits of urban planning come with thoughtful execution, however, and the proposed upzoning falls woefully short. Please consider regular citizen needs over developer-funded plans when moving forward.

3

Questions? You can reach me at 206-898-6788.

Sincerely,

Melissa O'Neill Albert
2531 Lake Washington Blvd E
Seattle, WA. 98112

From: Susie Algard [mailto:susiealgard@gmail.com]
Sent: Thursday, August 11, 2016 2:47 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: LEG_CouncilMembers <council@seattle.gov>
Subject: 18 Story Buildings Possible in Lower Queen Anne/Uptown Below the South Slope of Queen Anne Hill

Hello Jim,

I am writing to let you know that I am **opposed** to allowing more than 4 story buildings in lower Queen Anne. I am a long time resident in 98119 and the traffic congestion is already terrible. Queen Anne is in danger of losing our neighborhood feel. As a resident of Queen Anne I have had to endure construction everywhere, on all 4 sides. My commute to work has increased substantially due to construction and increased density. We also have to deal with Mercer St, and the congestion to get to the I-5, and it's still a mess! Adding more density to the area is NOT acceptable without light rail, or some other solution to our transportation problems.

I used to have a feeling of nature in the neighborhood, that has been rapidly eroding in the last 7 years, along with my nice views for which I pay marked up property taxes for.

Sincerely,
Susie Algard

Susie Algard
425-260-5264
susiealgard@gmail.com

From: Joseph Alhadeff [<mailto:joseph.alhadeff@gmail.com>]
Sent: Wednesday, August 31, 2016 12:44 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comments on Uptown EIS Draft

Dear Mr. Holmes:

The following letter was sent to you by a long time fellow Queen Anne resident, neighbor and friend Irv Bertram.

I sincerely concur with his analysis and comments on this subject. The Mayor and our City Council are proposing the destruction of one of the most elegant historical Seattle neighborhoods. This is a very bad and destructive move on the part of our city government.

Please consider this letter as my wife and my absolute disagreement with the EIS Draft as well as the cities position on this issue. Our Queen Anne community will not let it's destruction happen by this administration.

Joseph and Doreen Alhadeff
1218 Third Ave. West
Seattle, WA 98119

Dear Mr. Holmes,

I am writing to advise you that I have reviewed the draft Uptown Environmental Impact Statement. While a significant amount of time and effort went into it, I am quite disappointed in what was not addressed that in my opinion should have been addressed. Secondly, numerous statements appear to me to lack adequate factual support. I also question whether the direction given to the authors of the EIS was appropriate. The question is, is the EIS intended to be a sales document to support some form of up-zoning, or a fair exploration of the facts in order to enable the City Council to make a reasoned decision? Unfortunately, it appears to be the former. 1.1 states that the purpose of the EIS is to support increasing the permitted building heights and density in the Uptown neighborhood. As a result, in my opinion, the draft EIS appears slanted to achieve this purpose, rather than examining the three alternatives in an even-handed manner and giving appropriate attention to the impact on the surrounding neighborhoods.

I have divided my concerns into two parts. The first deals with elements that I believe should be included in the EIS but were not. The second deals with what was addressed but, in my opinion lacks appropriate support.

1. The EIS limits itself, other than the discussion of view blockage, to Uptown. There is no attempt to analyze the effect of increased density on Queen Anne Hill or the South Slope of Queen Anne. A major impact not addressed is traffic problems that currently exist. The study should have included from Uptown to I-5 on both Mercer Street and Denny Way. Many residents and future residents of Uptown will commute by car for work and other tasks by going to I-5. At times, even reaching the north portal of the Hwy 99 Tunnel will be a problem due to gridlock. Moreover, the Viaduct will be gone replaced by a toll road, and Expedia will be moving into Interbay with 4500 employees in about 2 years.

Secondly, the view interference from Kerry Park refers primarily to the Space Needle. Kerry Park is the principal viewpoint in the City of Seattle and visitors flock to it to view Elliott Bay, Alki Point Puget Sound and the City skyline. The proposed impact of the Mid-Rise and High-Rise Alternative should be studied and reported with this in mind. Exhibits 3.4-40 through 3.4-42 are not easy to follow, and only focus on the Space Needle and City of Seattle. The inclusion of buildings in the pipeline in the foregoing exhibits makes it appear that the view of Key

Arena from Kerry Park is already blocked. Yet these buildings have not been approved, so including them in the exhibits leads the reader to be less inclined to look at the effect of the Mid and High-Rise options on the view of Key Arena. Tourism is very important to Seattle, and while the view of the Space Needle should be protected, shouldn't the overall view from this vantage point be considered and fairly discussed? Views from Kerry Park looking south and southwest should also be included in the analysis without including buildings in the pipeline for which building permits have not been issued.

Third, from personal experience, parking on the south slope of Queen Anne Hill, which is currently impacted by the lack of free parking in Uptown, will become more problematic. But the EIS doesn't address this effect. In fact, as addressed below, parking is not appropriately addressed at all. Using fee charging parking garages to gage free street parking places, or more convenient pay parking places, does not seem appropriate. In addition, since we have experience with Uptown residents parking on the streets of the south slope of Queen Anne during the week as well as during special events at the Seattle Center to avoid paying, it seems appropriate to expand the parking study to include the impact of additional Uptown residents on the south slope of Queen Anne within this area as well.

2. In examining the Mid-Rise and High-Rise alternatives there seems to be an assumption that all lots in Uptown are owned by the same party and that party would make a rational decision concerning which lot to develop with a High or Mid-Rise. This is erroneous. The only fair assumption is to assume, for the purpose of view impact, shadow impact, traffic patterns, etc., that full development to the maximum allowable height and density will occur on every available lot. The problem is that individual property owners will make development decisions for themselves without necessarily considering who else is developing other property in Uptown at the same time. In other words, one cannot predict the course of development. And the City should not be changing the rules over time to further City goals as it will lose credibility.

3. Up-zoning negatively affects surrounding property as it suffers all of the disadvantages of increased density without any of the benefits. Yet, other than limited view blockage from viewpoints, there is no attempt to address the effect of the alternatives on the adjacent south slope of Queen Anne Hill, or the top of Queen Anne Hill. The major way for Queen Anne residents to reach I-5 or the City is to use Queen Anne Ave, or Taylor Ave/ 5th Ave, although those on the north side of the hill use highway 99 to reach downtown. There should be a traffic study and the parking study of the effect of up zoning Uptown as it affects these areas. And, if studies are going to ignore everything before 2035, which seems ridiculous to me, why not include the anticipated changes in the number of residents to Queen Anne Hill in the projections? How can a fair study simply ignore the existence of the adjoining neighborhood when considering increases in traffic on Queen Anne Avenue, Mercer and Denny? It should be noted that Queen Anne Hill has few streets that go through, and those are steep.

4. Why was there no consideration of raising the zoning to 65 feet in areas like "The Heart of Uptown" or as an alternative to the existing zoning everywhere? Would that not have had a better chance to retain the character of the neighborhood and have less impact on surrounding neighborhoods? The EIS should contain a statement of why the particular alternatives to the current zoning were chosen and why a more modest choice of up-zoning was not considered. For example, in the Heart of Uptown, the EXPO Apartments were built at 65 feet. They were built so that the height is graduated and they are not overpowering to the other buildings in the neighborhood. Placing an 85' tall building across 1st Ave N from the EXPO Apartments is not fair to the owners of the building who expected to have view units protected by the existing zoning. In effect, those views units would be eliminated, decreasing their rental value. In addition, allowing 85' or taller buildings promotes the "canyon effect" since lots are small and streets are not wide boulevards.

The following are some specific problems that I note with the Draft EIS. I have tried to use headings and references where I could find them as the draft EIS contains no page numbers. It would be appreciated if the pages are consecutively numbered in the final EIS.

5. Mobility Proposals. The EIS assumes that the current plans will be adopted. There should be a study of what happens under each zoning proposal if these assumptions are incorrect. The analysis of the current traffic congestion problem is based upon an inadequate study. Exhibit D fails to reflect my experience as a Queen Anne Resident. I have spent over 15 minutes driving down Queen Anne Avenue from Mercer to Denny when traffic on Denny Way is backed up. In fact, once it took us over 30 minutes as only a few cars could enter Denny Way with each traffic light cycle due to traffic congestion on Denny Way. Driving in the opposite direction, I have spent more

than 15 minutes to reach First Avenue North via First Avenue, or via Denny Way in order to begin to drive up 1st Ave N. The EIS states that “Both Action Alternatives will result in **some minor increase** in vehicular trips and vehicle miles of travel on the network.” See Exhibit 1-10 (emphasis added). Where is the support for the emphasized words? The apparent source is the City of Seattle. Currently, traffic on the one-way portion of Queen Anne Avenue at certain hours of the day is highly congested requiring waits at Denny through two or three light cycles minimum and up to 10 minutes. So what is the baseline? The statement that “screenlines will operate with adequate capacity and corridors will operate similar for all action cases” seems to support not up-zoning until the current problems are resolved as it assumes that no problem currently exists, which my experience refutes. Adding “some minor increase” to the existing and projected future congestion is unfair to current residents. However, without supporting data that statement appears to deliberately significantly underestimate the problem. Exhibit D should be explained and supported by the dates that the study was made, as well as how it was made, or not included as it does not comport to the reality that I, a Queen Anne resident of almost 40 years, have come to expect.

Under 2.15, the draft EIS assumes that all the proposed mobility proposals “are assumed to occur.” The EIS should not count upon future plans alone that are not scheduled to occur with financing in place, but should address what will happen without implementation of those plans. As noted above, not only should the future Uptown residents be considered, but also future Queen Anne residents who will use the same roads. Given the current transportation problems, shouldn’t they be solved before any consideration of up-zoning? If not, shouldn’t the EIS address increases in residents in the adjoining neighborhoods? The addition of 4,500 Expedia employees to Interbay should also be included as many will undoubtedly drive Mercer St or Denny Way to I-5. Maybe Expedia has a reasonable idea of a rough number of additional vehicles that will be added to those roads. Shouldn’t Expedia be contacted and its information included?

6. Affordable Housing.

A. The addition of affordable housing seems to be the basic reason behind the proposed up-zoning. Yet the EIS makes the following points: Exhibit 1-2 shows that without any change in zoning the proposed growth target is well under capacity. In fact, the Net Capacity of households without a zoning change (10,186) is never reached with a High-Rise zoning change as the target growth only grows to 3,745. In the case of jobs, there will be an increase with each of the rezone options, meaning increased traffic congestion (from an original capacity of 2,670 to 3,125 actual targeted growth). How about explaining why up-zoning is important when the study shows that current zoning is sufficient?

B. Under 1.6 there is an affirmative statement that under higher zoning there will be more opportunity for development of affordable housing. Where are the facts to support this claim? Under the heading “What is different between the alternatives?” there is a statement that only 42 to 60 existing residential units would be torn down in redevelopment. This seems low as there currently exists a planned contract rezone at 203 W. Harrison that eliminates at least 19 units. However, the draft EIS goes on to say that 303 units could be displaced. So, if we assume 303 units, how many units of affordable housing will be added to replace them? Where is the analysis? Has the City pointed out how much developers are to pay to avoid providing affordable housing or why the percentage of units required in lieu of payment is so much lower than Boston and other cities require? Why is this not addressed? Exhibit B-1 refers to developers having a choice to pay a fee in lieu of providing affordable housing. I have heard for example, with the proposed contract rezone on W. Roy Street that will put the Intergenerational Child Care Centre in shadows, that the owner would make the payment instead of incorporating affordable housing. The proposed plan will actually block views at Bayview that are currently rented at higher rates in order to subsidize non-view units of this retirement home. Reducing the value of the view units will make it necessary to increase the cost of the current non-view units making those units less affordable.

C. “Under the Action Alternatives, greater capacity for infill and redevelopment could be associated with loss of existing buildings that provide low-income housing. The future SM zone could be tailored to include measures identified in Housing Element goals and policies, such as replacement of occupied housing that is demolished or converted to non-residential use, using incentive programs to encourage the production and preservation of low-income housing, or requiring new developments to provide

housing affordable to low-income households. As noted above, housing programs, regulatory measures, and incentives implemented by the City may influence, but not fully control, the housing products that the private market supplies.” See 3.59 -3.60. *Isn’t the EIS making an assumption here, but admitting that it may not be accurate?* Shouldn’t the EIS balance assumptions of future conduct with projections based upon those assumptions being erroneous? Shouldn’t the EIS address why Uptown will benefit from the loss of the existing affordable housing and the number of affordable units that will be paid for by the developers in lieu of providing it and the location where such units will be built for the dollars allocated?

D. There is a general statement that affordable housing is not likely to be built in Uptown, due to the cost of construction, land costs and marketability due to the proximity to downtown. See the analysis under 3.3-15 that almost provides an admission that up-zoning will permanently reduce affordable housing in Uptown. Should there not be a discussion of eliminating the right to buy out of providing affordable housing in order to preserve some in the neighborhood?

E. 3.87 indicates that mandatory housing affordability attempts to impose requirements on mid-rise and high-rise rezoning, but doesn’t indicate that such restrictions can be imposed under current rezoning. Why not? See WAC 365-196-870 (2) that provides that Affordable Housing incentives can be either required or optional. Hasn’t the City of Seattle made changes to building codes and zoning requirements over the years without changing the underlying zoning? Shouldn’t this option to obtain affordable housing be addressed as an alternative to up-zoning with all its detrimental effects?

F. 3.3-15. Housing Affordability – There is an admission below the table that under all alternatives there is likely going to be a loss of affordable units with greater loss with high-rise construction due to the cost of steel and concrete structures. Isn’t this also true with permitting mid-rise buildings? Note the current request for a contract rezone of 203 W. Harrison. It seeks to eliminate 19 existing units and replace them without including any affordable housing. Shouldn’t the conclusion be that the best way to protect existing affordable housing for the longest possible time is to retain the existing zoning? If not, why not?

G. Exhibit 3.3-16 indicates that under alternative 1 and alternative 2 the same number of existing units (66) would be demolished, but under the high-rise alternative only 44 units would be demolished. The explanation assumes that since a high-rise would add more units, fewer high-rises are needed. However, what property owner will not develop his property by building a high-rise since another owner is putting a high-rise on his property? If there are facts supporting this statement, provide them. If not, withdraw it. And, if more high-rises are actually built as permitted by up-zoning, isn’t it likely that the potential additional residents will far surpass what has been projected? Why doesn’t the EIS address the possibility of a full buildout under each zoning alternative and the effect upon traffic congestion and parking? I request that these possibilities be addressed.

H. Exhibit 3.3-17 assumes a loss of 303 affordable units in a full buildout under each alternative. That makes sense and for the purpose of evaluation, a full build out should be assumed since no one will know what individual properties will be developed and when each of the properties will be developed. So, by 2035 all affordable units will be lost, but why encourage the early loss by rezoning to incentivize development? Why not just make those seeking contract rezones provide affordable housing in return? Why has the EIS failed to identify this alternative as a viable option to up-zoning Uptown? Please ask that this point be addressed in the final EIS.

I. Exhibit B-1 purports to provide the number of affordable units that would be provided under each of the alternatives. Please support the numbers by explaining the methodology used to develop the table. Without supporting data one must assume that the table is bogus. And, as noted above, the EIS should include the cost of such units, the amount that the City is assuming that developers will pay it in lieu of providing affordable housing and the location in the City of the new affordable housing so that a reasonable person can determine probable accuracy of projections.

7. View blockage.

A. Exhibit 3.4-10 through 3.4-14 purport to show view impact, but does not show the actual impact of full buildout from Kerry Park. As noted earlier, why is there no discussion of the effect on anything other than the Space Needle, Elliott Bay and downtown? Instead there is the statement that “new buildings are not anticipated to be tall enough to obstruct views of the Space Needle Elliott Bay or Downtown beyond current conditions.” Views are in the eye of the beholder, making this value judgment of questionable merit. Depending upon the height of the buildings and their location, there is potential view degradation, isn’t there? Why not address it? The EIS should not render opinions without providing the factual foundation to support them.

B. Exhibits 3.4-17 and 3.4.18 show less view blockage under the high-rise alternative than under either the existing zoning or the mid-rise alternative. Why? The reasoning should be explained. What assumptions are being made to support these Exhibits? The same problem occurs with Exhibits 3.4-52 and 3.4-54. If the EIS is assuming that the City will adopt code limitations that do not currently exist, or that there are code requirements that support the assumptions, the EIS should address them. Otherwise, unless I have misinterpreted the Exhibits, they should be eliminated as unsupportable.

C. Exhibits 3.4-40 through 3.4-42 are not very easy to follow, and only focus on the Space Needle. The view from Kerry Park should extend from the downtown skyline through all of Elliott Bay to Alki Point to be complete, and, I submit, that buildings in the pipeline that require City Council approval of a contract rezone or otherwise lack building permits should not be included as they may never be built.

D. **“Queen Avenue N and Mercer Street—Facing South.** Height and scale impacts under Alternative 3 would be similar to existing conditions at this location, as shown in Exhibit 3.4–18. Greater height limits along Mercer Street would allow taller development to concentrate along that corridor, reducing impacts to the more sensitive pedestrian environment along Queen Anne Avenue N.” Is the intent of this statement to offer up high-rise zoning along Mercer Street and not along Queen Anne Avenue North? Shouldn’t this statement be balanced in the EIS with a statement indicating that no change in any zoning will achieve the same result of protecting the pedestrian environment along Queen Anne Avenue North while also protecting existing views from Kerry Park?

E. At the end of the section, we find the following statement: “With the incorporation of proposed mitigation, all alternatives would be consistent with the City’s policies in SMC 25.05.675P and Q regarding protection of public views and shading of public parks and open spaces. Thus, based on thresholds of significance and proposed mitigation, no significant unavoidable adverse impacts are identified.” While some mitigation is proposed, there is no requirement that it be adopted by the city. Please have the EIS address what would happen if the mitigation doesn’t occur, and have the EIS provide support for the statement, or withdraw it.

8. Section 3.6 Transportation

A. “In the future, with the anticipated increase of alternative modes due to several factors, including the completion of the SR 99 North Portal with additional roadway crossings, increased frequent transit service, dedicated bike and improved pedestrian facilities, and potential new Sound Transit stations the share of drive-alone trips decreases substantially.” Please have the EIS provide support for this opinion. Based upon my observation, the nice two lane separate bicycle path going under highway 99 adjacent to Mercer St is rarely used while the cars wait in gridlock for the signals to change. It should be noted that not everyone can ride a bicycle or walk long distances. Of course, if the result of eliminating affordable housing through up-zoning Uptown forces out the elderly or handicapped

people who need automobiles to travel where public transportation does not go, the EIS should address this impact of the fabric of Uptown.

B. Exhibit D and Corridor Analysis Information. Please provide the methodology used by Transpo Group in preparing this Exhibit, or withdraw it. Its statements, which provide the support for some of the statements of no or minor impact to upzoning, do not, in my experience as noted earlier, represent reality. I drive down Queen Anne Avenue and up 1st Avenue North fairly often, but try to avoid rush hour. The times reflected really reflect weekend travel, not what is purportedly reflected.

C. Parking

- The Seattle Center/ Uptown Strategic Parking Study is currently being conducted and explores in further detail the less frequent parking conditions with higher attendance levels. Shouldn't the EIS wait until the study is completed instead of relying upon the parking garage study?
- Exhibit 36-10 shows a study of parking spaces occupied on a weekday based upon a study of demand in Seattle Center garages on two dates. The EIS should either provide factual support for the use of paid garage parking to determine the availability of either free or more convenient hourly metered parking, or wait for the completion of the foregoing study, assuming that it is being done realistically. Few people park in a pay garage if there is street parking available at no cost. Also, many people may park under Metropolitan Market without shopping at the stores above to avoid pay parking. So indicating that 26% or more of the street parking is available does not appear to be factual.
- The statement "The evaluation shows for the No Action Alternative with HCT parking impacts within the study area would generally be no worse than experienced today" is unsupported by facts, besides being limited to an erroneous study area as mentioned earlier. Expand the study area to include the south slope of Queen Anne and other adjacent property where current Uptown residents park and do an honest objective study, or admit that one cannot be done and withdraw everything stated related to parking.

D. Section 3.6.2 Impacts. This section evaluates transportation system operations in 2035 for the three zoning alternatives. Why not evaluate the current traffic problem properly and the immediate effect of a change to zoning occurring within three years? And, how can any assumption that ignores the population increase of the adjacent area, Queen Anne Hill, be of any value? Please revise the EIS to include the projected increase in the populations using the same major streets. Include increases in Queen Anne Hill residents, the known increase resulting from Expedia's relocation, and address the impact on the arterials leading out of Uptown that will be affected under each of the three zoning alternatives. Also, if one is going to really look at 2035, assume a full buildout and increase the number of residents accordingly.

9. Open Space. See 3.8.2 (and 3.277). The statement that Uptown doesn't currently have sufficient open space and Recreation Resources and the adoption of the zoning alternatives will make the shortfall greater due to population increase is followed by 3.8.4 stating that there is no significant unavoidable adverse impacts to open space and recreation services. Please provide factual support for this opinion that on its face appears unsupportable due to the prior statement.

10. It is noted that the proposed up-zoning is not uniform. Some areas receive much higher up-zones than others. While the idea is laudable as it avoids creating canyons and does allow some views, who determines what properties are going to increase in value over the adjoining properties? Is money changing hands? Are certain favored property owners and developers gaining a windfall? How does the City avoid adjoining property owners filing suit to seek equal treatment? How will the City respond to applications for a contract rezone based upon the

heights allowed on adjoining properties? These issues should also be address in the EIS. Are they not a reasonable by-product of uneven up-zoning?

In Summary, I find that the draft EIS needs a great deal of work and I would appreciate seeing all of the foregoing requests addressed in another draft EIS. Failure to do so will just confirm my opinion that the current document is larded with unsupported assumptions and statements of “minimal impact” in favor of up-zoning and is intended to be a sales job to promote up-zoning, rather than a fair appraisal of the effects of each alternative on Uptown, as well as the effect on the surrounding affected neighborhoods. If I had the time I could raise other questions, but I do not.

Sincerely

From: Holly C Allen [mailto:hallen777@yahoo.com]
Sent: Monday, August 15, 2016 3:36 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Re: Queen Anne thoughts -- A quick question

Thanks much.
Holly

Please excuse my brevity and/or typos - I am responding from my cell phone

On Aug 15, 2016, at 3:35 PM, Holmes, Jim <Jim.Holmes@seattle.gov> wrote:

At this point we anticipate the beginning of January. It could probably come out earlier, but with the Holidays we don't want to release it until people can focus on it.

1

From: Holly C Allen [mailto:hallen777@yahoo.com]
Sent: Monday, August 15, 2016 3:33 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Queen Anne thoughts -- A quick question

Hi Jim – can you tell me when the Final EIS
Is going to be?
Many thanks,
Holly Allen

Please excuse my brevity and/or typos - I am responding from my cell phone

On Aug 15, 2016, at 2:36 PM, Holmes, Jim <Jim.Holmes@seattle.gov> wrote:

Thank you for your comment. I will include it and our response with the other comments which will become part of the Final EIS. In the meantime I have added your email address to our contact list so that we can let you if more information becomes available and any future meetings/evetns.

From: Holly C Allen [mailto:hallen777@yahoo.com]
Sent: Monday, August 15, 2016 3:27 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Re: Queen Anne thoughts from a neighbor

Hi - many thanks for your follow up and adding me to the list. We are definitely concerned!

2

~ Holly Allen

Please excuse my brevity and/or typos - I am responding from my cell phone

On Aug 15, 2016, at 2:36 PM, Holmes, Jim <Jim.Holmes@seattle.gov> wrote:

Thank you for your comment. I will include it and our response with the other comments which will become part of the Final EIS. In the meantime I have added your email address to our contact list so that we can let you if more information becomes available and any future meetings/evetns.

From: Holly Allen [<mailto:herhollyness@gmail.com>]

Sent: Sunday, August 14, 2016 2:51 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Queen Anne thoughts from a neighbor

Dear Jim Holmes,

I am a long term resident of Queen Anne Hill – I have lived on the hill since 1987. The Queen Anne community has major historic significance and personality which is one of the main reason's why I moved here; I love this neighborhood. I understand that density all over Seattle is increasing and can't expect there to be no impact given the exploding population. However, the impact can be mitigated by not increasing building height.

3

Getting off Queen Anne hill during rush hour (which is most of the day now) has become a real hardship affecting all residents of Queen Anne and the surrounding area. There are at least twenty-three buildings currently planned, under construction or recently completed within three blocks of Mercer. From these buildings alone we can expect to see more than an additional 2 million square feet of office space, 250,000 square feet of retail space, 524 hotel rooms, and 1837 apartments:

(<https://www.downtownseattle.com/resources/development-and-construction-projects-map/>)

This does not include the proposed building in Uptown.

4

The new northbound 6th Avenue N. street (from the north tunnel portal) will exit onto Mercer Street with yet another traffic light.

Expedia moves into their new space in 2018. There will be 3000 employees, 75% of whom live on the east side. Their most direct route to the Interbay area is Mercer Street. We would be facing gridlock on a daily basis. And, when the inevitable happens and the new tunnel is closed due to traffic mishaps or tunnel malfunctions, where will we go?

Traffic congestion is intolerable as it is and there are only promises of adequate infrastructure. As it is now, it takes me anywhere from 35 minutes to an hour to get to capitol hill for the evening class that I take. Even with additional bus lines, they are not going to accommodate the many thousands of people who will be moving into or passing through our neighborhood. Given our topography and weather conditions, walking and bike riding are going to be the least favored mode of transportation. For our elderly population (including me) on Queen Anne, walking (or riding a bicycle) is a hardship and, with aging baby boomers, their numbers are likely to grow.

5

SDOT conducted bicycle use surveys in 2011, 2012 and 2013. In it's latest survey (Sept 26th, 2013) 600 Seattle residents participated. Of those, only 300 stated that they had access to a bicycle. 67% of those 300, said they didn't ride more often because of terrain, weather or lack of interest. SDOT's argument for bicycle ridership for the entire city of Seattle is based on the responses of 300 people!

6

<http://www.seattle.gov/transportation/docs/bikes/13-5004%20Bicycle%20IVR%20Report.pdf>

The construction noise is loud and disruptive. It begins at 7:00 in the morning and generally ceases by 4:00 in the afternoon, at least five days a week. The more buildings there are and the taller they get, then the longer it will take to complete them. The Mayor's Recommended Plan indicates that "development"

will continue at least through 2035 – that is 19 years from now. In addition, the resulting 'canyon effect' will cause any sound to echo throughout this 'urban village' and the surrounding QA neighborhoods. So much for the village idea.

Even more importantly, businesses will suffer. It was suggested that parking would be plentiful during off-peak hours. This might be true only if the number of businesses and available parking remained the same. With the planned new businesses and reduced available parking greatly increases competition for parking. The large number of additional residences, most without provided parking, will further overwhelm whatever parking remains. During construction (potentially over the next 19 years), parking lots and streets will be blocked by construction vehicles that will create even more long-term competition for parking. I have already stopped frequenting businesses in Uptown because of the lack of parking spaces. I have been shopping at the Uptown QFC on Mercer for years and have reluctantly started shopping elsewhere because, where traffic turns from Taylor Street onto Mercer, it can take up to 10 minutes just to reach the QFC parking garage.

7

Even now it's a struggle to find parking in our neighborhood, especially when there are events at the Seattle Center. Residents in lower Queen Anne who aren't provided with parking are going farther up the hill to park. People park anywhere they can find a space, whether it's legal or not. I urge you to reconsider your pursuit to rezone Lower Queen Anne to increase building heights. There is great historic significance here and a way of life that have already been severely impacted by growth and density. The proposed increase will continue to adversely impact, to a much greater degree, the quality and safety of all our lives.

8

Holly C. Allen
426 Smith St.
Seattle, WA 98109

From: Holly C Allen [<mailto:hallen777@yahoo.com>]
Sent: Sunday, August 28, 2016 5:09 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comments and thoughts regarding development of uptown

Dear Jim – here are some concerns and considerations regarding the proposal and rushing into making a decision about things - why not wait until all of the studies are completed? I don't think enough thorough research has been done in order to be able to come up with any kind of proposed solution. Please read below:

Here are the problems with the DEIS -

~It admits that it won't provide affordable housing, but will accomplish losing much of the currently affordable housing.

~It talks about how many minutes it takes to drive through Uptown, but doesn't look at traffic congestion through Uptown when there is traffic gridlock that develops on Denny Way or Mercer Street—all the streets that encircle Uptown should have been carefully looked at when considering traffic times.

~It doesn't look realistically at parking problems in the area. It says that they are doing a parking study of the area, but it's not completed. Why not wait for it to be completed? They are using (I think it was 2 days worth of) statistics of parking in the Seattle Center garage for their information about parking needs. That's not realistic when people will park for free when it is available and they are willing to walk a distance, or they will meter-park on the street if that is more convenient to where they are going.

We know that many apartments in Uptown are rented by people with vehicles, but there may be available parking spaces in those buildings since residents don't want to pay the additional to rent that space. Many are paying the \$65 for a 2-year parking permit so that they are able to park on those Permitted streets, but if they can't find available street parking there or don't have a parking permit, they are parking up the hill on W. Prospect (our street) and maybe even further away.

There seem to be a lot of assumptions in the DEIS, but, unless those comments are supported elsewhere in the document, they don't seem to be supported with anything.

I am also very concerned about the loss of light at street level as the buildings are allowed to be taller, and the canyon-like feel that will also result. We would like to not see anything higher than the EXPO Building at [118 Republican St.](#) (where the former QA QFC used to be) which I think is 65 feet, and with the upper stories set back to allow more light to filter down.

~Also, all this construction will make it difficult to walk any distance, and traffic will be delayed or detoured for a long time to come.

Thank you for your consideration,
Holly C. Allen
Herhollyness@gmail.com
206-356-2288

From: Kay and John [mailto:kallen909@comcast.net]
Sent: Thursday, September 01, 2016 10:17 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezoning

Dear Mr. Holmes,

While we recognize the importance of expanding housing within the city limits, anything in the lower Queen Anne plan that allows building height over 85 feet will have a negative effect on the entire city. Our downtown area is already congested and will become more so with a significant increase in the lower Queen Anne population.

We value the openness of this entire area, and we chose to live in downtown Seattle rather than New York because of this. We have already experienced the impact of high rises stacked alongside one another. An 85 ft. height limit gives the property owners and developers an adequate return on their investment.

A requirement that every building must have commercial space on the first floor makes it impossible to conduct a successful sustainable business. Small neighborhood merchants are suffering from continuous traffic congestion and inadequate parking.

We have lived in this area over 10 years and know it well.

John Allen, PhD
Kay Allen PhD
2929 1st Avenue #1003
Seattle, WA 98121
kallen909@comcast.net

From: Margaret Allen [<mailto:mdallenmd@yahoo.com>]

Sent: Thursday, September 01, 2016 2:52 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Cc: Bagshaw, Sally <Sally.Bagshaw@seattle.gov>

Subject: Uptown EIS Comment

Dear Mr. Holmes and Staff,

Thank you for providing for a comment period on the proposed Uptown EIS plans. We are writing to you as a residents of lower Queen Anne for the past 30 years. Our house is one street above the proposed Uptown rezoning.

As you read this, please take a minute and ask yourself two questions:

1) What is it that makes Portland so attractive--even without Seattle's dramatic scenery?

It is the ability to walk around many distinct neighborhoods with small, locally-owned shops and restaurants, the quirky re-use of old warehouse buildings and old hotels, walkable streets with bungalow houses and some historical beauties (plus a useable streetcar system with many convenient stops). A sense of appropriate and approachable scale. That is what visitors and residents alike think is charming. And fun.

What is best about Portland could be exactly what we would have in Uptown if we kept the buildings within the current scale, but redeveloped and fixed up the older buildings into new housing and new businesses--i.e. Alternative 1. That vision would make Uptown attractive as a place to live for people of all incomes. We will lose this chance--forever--if we increase the zoning heights as proposed in Alternatives 2 or 3. It is hard to undo an 85-160' building.

2) What did Gertrude Stein mean when she said: "There is no there there"?

If we convert our current neighborhoods, each with its own character, into steel-framed canyons, we will lose our "there's". Much more is at stake than just a height number.

Our specific concerns about the EIS draft as it stands:

1) The model view from Kerry Park in Alternative 1, said to be the existing view, in fact shows buildings (plural) that have not been approved or built and that do not meet the current height limits. DPD should provide an explanation to the public. If Alternative 1 is selected, does this mean these unapproved buildings are automatically approved? Were the developers promised this? Errors like this do not build public trust.

2) The loss of views from residential houses in adjoining neighborhoods, not just from Uptown and Kerry Park, do not seem to have been given adequate consideration. If the view from Kerry Park is to be compromised, it is presumed the views from the houses on all streets below Kerry Park will be gone. What about views of the water, not just the Space Needle? This certainly will change the neighborhood feel, the desirability of living here, as well as property values. Unfortunately, the OPCD drop-in sessions at which one could purportedly look at modeled effects on views were only offered during regular working hours, precluding attendance by most neighborhood residents.

3) The effects of an expanded population on transportation and parking for Uptown and Queen Anne seems to have been discounted. These problems should be solved before the population expansion. Right now, it is currently impossible to get to or from Queen Anne in a timely fashion except between 10am and 2:30 pm. Not infrequently, it takes us 30 minutes to 1 full hour to travel from 3rd W & Mercer to Fairview & Mercer (1.2 miles) after 3:30pm--and this is with the Mercer construction project completed. This week, I have had workers tell me that

they don't want to work on Queen Anne because it takes them an hour to drive here in the traffic--if they take a job elsewhere in the city, they can spend more hours gainfully at work. Travel times and lack of parking cost customers for small businesses and local restaurants. And, unfortunately, in the new light rail plan, no stop was proposed for Uptown or Queen Anne (excepting Seattle Center), although, ironically, the measure is to be funded disproportionately by residents here, who have some of the city's highest property taxes.

As for parking, it is naive to think that apartment dwellers don't and won't own cars. Currently, Uptown apartment dwellers without parking in their building just park on Lower Queen Anne as their garage--cars can sit on the street for weeks and parking police are infrequent. Construction workers, ever increasing, park on Lower Queen Anne all day. People from other parts of Seattle who work downtown also regularly park on Lower Queen Anne, where parking is free, then take the bus to downtown. When we need to park on the street ourselves, we often need to walk 4 or 5 blocks to find a space near our house--not great when you're hauling groceries. So, adding new Uptown buildings with inadequate parking only makes Queen Anne's parking worse, even though Queen Anne is outside the Uptown area under consideration. Adding expensive parking options in Uptown won't solve this problem.

4) Higher building heights will not provide affordable housing as other letters and articles have pointed out. Instead, currently affordable housing will be torn down to build unaffordable luxury high-rise housing under Alternatives 2 & 3, while the expected numbers of new residents could be accommodated under Alternative 1. We watched as Lumens sit empty--I believe, for years--even in a great location, and Expo appears to have had trouble filling its apartments and retail space. The Expo building is not even as high as proposed for Alternative 2, but, if you walk past Expo and then onto Queen Anne Avenue, you will notice how much more welcoming Queen Anne Avenue appears. Do we really want to replicate Expo? Retail space in these new high-rise buildings is so expensive that small local businesses and restaurants cannot afford to rent space. One new apartment building on Mercer has brought in a big chain drugstore, right across the street from an existing local drug store--not really useful for the neighborhood; ditto for more bank branches that sit mostly empty.

As a neighbor brought up at the last community input meeting, not one developer has chosen to provide actual affordable housing units to date--all just elected to pay a fee instead. So, the planned affordable housing will be, by definition, not here and probably won't be serving the homeless people who are living here. This "solution" needs to be rethought.

We agree with all the points made in the letters submitted by Alexandra Moore-Wulsin, the Schrockes, the Ramsays, and the Bertrams. And we hope that some of these concerns from Queen Anne residents can be taken into consideration in your deliberations. Thank you.

Sincerely,
Margaret Allen and Richard Weller
319 W. Kinnear Place
Queen Anne

From: leannarich@comcast.net [<mailto:leannarich@comcast.net>]
Sent: Tuesday, August 30, 2016 8:57 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: herhollyness@gmail.com
Subject: city zoning plans

Jim Holmes
Office of Planning and Community Development
Attention: Jim Holmes

August 30th 2016

Dear Sir,

This e-mail is to express how much the 7th & Blanchard, 35 story under construction, and the Insignia 40 stories between 5th and 6th on Bell impact the appearance of Seattle's skyline. The other buildings in Seattle of great size have character. These are just big and square. A very bad choice for our beautiful city. Between the two buildings from the tourist attraction Kerry Park out-look it is a huge wall that divides our city skyline, very unappealing.

If this is an example of the higher zoning codes the city Council and the Mayor wish to impose on us who call this our home. I am afraid regressive thinking is going to leave us with very little, but high congestion, large demands on our resources, higher crime and a city that is living in the clouds.

Leanna Anderson, 308 West Kinnear Place Seattle WA. 98119

From: Danny Bain [<mailto:danny@bain.org>]
Sent: Monday, August 29, 2016 8:32 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Urban Framework

I have been following the process and proposals for the uptown urban framework. I am very concerned that the framework allows for 160ft towers (through HALO waivers) in the mercer/roy corridor from 5th Ave to Queen Anne Av.

The development to such heights would be devastating to the community.

I believe growth and zoning need to be commensurate with existing development. A gradual blending of growth. Encoding such heights (through waiver or otherwise) for 160ft buildings is not consistent with extant construction in the area, is not gradual, and would be disproportionate to the economic benefits of the community.

The proposals should not provide for any buildings beyond the 65' height in these corridors.

From: Jeff Barr [<mailto:jeff@vertexdev.com>]
Sent: Wednesday, August 31, 2016 5:24 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comments on Draft EIS for Uptown Urban Center

Dear Jim,

I would like to add my personal comments to those submitted by the Ward Street Alliance.

As a brand new resident of Queen Anne, my concerns center on traffic and pedestrian safety. Now that my morning commute consists of a 1.7 mile walk to South Lake Union, I have to cross through the so-called Mercer Mess twice a day.

While the slow traffic on Mercer Street itself is definitely a primary issue and one item that requires investigation and a detailed mitigation plan, a pair of secondary issues are not addressed in the EIS and definitely deserve attention. To be more specific:

Emergency Vehicle Access - At mid-day last week, vehicle traffic on westbound Mercer Street was at a standstill. An ambulance east of Aurora was on a time-critical trip and could not wait in traffic. Instead, it crossed the center line and drove westbound on the eastbound side of Mercer. While I am sure that they exercised all due caution, it was still a dangerous maneuver, one brought about by insufficient capacity on the road. Again, this was at mid-day, not at rush hour. Additional residents will bring more traffic and will require additional trips by emergency vehicles.

Pedestrian Crossing of Mercer Street - Cross Mercer Street as a pedestrian is challenging and potentially dangerous. The traffic makes the drivers impatient and angry, leading them to block crosswalks and forcing pedestrians to cross the street under unsafe conditions. Frustrated drivers take additional risks, endangering pedestrians in the process. Some intersections (Dexter & Mercer, Taylor & Mercer to name a few) are already well-known trouble spots.

Thank you for listening and for allowing the residents to participate in this process.

Jeff Barr (211 Ward Street)

From: Dave Barth [<mailto:dave.barth@gmail.com>]
Sent: Tuesday, August 30, 2016 1:46 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezone EIS Comment - Support for Alternative 3

Dear Mr. Holmes,

I'm sure you're aware of the [flyers](#) posted around Queen Anne motivating comment on the Uptown Rezone proposal. As someone in favor of density, I'd like to add my voice to the mix. I worry that density proponents are a silent majority that gets drowned out by people fighting against progress.

I'm in favor of High-Rise (alternative 3) proposal for the Uptown neighborhood. I think that more housing, built responsibly, is best for our city and neighborhoods, and that proposal moves furthest in that direction.

I am a homeowner in North Queen Anne.

regards,

Dave Barth
2612 1st Ave W
916.623.5412

From: Robert Bashor [<mailto:bob@robertbashor.com>]
Sent: Tuesday, August 30, 2016 3:21 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>
Cc: uptownforpeople@gmail.com; judy@bashor.net
Subject: Uptown Urban Center Rezone

Dear Mr. Holmes,

Thank you for the opportunity to comment on the draft EIS
http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2466895.pdf

We do support greater density and more affordable housing, but the proposals and draft EIS are deeply flawed. Moreover, upzoning is unnecessary in reaching the city's density and affordable housing goals. We strenuously object to the upzoning being considered. 1

- The City doesn't need to upzone to accommodate the increased density – All the density scenarios can be accommodated within the current zoning (see <https://dl.dropboxusercontent.com/u/1864050/Upzoning/Uptown%20Upzoning%20-%20Density%20Comments.pdf>)
- State law allows the City to add affordable housing requirements and keep the current zoning (WAC 365-196-870 (§2) <http://app.leg.wa.gov/WAC/default.aspx?cite=365-196-870>) 2
- The upzoning alternatives being considered by the City far exceed the height increases the HALA advisory committee recommended to the Mayor and City Council – The excessive upzoning being considered by the City is not required by or called for under HALA 3
(<https://dl.dropboxusercontent.com/u/1864050/Upzoning/Uptown%20Upzoning%20-%20Upzoning%20Alts%20Comments.pdf>)

and

- The upzoning is not in-tune with what the City established in the Uptown Urban Design Framework <https://dl.dropboxusercontent.com/u/1864050/Upzoning/Uptown%20Upzoning%20-%20UDF%20Priorities%20Comments.pdf> 4

All would be much better served if the City focused on mitigating the effects that already-certain much greater density is already having on bad traffic and parking congestion and if the City addressed the neighborhood needs (including more affordable housing!) outlined in the UDF priorities. Developers clearly do not need more incentives to develop in Uptown, as evidenced by all the current and recent projects in the neighborhood. 5

A copy of this letter is posted online.

From: Lisa Lawrence Beard [mailto:lisarenee@gmail.com]
Sent: Thursday, September 15, 2016 11:52 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Fwd: Opposition to the EIS

Hi Jim,

I'm a QA resident and I feel that the EIS borders on ethical considerations. It appears to support big construction companies and doesn't consider the impacts around quality of life, the environment, traffic, low income housing, I could go on. The decision is disturbing in a city that values the environment and has progressive ideals. The EIS will make a handful of developer rich with destroying a beautiful part of this city and Seattle history and worsening quality of life for all involved. Thank you for your time.

--

Best,

Lisa L. Beard
206.403.7578 (cell)

From: Mike Benjamin [mailto:mike.benjamin@guestware.com]
Sent: Friday, August 05, 2016 6:25 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Feedback to EIS and UDF

Hi Jim,

I went to grade school on QA in the 70's, UW Grad, resident of QA since 1990s and now live on 5th West & Kinnear. I also own a software business which employs 34 people with offices in KOMO Plaza. I walk to work most days and walk around Uptown and through Seattle Center almost daily. First I would like to thank and congratulate all the people who worked on this plan. This is NOT EASY and I am very impressed with the thought that went into this and I am VERY excited about the future of Uptown.

I am pleased with most of the concepts and objectives of the UDF however, I also agree with most of the comments from the Aug 4th hearing which were very critical of the lack of analysis on underlying functional impact particularly with car traffic. At a high level, the plan seems to be more focused on the surface/design/feel and light on function. The devil will be in the details of what actually gets approved. The objectives and concepts can easily be overlooked or ignored while the developers and city council have their way without listening to the people speak. Below are my thoughts and opinions:

1. Increasing density in Uptown should not be allowed until the streets can support the flow of auto traffic through this area. This was the overwhelming message at the Aug 4th public hearing and there seems to be a serious lack of solid analysis on this topic. This area is a major pass through area (not just a destination). Autos from QA, Magnolia and Ballard flow through this area and the roads can't support it now and it will only get worse even when the tunnel is done without some other plans. The removal of onramp to 99 S when tunnel is done will drive even more of these drivers through Uptown to get out to other parts of the City. Mercer as it currently functions is not adequate for East/West flow for all cars to/from 15th, QA, Belltown, Seattle Center visitors. The opening of E/W roads like John across 99 won't solve this. People won't want to go S of Mercer unless they are heading downtown. The changes so (Roy/Mercer) far have made traffic worse particularly at heart of uptown. If the assumption is that there will be fewer cars in the future, then wait until that happens before we invest in shrinking or eliminating the already overcrowded streets as we have been seeing take place all over the city with the pedestrian and bike priority.
 - a. One idea is to consider a way for cars heading E/W to cross Aurora somewhere North of Mercer (like Aloha, Ward, Valley area) to divert some cars all flowing down to Mercer and through Uptown. I find Mercer makes sense only if you need to go to I5 but there should be way to get to 99N, Eastlake, Montlake, 520, UDist, while avoiding Mercer. This would also require improving flow around S. Lake Union to Eastlake to avoid Mercer.
 - b. Need a way to keep 15th street traffic out of Uptown especially once Western onramp to 99 is closed. This means understanding the waterfront traffic post tunnel. This analysis should be part of the Uptown planning analysis. Without this data, we are blindly moving forward without the foundation work needed to succeed.
2. Affordable housing – DO NOT allow builders to pay to get out of this. For all I pay in taxes its not fair they can pay out of this to make more profit. I have 2 employees who live in Uptown who are moving out because they can't afford the area. One is married with baby and moving to Edmonds, the other is young married couple. They love the area but can't afford it. We could lose them if the commute doesn't get better.

3. We should NOT ACCEPT raising building height above mid-level Option. EVERYONE I know (who isn't a newby corporate implant) thinks S. Lake Union has no character, charm, etc.. It feels cultureless even though we have many people from all over the world living and working there. I have the impression the UDP creators understand this and want to avoid this for Uptown but this area will be ruined if we allow that type of building, let alone the destruction of views from ALL people who live and visit this area both on QA hill and in Uptown. 5
4. I really like the concept of easy pedestrian and bike flow from S.L. Union to PS waterfront but only if it does not impact auto flow. Please explain in more detail what Republican and Thomas street changes will be. The explanations (pedestrian street, streetscape??) are too vague and frankly misleading. Will cars be allowed? Will there be elevated walkways? How will intersections function? Again, we should be looking at traffic flow more than pretty streetscapes. I would think you would design the functional requirements first then figure out how to make it pretty, not the opposite like we see on Bell Street downtown. 6
5. Are developers really paying their fair share in funding the cost of infrastructure changes required to support the growth. Its reasonable that property taxes cover the maintenance but developers should be paying for the new infrastructure required for the added people (power, water, streets, etc..) I look at it like a capital expense paid for up front by the builder and property taxes pay for ongoing maintenance. If our model is based on future taxes funding these capital improvements, we are in trouble and this will be sustainable. 7
6. Homeless – this is becoming a HUGE problem to the point where I don't feel safe walking to work. We need to have our police enforcing the laws and removing/arresting all these loiterers. We all know what is going on. The shelters are available but they don't want to use them because they can't use drugs. I frequently see people shooting up in the Seattle Center and in the heart of Uptown and hassling me. I feel safer in NYC and saw far fewer homeless people there. We must do better. 8

I will be anxiously waiting to see the responses and recommendations in the coming months. I am excited but these issues MUST be addressed or we will be worse off.

Regards,

Mike Benjamin
phone 206-315-5442
Guestware®

From: dxberger@aol.com [mailto:dxberger@aol.com]

Sent: Saturday, August 06, 2016 11:43 AM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Cc: ppiering@comcast.net; donhopps@forwashington.org; samrsperry@hotmail.com; cwsperry@hotmail.com; Rosemary7002@msn.com; nworssam@gmail.com; dxberger@aol.com; rberger@u.washington.edu

Subject: uptown urban design alternatives - input from two citizens

We are **completely opposed** to the high rise alternative (16 stories!) of the uptown plan.

What makes Seattle unique? Lots of things, but the views of water and mountains are crucial. Neighborhoods are crucial! **High rises, no matter how well designed, do not enhance or support Seattle neighborhoods.** Let's not turn any more of the city into a Manhattan wannabee or make it look so many other cities.

We do support the mid rise alternative of maximum 5 to 7 stories with mandatory housing affordability requirements (and would strongly support expanding those).

Deborah Berger
Richard E. Berger, MD

From: Joanne Gordon [mailto:joanne.gordon0@gmail.com]
Sent: Thursday, September 01, 2016 9:25 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Resident Concerns re Queen Anne Uptown EIS

Joanne Berk
3211 10th Avenue West
Seattle, WA 98119

Dear Mr. Holmes,

I am a 10-year Queen Anne resident writing to express concerns with the current draft of the Uptown Environmental Impact Statement (EIS).

Many neighbors have shared their well-researched concerns, and I am among the many Queen Anne residents that urge you to consider and address their points, primarily that the EIS is inaccurate "as is". It underestimates and/or falsely depicts the impacts to the views, traffic and parking that are so vital to making Queen Anne a desired destination for residents, shoppers and tourists. 1

Preserving the integrity and value of this unique neighborhood is a benefit not only to Queen Anne, but to the city at large. I say this as a resident that moved to Seattle from New York City in 2006, and chose the Queen Anne neighborhood for many of the very traits the new development threatens. I have lived on the south slope and currently live on the north-west side of the hill; the unaddressed traffic increases we already experience are time-intensive and depleting the quality of life in this part of the city. 2

In short, I agree with and strongly support the letters submitted by Alexandra Moore-Wulsin; Alec and Cathy Ramsay; Irv and Luann Bertram; and Jeff and Emily Schlock. 3

Thank you for your serious consideration.

Joanne Berk
joanne.gordon0@gmail.com
206-910-6162

From: Irving Bertram [mailto:irvbertram@comcast.net]
Sent: Friday, August 05, 2016 3:23 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Re: The Grand Bargain

Jim,

I have read several articles mentioning “The Grand Bargain” that has been entered into by the City of Seattle, or some portion of the City government, and developers represented by Jack McCullough. Do I have to file a formal Freedom of Information request, or can you email a copy to me of the executed written agreement?

Thank you for your assistance.

Sincerely,

Irv.

From: Irving Bertram [<mailto:irvbertram@comcast.net>]
Sent: Monday, August 29, 2016 11:14 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comments on Draft EIS for Uptown

Dear Mr. Holmes,

I am writing to advise you that I have reviewed the draft Uptown Environmental Impact Statement. While a significant amount of time and effort went into it, I am quite disappointed in what was not addressed that in my opinion should have been addressed. Secondly, numerous statements appear to me to lack adequate factual support. I also question whether the direction given to the authors of the EIS was appropriate. The question is, is the EIS intended to be a sales document to support some form of up-zoning, or a fair exploration of the facts in order to enable the City Council to make a reasoned decision? Unfortunately, it appears to be the former. 1.1 states that the purpose of the EIS is to support increasing the permitted building heights and density in the Uptown neighborhood. As a result, in my opinion, the draft EIS appears slanted to achieve this purpose, rather than examining the three alternatives in an even-handed manner and giving appropriate attention to the impact on the surrounding neighborhoods.

1

I have divided my concerns into two parts. The first deals with elements that I believe should be included in the EIS but were not. The second deals with what was addressed but, in my opinion lacks appropriate support.

1. The EIS limits itself, other than the discussion of view blockage, to Uptown. There is no attempt to analyze the effect of increased density on Queen Anne Hill or the South Slope of Queen Anne. A major impact not addressed is traffic problems that currently exist. The study should have included from Uptown to I-5 on both Mercer Street and Denny Way. Many residents and future residents of Uptown will commute by car for work and other tasks by going to I-5. At times, even reaching the north portal of the Hwy 99 Tunnel will be a problem due to gridlock. Moreover, the Viaduct will be gone replaced by a toll road, and Expedia will be moving into Interbay with 4500 employees in about 2 years.

2

Secondly, the view interference from Kerry Park refers primarily to the Space Needle. Kerry Park is the principal viewpoint in the City of Seattle and visitors flock to it to view Elliott Bay, Alki Point Puget Sound and the City skyline. The proposed impact of the Mid-Rise and High-Rise Alternative should be studied and reported with this in mind. Exhibits 3.4-40 through 3.4-42 are not easy to follow, and only focus on the Space Needle and City of Seattle. The inclusion of buildings in the pipeline in the foregoing exhibits makes it appear that the view of Key Arena from Kerry Park is already blocked. Yet these buildings have not been approved, so including them in the exhibits leads the reader to be less inclined to look at the effect of the Mid and High-Rise options on the view of Key Arena. Tourism is very important to Seattle, and while the view of the Space Needle should be protected, shouldn't the overall view from this vantage point be considered and fairly discussed? Views from Kerry Park looking south and southwest should also be included in the analysis without including buildings in the pipeline for which building permits have not been issued.

3

Third, from personal experience, parking on the south slope of Queen Anne Hill, which is currently impacted by the lack of free parking in Uptown, will become more problematic. But the EIS doesn't address this effect. In fact, as addressed below, parking is not appropriately addressed at all. Using fee charging parking garages to gage free street parking places, or more convenient pay parking places, does not seem appropriate. In addition, since we have experience with Uptown residents parking on the streets of the south slope of Queen Anne during the week as well as during special events at the Seattle Center to avoid paying, it seems appropriate to expand the parking study to include the impact of additional Uptown residents on the south slope of Queen Anne within this area as well.

4

2. In examining the Mid-Rise and High-Rise alternatives there seems to be an assumption that all lots in Uptown are owned by the same party and that party would make a rational decision concerning which lot to develop with a High or Mid-Rise. This is erroneous. The only fair assumption is to assume, for the purpose of view impact, shadow impact, traffic patterns, etc., that full development to the maximum allowable height and density will occur on every available lot. The problem is that individual property owners will make development decisions for themselves

5

without necessarily considering who else is developing other property in Uptown at the same time. In other words, one cannot predict the course of development. And the City should not be changing the rules over time to further City goals as it will lose credibility.

3. Up-zoning negatively affects surrounding property as it suffers all of the disadvantages of increased density without any of the benefits. Yet, other than limited view blockage from viewpoints, there is no attempt to address the effect of the alternatives on the adjacent south slope of Queen Anne Hill, or the top of Queen Anne Hill. The major way for Queen Anne residents to reach I-5 or the City is to use Queen Anne Ave, or Taylor Ave/ 5th Ave, although those on the north side of the hill use highway 99 to reach downtown. There should be a traffic study and the parking study of the effect of up zoning Uptown as it affects these areas. And, if studies are going to ignore everything before 2035, which seems ridiculous to me, why not include the anticipated changes in the number of residents to Queen Anne Hill in the projections? How can a fair study simply ignore the existence of the adjoining neighborhood when considering increases in traffic on Queen Anne Avenue, Mercer and Denny? It should be noted that Queen Anne Hill has few streets that go through, and those are steep.

4. Why was there no consideration of raising the zoning to 65 feet in areas like “The Heart of Uptown” or as an alternative to the existing zoning everywhere? Would that not have had a better chance to retain the character of the neighborhood and have less impact on surrounding neighborhoods? The EIS should contain a statement of why the particular alternatives to the current zoning were chosen and why a more modest choice of up-zoning was not considered. For example, in the Heart of Uptown, the EXPO Apartments were built at 65 feet. They were built so that the height is graduated and they are not overpowering to the other buildings in the neighborhood. Placing an 85’ tall building across 1st Ave N from the EXPO Apartments is not fair to the owners of the building who expected to have view units protected by the existing zoning. In effect, those views units would be eliminated, decreasing their rental value. In addition, allowing 85’ or taller buildings promotes the “canyon effect” since lots are small and streets are not wide boulevards.

The following are some specific problems that I note with the Draft EIS. I have tried to use headings and references where I could find them as the draft EIS contains no page numbers. It would be appreciated if the pages are consecutively numbered in the final EIS.

5. Mobility Proposals. The EIS assumes that the current plans will be adopted. There should be a study of what happens under each zoning proposal if these assumptions are incorrect. The analysis of the current traffic congestion problem is based upon an inadequate study. Exhibit D fails to reflect my experience as a Queen Anne Resident. I have spent over 15 minutes driving down Queen Anne Avenue from Mercer to Denny when traffic on Denny Way is backed up. In fact, once it took us over 30 minutes as only a few cars could enter Denny Way with each traffic light cycle due to traffic congestion on Denny Way. Driving in the opposite direction, I have spent more than 15 minutes to reach First Avenue North via First Avenue, or via Denny Way in order to begin to drive up 1st Ave N. The EIS states that “Both Action Alternatives will result in **some minor increase** in vehicular trips and vehicle miles of travel on the network.” See Exhibit 1-10 (emphasis added). Where is the support for the emphasized words? The apparent source is the City of Seattle. Currently, traffic on the one-way portion of Queen Anne Avenue at certain hours of the day is highly congested requiring waits at Denny through two or three light cycles minimum and up to 10 minutes. So what is the baseline? The statement that “screenlines will operate with adequate capacity and corridors will operate similar for all action cases” seems to support not up-zoning until the current problems are resolved as it assumes that no problem currently exists, which my experience refutes. Adding “some minor increase” to the existing and projected future congestion is unfair to current residents. However, without supporting data that statement appears to deliberately significantly underestimate the problem. Exhibit D should be explained and supported by the dates that the study was made, as well as how it was made, or not included as it does not comport to the reality that I, a Queen Anne resident of almost 40 years, have come to expect.

Under 2.15, the draft EIS assumes that all the proposed mobility proposals “are assumed to occur.” The EIS should not count upon future plans alone that are not scheduled to occur with financing in place, but should address what will happen without implementation of those plans. As noted above, not only should the future Uptown residents be considered, but also future Queen Anne residents who will use the same roads. Given the current transportation problems, shouldn’t they be solved before any consideration of up-zoning? If not, shouldn’t the EIS address increases in residents in the adjoining neighborhoods? The addition of 4,500 Expedia employees to Interbay should

also be included as many will undoubtedly drive Mercer St or Denny Way to I-5. Maybe Expedia has a reasonable idea of a rough number of additional vehicles that will be added to those roads. Shouldn't Expedia be contacted and its information included?

6. Affordable Housing.

- A. The addition of affordable housing seems to be the basic reason behind the proposed up-zoning. Yet the EIS makes the following points: Exhibit 1-2 shows that without any change in zoning the proposed growth target is well under capacity. In fact, the Net Capacity of households without a zoning change (10,186) is never reached with a High-Rise zoning change as the target growth only grows to 3,745. In the case of jobs, there will be an increase with each of the rezone options, meaning increased traffic congestion (from an original capacity of 2,670 to 3,125 actual targeted growth). How about explaining why up-zoning is important when the study shows that current zoning is sufficient? 11
- B. Under 1.6 there is an affirmative statement that under higher zoning there will be more opportunity for development of affordable housing. Where are the facts to support this claim? Under the heading "What is different between the alternatives?" there is a statement that only 42 to 60 existing residential units would be torn down in redevelopment. This seems low as there currently exists a planned contract rezone at 203 W. Harrison that eliminates at least 19 units. However, the draft EIS goes on to say that 303 units could be displaced. So, if we assume 303 units, how many units of affordable housing will be added to replace them? Where is the analysis? Has the City pointed out how much developers are to pay to avoid providing affordable housing or why the percentage of units required in lieu of payment is so much lower than Boston and other cities require? Why is this not addressed? Exhibit B-1 refers to developers having a choice to pay a fee in lieu of providing affordable housing. I have heard for example, with the proposed contract rezone on W. Roy Street that will put the Intergenerational Child Care Centre in shadows, that the owner would make the payment instead of incorporating affordable housing. The proposed plan will actually block views at Bayview that are currently rented at higher rates in order to subsidize non-view units of this retirement home. Reducing the value of the view units will make it necessary to increase the cost of the current non-view units making those units less affordable. 12
- C. "Under the Action Alternatives, greater capacity for infill and redevelopment could be associated with loss of existing buildings that provide low-income housing. The future SM zone could be tailored to include measures identified in Housing Element goals and policies, such as replacement of occupied housing that is demolished or converted to non-residential use, using incentive programs to encourage the production and preservation of low-income housing, or requiring new developments to provide housing affordable to low-income households. As noted above, housing programs, regulatory measures, and incentives implemented by the City may influence, but not fully control, the housing products that the private market supplies." See 3.59 -3.60. *Isn't the EIS making an assumption here, but admitting that it may not be accurate?* Shouldn't the EIS balance assumptions of future conduct with projections based upon those assumptions being erroneous? Shouldn't the EIS address why Uptown will benefit from the loss of the existing affordable housing and the number of affordable units that will be paid for by the developers in lieu of providing it and the location where such units will be built for the dollars allocated? 13
- D. There is a general statement that affordable housing is not likely to be built in Uptown, due to the cost of construction, land costs and marketability due to the proximity to downtown. See the analysis under 3.3-15 that almost provides an admission that up-zoning will permanently reduce affordable housing in Uptown. Should there not be a discussion of eliminating the right to buy out of providing affordable housing in order to preserve some in the neighborhood? 14
- E. 3.87 indicates that mandatory housing affordability attempts to impose requirements on mid-rise and high-rise rezoning, but doesn't indicate that such restrictions can be imposed under current rezoning. Why not? See WAC 365-196-870 (2) that provides that Affordable Housing incentives can be either required or optional. Hasn't the City of Seattle made changes to building codes and zoning requirements over the years without changing the underlying zoning? Shouldn't this option to obtain affordable housing be addressed as an alternative to up-zoning with all its detrimental effects? 15
- F. 3.3-15. Housing Affordability – There is an admission below the table that under all alternatives there is likely going to be a loss of affordable units with greater loss with high-rise construction due to the 16

cost of steel and concrete structures. Isn't this also true with permitting mid-rise buildings? Note the current request for a contract rezone of 203 W. Harrison. It seeks to eliminate 19 existing units and replace them without including any affordable housing. Shouldn't the conclusion be that the best way to protect existing affordable housing for the longest possible time is to retain the existing zoning? If not, why not?

- G. Exhibit 3.3-16 indicates that under alternative 1 and alternative 2 the same number of existing units (66) would be demolished, but under the high-rise alternative only 44 units would be demolished. The explanation assumes that since a high-rise would add more units, fewer high-rises are needed. However, what property owner will not develop his property by building a high-rise since another owner is putting a high-rise on his property? If there are facts supporting this statement, provide them. If not, withdraw it. And, if more high-rises are actually built as permitted by up-zoning, isn't it likely that the potential additional residents will far surpass what has been projected? Why doesn't the EIS address the possibility of a full buildout under each zoning alternative and the effect upon traffic congestion and parking? I request that these possibilities be addressed. 17
- H. Exhibit 3.3-17 assumes a loss of 303 affordable units in a full buildout under each alternative. That makes sense and for the purpose of evaluation, a full build out should be assumed since no one will know what individual properties will be developed and when each of the properties will be developed. So, by 2035 all affordable units will be lost, but why encourage the early loss by rezoning to incentivize development? Why not just make those seeking contract rezones provide affordable housing in return? Why has the EIS failed to identify this alternative as a viable option to up-zoning Uptown? Please ask that this point be addressed in the final EIS. 18
- I. Exhibit B-1 purports to provide the number of affordable units that would be provided under each of the alternatives. Please support the numbers by explaining the methodology used to develop the table. Without supporting data one must assume that the table is bogus. And, as noted above, the EIS should include the cost of such units, the amount that the City is assuming that developers will pay it in lieu of providing affordable housing and the location in the City of the new affordable housing so that a reasonable person can determine probable accuracy of projections. 19

7. View blockage.

- A. Exhibit 3.4-10 through 3-4-14 purport to show view impact, but does not show the actual impact of full buildout from Kerry Park. As noted earlier, why is there no discussion of the effect on anything other than the Space Needle, Elliott Bay and downtown? Instead there is the statement that "new buildings are not anticipated to be tall enough to obstruct views of the Space Needle Elliott Bay or Downtown beyond current conditions." Views are in the eye of the beholder, making this value judgment of questionable merit. Depending upon the height of the buildings and their location, there is potential view degradation, isn't there? Why not address it? The EIS should not render opinions without providing the factual foundation to support them. 20
- B. Exhibits 3.4-17 and 3.4.18 show less view blockage under the high-rise alternative than under either the existing zoning or the mid-rise alternative. Why? The reasoning should be explained. What assumptions are being made to support these Exhibits? The same problem occurs with Exhibits 3.4-52 and 3.4-54. If the EIS is assuming that the City will adopt code limitations that do not currently exist, or that there are code requirements that support the assumptions, the EIS should address them. Otherwise, unless I have misinterpreted the Exhibits, they should be eliminated as unsupportable. 21
- C. Exhibits 3.4-40 through 3.4-42 are not very easy to follow, and only focus on the Space Needle. The view from Kerry Park should extend from the downtown skyline through all of Elliott Bay to Alki Point to be complete, and, I submit, that buildings in the pipeline that require City Council approval of a contract rezone or otherwise lack building permits should not be included as they may never be built. 22
- D. **"Queen Avenue N and Mercer Street—Facing South.** Height and scale impacts under Alternative 3 would be similar to existing conditions at this location, as shown in Exhibit 3.4–18. Greater height limits along Mercer Street would allow taller development to concentrate along that corridor, reducing impacts to the more sensitive pedestrian environment along Queen Anne Avenue N." Is the intent of this statement to offer up high-rise zoning along Mercer Street and not along Queen Anne Avenue North? Shouldn't this statement be balanced in the EIS with a statement indicating that no change in 23

any zoning will achieve the same result of protecting the pedestrian environment along Queen Anne Avenue North while also protecting existing views from Kerry Park?

- E. At the end of the section, we find the following statement: “With the incorporation of proposed mitigation, all alternatives would be consistent with the City’s policies in SMC 25.05.675P and Q regarding protection of public views and shading of public parks and open spaces. Thus, based on thresholds of significance and proposed mitigation, no significant unavoidable adverse impacts are identified.” While some mitigation is proposed, there is no requirement that it be adopted by the city. Please have the EIS address what would happen if the mitigation doesn’t occur, and have the EIS provide support for the statement, or withdraw it.

24

8. Section 3.6 Transportation

- A. “In the future, with the anticipated increase of alternative modes due to several factors, including the completion of the SR 99 North Portal with additional roadway crossings, increased frequent transit service, dedicated bike and improved pedestrian facilities, and potential new Sound Transit stations the share of drive-alone trips decreases substantially.” Please have the EIS provide support for this opinion. Based upon my observation, the nice two lane separate bicycle path going under highway 99 adjacent to Mercer St is rarely used while the cars wait in gridlock for the signals to change. It should be noted that not everyone can ride a bicycle or walk long distances. Of course, if the result of eliminating affordable housing through up-zoning Uptown forces out the elderly or handicapped people who need automobiles to travel where public transportation does not go, the EIS should address this impact of the fabric of Uptown.

25

- B. Exhibit D and Corridor Analysis Information. Please provide the methodology used by Transpo Group in preparing this Exhibit, or withdraw it. Its statements, which provide the support for some of the statements of no or minor impact to upzoning, do not, in my experience as noted earlier, represent reality. I drive down Queen Anne Avenue and up 1st Avenue North fairly often, but try to avoid rush hour. The times reflected really reflect weekend travel, not what is purportedly reflected.

26

C. Parking

- The Seattle Center/ Uptown Strategic Parking Study is currently being conducted and explores in further detail the less frequent parking conditions with higher attendance levels. Shouldn’t the EIS wait until the study is completed instead of relying upon the parking garage study?

27

- Exhibit 36-10 shows a study of parking spaces occupied on a weekday based upon a study of demand in Seattle Center garages on two dates. The EIS should either provide factual support for the use of paid garage parking to determine the availability of either free or more convenient hourly metered parking, or wait for the completion of the foregoing study, assuming that it is being done realistically. Few people park in a pay garage if there is street parking available at no cost. Also, many people may park under Metropolitan Market without shopping at the stores above to avoid pay parking. So indicating that 26% or more of the street parking is available does not appear to be factual.

28

- The statement “The evaluation shows for the No Action Alternative with HCT parking impacts within the study area would generally be no worse than experienced today” is unsupported by facts, besides being limited to an erroneous study area as mentioned earlier. Expand the study area to include the south slope of Queen Anne and other adjacent property where current Uptown residents park and do an honest objective study, or admit that one cannot be done and withdraw everything stated related to parking.

29

- D. Section 3.6.2 Impacts. This section evaluates transportation system operations in 2035 for the three zoning alternatives. Why not evaluate the current traffic problem properly and the immediate effect of a change to zoning occurring within three years? And, how can any assumption that ignores the population increase of the adjacent area, Queen Anne Hill, be of any value? Please revise the EIS to include the projected increase in the populations using the same major streets. Include increases in Queen Anne Hill residents, the known increase resulting from Expedia’s relocation, and address the impact on the arterials leading out of Uptown that will be affected under each of the three zoning alternatives. Also, if one is going to really look at 2035, assume a full buildout and increase the number of residents accordingly.

30

9. Open Space. See 3.8.2 (and 3.277). The statement that Uptown doesn't currently have sufficient open space and Recreation Resources and the adoption of the zoning alternatives will make the shortfall greater due to population increase is followed by 3.8.4 stating that there is no significant unavoidable adverse impacts to open space and recreation services. Please provide factual support for this opinion that on its face appears unsupportable due to the prior statement. 31
10. It is noted that the proposed up-zoning is not uniform. Some areas receive much higher up-zones than others. While the idea is laudable as it avoids creating canyons and does allow some views, who determines what properties are going to increase in value over the adjoining properties? Is money changing hands? Are certain favored property owners and developers gaining a windfall? How does the City avoid adjoining property owners filing suit to seek equal treatment? How will the City respond to applications for a contract rezone based upon the heights allowed on adjoining properties? These issues should also be address in the EIS. Are they not a reasonable by-product of uneven up-zoning? 32

In Summary, I find that the draft EIS needs a great deal of work and I would appreciate seeing all of the foregoing requests addressed in another draft EIS. Failure to do so will just confirm my opinion that the current document is larded with unsupported assumptions and statements of "minimal impact" in favor of up-zoning and is intended to be a sales job to promote up-zoning, rather than a fair appraisal of the effects of each alternative on Uptown, as well as the effect on the surrounding affected neighborhoods. If I had the time I could raise other questions, but I do not. 33

Sincerely,

Irving Bertram

317 W. Prospect St.

Seattle, WA 98119

From: Luann Bertram [mailto:luannbertram@comcast.net]
Sent: Friday, September 02, 2016 8:33 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Re: Draft EIS Letter

Thank you for letting me know. I started to worry that I erred somehow in the way I sent it.

Have a good weekend. We are hearing music from the Seattle Center. A good portion of Queen Anne Hill can hear the music going on at Bumbershoot, and there is no parking available on our street or surrounding ones. We even noticed that their sound systems can be heard on Bigelow Ave. N. and that people are parking that far away. —Luann

On Sep 2, 2016, at 6:28 PM, Holmes, Jim <Jim.Holmes@seattle.gov> wrote:

I was out of the office today. I did receive your comments and they will be included with the other comments. Thank you for commenting.

From: Luann Bertram <luannbertram@comcast.net>
Sent: Friday, September 2, 2016 4:32:57 PM
To: Holmes, Jim
Subject: Fwd: Draft EIS Letter

Hi Jim,

I sent my comments to you late yesterday, a few minutes after 5PM. I did not receive notice from your office that my comments were received. Is that because it was after 5PM on the deadline date? Are they being accepted, or do I need to send my comments now another way?

Luann Bertram

Begin forwarded message:

From: Luann Bertram <luannbertram@comcast.net>
Subject: Draft EIS Letter
Date: September 1, 2016 at 5:08:30 PM PDT
To: Jim Holmes <jim.holmes@seattle.gov>

From: Luann Bertram [mailto:luannbertram@comcast.net]
Sent: Thursday, September 01, 2016 5:09 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Draft EIS Letter

Dear Mr. Holmes,

Please accept the attached letter that contains my comments to the Draft EIS.

Sincerely,

Luann Bertram

Mr. Jim Holmes, Senior Planner
City of Seattle Office of Planning and Community Development
700 – 5th Avenue, Suite 1900
Seattle, WA 98124-7088
Jim.holmes@seattle.gov

September 1, 2016

Re: Comments on July 18, 2016 Draft Environmental Impact Statement for the Uptown Urban Center
Rezone

Dear Mr. Holmes,

I appreciate the opportunity to comment on the City of Seattle’s July 18, 2016 Draft EIS for the Uptown
Urban Center Rezone (@ <http://bit.ly/2bm9Lr2>).

While I fully support greater density and more affordable housing, I am extremely opposed to the
upzoning being considered. The proposals and Draft EIS are deeply flawed, and in my opinion, are biased
toward upzoning without consideration of the tidbits of facts that are buried in the Draft EIS. It does not
fairly treat the 3 options. 1.1 states that the purpose of the EIS is to support increasing the permitted
building heights and density in the Uptown neighborhood. Often statements are made without any
factual support. Without a fair exploration of facts, how can the City Council make a reasoned decision?

2

I have read through copies of the letters submitted to you by Alec and Cathy Ramsay, by Irving Bertram,
and by Alexandra Moore-Wulsin, and I wish to commend the time they took to research and document
their opinions. At this time and with this letter I want to add that I highly support and endorse their
findings and submissions to you regarding this Draft EIS.

3

The Ramsays’ have provided the support to the fact that the City doesn’t need to upzone to
accommodate the increased density, that they can be accommodated within the current zoning; the City
doesn’t need upzoning in order to add affordable housing requirements; the upzoning alternatives being
considered by the City in this Draft EIS far exceed the height increase the HALA advisory committee
recommended to the Mayor and City Council; and the upzoning alternatives do not advance the priorities
residents and the City established in the Uptown Urban Design Framework.

4

Alexandra Moore-Wulsin has clearly explained why Alternative 1 should be supported with some
modification, and why Alternatives 2 and 3 should not. It is interesting, in fact upsetting, to see that many
concepts articulated from prior input, are minimized in this Draft EIS, including: need for more green
space; desire for a neighborhood attractive to a very diverse group of residents; the need for schools and
other infrastructure; and the need to address transportation and parking issues plaguing the
neighborhood. None of these important items are really addressed, merely mentioned, and discussed in
unsupported and ambiguous statements of goals. The focus on conserving historic districts is glossed over
in this Draft EIS, and the suggested mitigation does little to assure that these historic districts and
buildings will be preserved or integrated into an upzoned Uptown. While the Draft EIS does suggest that

5

the neighborhood would be “best served by a strong multi-modal transportation system”, it only provides this outcome if Alternatives 2 or 3 are adopted. Why? How can this be said even after noting that Alternative 1 will increase traffic by 200% between now and 2035, and noting the problems with parking for the Seattle Center that hosts so many city-wide events? Sound Transit 3 has not restricted a high volume transit station in Uptown if Uptown doesn’t upzone, and the Draft EIS shouldn’t do that either.

I totally agree with Ms Moore-Wulsin’s appraisal that the Draft EIS has “almost mono-focus on upzoning” and that it does not do justice to a balanced consideration that is so important to this neighborhood and to the City. The City Council members and their staff are likely not to have the time to carefully read this extremely thick document and will likely skim it, not noticing that it actually supports not upzoning at all. They would get more out of reading a book by reading its Cliff’s Notes than to skim this document and really know what is buried within it. And, I wish I had a dollar for every time it says “no significant adverse impacts” or “no significant unavoidable adverse impacts” for all the times that it refers to something that truly is a significant impact.

While the Uptown neighborhood may have been aware of the effort to move towards an EIS for Uptown, I believe that the adjoining neighborhoods were not considered or given notice and the opportunity to be heard. The Queen Anne neighborhood which adjoins Uptown is certainly impacted by changes in Uptown, and especially those of us living on the South Slope of the hill.

As Ms Moore-Wulsin points out, there is no mention in any of the three Alternative proposals anything about having or keeping a strong retail core. Alternative 1 can meet this goal as well as any of these Alternatives. In fact, Alternative 1 would cause less loss of small businesses that need more affordable business space, since buildings that meet Alternative 1 can be built of less expensive materials, while those built to the heights of Alternatives 2 or 3 will cost much more to design and construct. Alternative 1 may also help to prevent current small businesses from becoming displaced by all the demolition and redevelopment that Alternatives 2 and 3, and their much higher height limits, would encourage.

It has been a topic of conversation on Queen Anne Hill as to what views this Draft EIS is including in its areas of protected public site lines. From watching all the visitors nearly every night this summer at Kerry Viewpoint and seeing the directions they are pointing out or aiming the cameras, it is clear to me that they would consider the view to be sweeping from First Hill in the east all the way west to at least Alki Point. I think they would be surprised and horrified to know that the Space Needle is the main thing that this Draft EIS is considering from Kerry Viewpoint on W. Highland Dr. There should be a reasonable transition between Uptown and its northern neighbor, Queen Anne Hill, under Alternatives 2 and 3; yet, only Alternative 1 does provide for reasonable transitions.

I totally agree with all that Irving Bertram stated regarding the parking and traffic problems we currently have in Uptown. I helped him write his letter. To ignore the traffic congestion that develops on surrounding arterials like Denny Way and Mercer St is like not noticing that the baby is crying in the next room. When these streets are gridlocked with traffic, it follows that the traffic through Uptown often becomes gridlocked, too. Expedia will be moving to Interbay by 2018 and have informed us, by means of news articles and at an appearance at a Queen Anne Community Council meeting, that there will be about 4,500 employees. Combining this with the demolition of the Viaduct, and so many people trying to

reach either the new north portal of the Hwy 99 Tunnel or I-5 (since so many Expedia employees will still be living east of Lake Washington), Uptown is in for a massive traffic problem. This is a problem that is likely to spread and gridlock well beyond Uptown and Queen Anne, to Downtown, South Lake Union, Interbay, Ballard, and Fremont. So far there is no plan to mitigate this foreseeable problem, only that the City has an idealistic view and expects that people will drive their cars less. Alternatives 2 or 3 will certainly create a much bigger traffic mess than we already have, and Alternative 1 is the only option that will create less of a problem. As for the way that the Draft EIS examined the parking situation...to only look at the use of a Seattle Center garage on two dates, is more than unfair and unrealistic. The only people I know who would park in the Seattle Center garages would be people attending an event at the Seattle Center. No one visiting a restaurant or business in the Uptown neighborhood would bother to pay to park in the Seattle Center garages. If they can walk a distance and are willing to, they will park in the South Slope neighborhood for free, away from the Seattle Center and Uptown businesses, or, if they think of it, they will park for free under Metropolitan Market or Safeway. If they don't want to walk so far, they will look for on-street paid parking, or park illegally in the Permit Only section of Uptown. Unfortunately, it is unrealistic to assume that developers will not need to build parking into their buildings. That parking is needed, and so are the street parking spaces that the City keeps chopping away at to eliminate. We commonly have apartment tenants from Uptown parking their cars on our street (about a half mile distance and up a steep hill from where they live). Today I had a car ticketed by Seattle Parking Enforcement that was parked within 2 feet of my driveway and had been parked there for 3 full days, and I had first reported it 3 days ago. They could have ordered it to be towed, but I just wanted it ticketed to get the message across that this will not be tolerated. (By the way, our curb is painted with bright yellow paint for 5 feet on either side of our driveway.) With narrow neighborhood streets, it is a real safety problem when our driveways are partially blocked, when vehicles that are difficult to see around are parked too close to the driveways, when vehicles are being parked on aprons of driveways, at corners of streets, or just double parked blocking the entire streets. There is nowhere for delivery trucks, mail trucks, construction workers, repair and maintenance people, or visitors to park. Uptown has the same problem now, so how will this be improved with new buildings not being required to provide parking?

Finally, Mayor Murray has insinuated that the Housing Affordability and Livability Agenda had been put together to provide more affordable housing in Seattle. Yet, we are seeing, with contract rezones, that this upzoning of Uptown would result in losing more currently affordable housing than it would replace. In fact, the contract rezone of an apartment rezone at 203 W. Republican would result in the loss of at least 19 units of affordable housing, and since the developer plans to pay the fee instead of providing the required minimal number of affordable units, there will be a net loss of affordable housing in Uptown. Their plans are to put in a building with 3 floors of commercial space with 4 stories of work/lofts above. These units will never, even over the long term, be appropriate for affordable housing. The Draft EIS even admits that the land in Uptown is too valuable to put in affordable housing, and that the fees will need to be used towards affordable housing elsewhere. This admission should be sufficient to realize that developers do not need more incentives to develop in Uptown than they already have. Alternative 1 is the only Alternative that might have any chance to save what affordable housing exists in Uptown. Alternatives 2 and 3 will clearly provide too much of an incentive for owners of older apartment buildings to pass up this opportunity, with increased values because of increased zoning heights, to sell to developers.

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In conclusion, thank you for your hard work on crafting the Uptown Draft EIS. I will appreciate your open-mindedness as you read my and other comments. As Ms. Moore-Wulsin so well stated, "Alternative 1 furthers the City's objectives, and it should be fleshed out the same way that Alternatives 2 and 3 are fleshed out in the final EIS. It is not fleshed out adequately at this time. Not to do so suggests that it is only listed as an Alternative because the Washington State Growth Management Act requires the City to list it." A final EIS should be issued the factors in all the points raised in this and other letters written by concerned citizens. It be devoid of unsupported opinions, and should better and more clearly examine Alternative 1 and weigh its attributes against the real problems that should have been addressed in examining Alternatives 2 and 3.

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Thank you,

Luann Bertram
317 W. Prospect St.

From: Luann Bertram [mailto:LuannBertram@comcast.net]
Sent: Wednesday, August 03, 2016 12:57 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: How & where should we submit comments to the DEIS for Uptown/Seattle Ctr. Parking

Jim,

It was nice meeting you yesterday at KEXP, and having the opportunity to vent my frustrations. I love Seattle and hate to see some of the sudden and not well-thought-out changes we have already experienced. I hope I wasn't too hard on you, personally. There are several of us who plan to submit comments to the DEIS for Uptown and regarding Seattle Center and Uptown parking problems. Exactly where should we send our comments, especially to be sure they are received and truly considered. Is it better to mail or to email them?

Thank you.

Luann Bertram

From: suinseattle@comcast.net [<mailto:suinseattle@comcast.net>]
Sent: Saturday, August 27, 2016 2:57 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: hmhboyer <hmhboyer@yahoo.com>; Hadley, Jan <hadleyjan@hotmail.com>; s
<s.madge@comcast.net>; suellen <suellen.817@hotmail.com>
Subject: Fwd: Neighbors' letter to Jim Holmes

Dear Mr. Holmes,

I agree with Alec Ramsey's letter to you on Aug.25th. It has just become too expensive for low income people to live in those Uptown new and upcoming units developers want to build. Building costs have gone up too much and deductions given to low income people wouldn't be enough. The amt. of payments given instead to the city wouldn't be enough either. The parking in Uptown and on Q.A. Hill is a huge problem now, so allowing developers to drop inside parking is horrible. Tear downs of older affordable rental buildings is wrong. Also, small businesses are having to move out because of such high rent increases--not right. I have witnesses friends over the years whose homes are highly taxed because of views but yet have lost value of their homes because of too large and too high homes or buildings surrounding them--so very wrong.

Thanks for your attention, hope this gets to you by or before Sept. 1

Sue Billings

1001 2nd. Ave. W condo 201

From: "Luann Bertram" <luannbertram@comcast.net>
To: "Sue Billings" <suinseattle@comcast.net>
Sent: Saturday, August 27, 2016 1:30:05 PM
Subject: Neighbors' letter to Jim Holmes

August 25, 2016

Dear Mr. Holmes,

Thank you for the opportunity to comment on the draft EIS (@ <http://bit.ly/2bm9Lr2>).

While we fully support greater density and more affordable housing, we strenuously object to the upzoning being considered. The proposals and draft EIS are deeply flawed:

- The City doesn't need to upzone to accommodate the increased density – All the density scenarios can be accommodated within the current zoning (analysis @ <http://bit.ly/2bGylC9>);
- The City also doesn't need to upzone in order add affordable housing requirements – State law allows the City to add affordable housing requirements and keep the current zoning (WAC 365-196-870 (§2) @ <http://bit.ly/2bhUrqN>);
- The upzoning alternatives being considered by the City far exceed the height increases the HALA advisory committee recommended to the Mayor and City Council – This excessive upzoning is not required by or called for under HALA (analysis @ <http://bit.ly/2bOkzue>); and

- The upzoning alternatives do not advance the priorities residents and the City established in the Uptown Urban Design Framework – In fact, at the margin, upzoning would seem to detract from them (analysis @ <http://bit.ly/2bPEhqU>).

We would all be much better served, if the City focused on mitigating the effects that certain much greater density will undoubtedly have on already bad traffic and parking congestion and tried to address the neighborhood needs (including more affordable housing!) outlined in the UDF priorities. Developers clearly do not need more incentives to develop in Uptown, as evidenced by all the current and recent projects in the neighborhood.

A copy of this letter is posted online (@ <http://bit.ly/2c8UPxq>) along with the detailed supporting analyses noted above.

Thank you,

Alec & Cathy Ramsay
917 3rd AVE W

From: William Blades [<mailto:nobhillnorth@aol.com>]
Sent: Friday, August 26, 2016 2:04 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Seattle Uptown Rezone

Dear Mr. Holmes:

This is my comment on the Draft EIS for the Seattle Uptown Rezone:

Currently there are three alternatives. I much prefer the No Action because I am loath to encourage even more density. However, I realize that the issue of affordable housing is important and for that reason I support the Mid Rise. The High Rise alternative I absolutely reject. So much so that I would be willing to join and financially support legal action to stop it.

My reasons for rejecting the High Rise in relation to the Uptown Vision:

1. Affordable housing: It is absurd to think that new expensive high rises will increase affordability. The 7% that is planned for cheaper housing is a pittance and based on past history, the developers ALWAYS find ways to circumvent even that low a percentage. Consider Belltown - it was supposed to have more affordable housing - but has ended up with very little. What it does have is heavy density, little character and high crime and drug rates. Allowing high rises will irrevocably change the character and livability of Queen Anne.

2. Transportation: There are no realistic workable plans other than forcing us out of our cars. You say that studies indicate little increase in traffic. That is ridiculous. We are not going to use public transportation for 75% of our trips by 2020. Cars in one form or another will be around for quite some time. People like cars - they are most people's first choice to travel to their destinations. If you add thousand of new residents there will be thousands of new cars.

3. Community amenities; We would need several new schools including a high school. But I see no plans for those. Genuine functional open space - where?

4. Arts Hub - We already have one - which includes the Seattle Opera - one of the top 6 companies in the nation, also a major ballet company -PNB and several top quality theater companies.

5. A Retail Core - We already have a huge retail core less than a mile away - downtown (if we could get there). Why would we need another?

6. An Urban Gateway - These are just buzz words - they mean nothing to most people. What would whatever this is accomplish? It sounds good but means nothing concrete.

My primary reason for rejecting the High Rise alternative:

What the Uptown Vision doesn't address and what the High Rise would result in, is the cramming of more and more buildings and people into lower Queen Anne. This would then result in soul-deadening crushing density. Density seems to be viewed with great favor in your Uptown Vision. Density isn't automatically good. It should be avoided at all costs until there is no other choice. Queen Anne has already reached a density that has adversely affected the quality of our lives in many ways. Further - Queen Anne is not a good candidate for more density - our topography is too limiting and a high percentage of overall Queen Anne residents is older than the Seattle City average - making it harder for them to use public transportation. You should be looking for ways to alleviate the current density - not increasing it.

Affordable housing:

Yes, there is a need for this. My wife and I own three rental units and have kept the rents well below the average. For example: we rent a two bedroom house on the south slope for \$1,220 a

month and a duplex two bedroom unit for \$875 and a three bedroom unit for \$1,050 per month. We like and want to help our tenants and we do care about the cost of renting here. But putting up 16 story buildings is not the way. I would suggest that one productive approach is to stop kowtowing to the developers. They have far too much sway with the city. If they want the Mid Rise option - insist on a more realistic percentage than 7%. If they don't want to work with the city, there will always be others who would, once the city showed some backbone and held firm to higher percentage - perhaps 15 or 20%.

7

Thank you for your consideration,

William Blades

From: Michael Blumson [mailto:michael.blumson@gmail.com]
Sent: Wednesday, August 31, 2016 10:07 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Draft EIS Comments

Hi Jim,

I've attached some comments about the draft EIS for Uptown.

Thanks for all your hard work on this!

Michael

Notes of EIS Comments:

- 1) What is the Seattle Green Factor – What are impacts and proposed mitigation strategies? 1
- 2) There should be a specific mitigation strategy for replacing the community garden on the parking garage (Exhibit 3.8-4) 2
- 3) Need to review for consistency with Uptown/SLU Mobility Plan 3
- 4) Should include analysis of public vs. private benefit in terms of value created 4
- 5) Affordability planning does not include strategies for 30 & 50% AMI units. 5
- 6) Review criteria for displacement risk (Table 3.3-16). There are definitely more than 66 units at risk of displacement, assuming that older buildings are potentially redevelopable. 6
- 7) The report needs to distinguish between displaced households versus net affordability gains. There is an impact to displaced households even if the unit is ultimately displaced. 7
 - a. There is no analysis of the relative affordability of replacement units. A 50% unit replaced by an 80% unit is not equivalent.
- 8) What is the impact on the overall affordable housing stock if all MFTE units (3.82) decline to renew participation? 8
- 9) Why would a parcel not be developed under Alternative 3 (3.82). If the parcel is developable with increased zoning, it could be developed regardless of whether the neighborhood has already reached growth targets. Those properties are developable under all Alternatives. 9
- 10) How does Alternative 1 increase job displacement (3.18) compared to other alternatives if individual lot development decisions are made by private entities. 10
- 11) Mitigation strategies need to include implementation items, not simply identified needs (3.28) 11
- 12) Policies need to address unit sizes per (HG 3, H3.1) (3.50) 12
- 13) Can housing be encouraged as part of Seattle Center redevelopment (ex. Affordable artist housing) 13
- 14) 3.4 Exhibits should be reviewed for accuracy. 14
- 15) Exhibit 3.5 – Shouldn't Seattle P-I Ball be included as historic structure. 15
- 16) Consider including impact fees and/or employee head tax on large employers to help fund LINK improvements. 16
- 17) Recreation should consider specific planning for active recreation areas – Calling CounterBalance Park usable open space precludes active uses. 17
 - a. Ex. There are no basketball courts or public playfields
 - b. The Seattle Center Armory is not an indoor recreation space (3.272)
- 18) Section on Greenhouse gases should include an air quality monitoring plan for Mercer Corridor. 18

From: Suza Bone [<mailto:suzapaloozaa@gmail.com>]

Sent: Wednesday, August 31, 2016 4:07 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: No Action in Queen Anne

Hi Mr. Holmes,

I took a survey some time back about proposed changes in the Uptown area in lower Queen Anne. Just wanted to take minute and pass along my wish to see no action happen. The area is already busy beyond belief, especially when events are on at Seattle Center, Key Arena and Mercer Hall. Traffic on Denny and Mercer are already HORRIBLE most week days just with the daily commute. The area has a pleasant feel at present and is convenient for living and working. I fear taller buildings will bring in more traffic, less parking, and taller buildings creating a canyon like feel (Ballard comes to mind). The area is nice, please don't ruin it.

Best regards,

Suza Bone

7 Highland Drive

Seattle, WA 98109

From: Amy Bosch [mailto:amycbosch@earthlink.net]
Sent: Sunday, August 14, 2016 7:34 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Stop with the overbuilding!

Dear Mr. Holmes,

Please stop with the overbuilding of this lovely city. How much money is enough these days?! You've taken its once adorable charm and turned it into a traffic-filled, road rage, disconnected city where developers who have no stake in actually living in the city are making a gazillion \$\$\$\$\$. I own in Queen Anne and plead with you to stop turning this city into an overpriced, homeless filled, traffic congested, cheap and over built place where you have reduced the quality of life for all of us who call Seattle home. Thanks for listening.

From: cjb4 [<mailto:cjb4@comcast.net>]
Sent: Wednesday, August 31, 2016 8:21 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: uptownforpeople@gmail.com; JANICEBOZZI@COMCAST.NET
Subject: Comments on Draft EIS: Uptown Urban Center Rezone

Dear Mr. Holmes,

Thank you for the opportunity to comment on the draft EIS (@ <http://bit.ly/2bm9Lr2>). While we fully support more affordable housing as long as a traffic management plan is included, we strenuously object to the up-zoning being considered. The proposals and draft EIS are deeply flawed:

- The City doesn't need to up-zone to accommodate the increased density – All the density scenarios can be accommodated within the current zoning (analysis @ <http://bit.ly/2bGylC9>);
- The City also doesn't need to up-zone in order add affordable housing requirements – State law allows the City to add affordable housing requirements and keep the current zoning (WAC 365-196-870 (\$2) @ <http://bit.ly/2bhUrqN>);
- The up zoning alternatives being considered by the City far exceed the height increases the HALA advisory committee recommended to the Mayor and City Council – This excessive up-zoning is not required by or called for under HALA (analysis @ <http://bit.ly/2bOkzue>); and
- The up zoning alternatives do not advance the priorities residents and the City established in the Uptown Urban Design Framework – In fact, at the margin, up-zoning would seem to detract from them (analysis @ <http://bit.ly/2bPEhqU>).

We would all be much better served, if the City focused on mitigating the effects that certain much greater density will undoubtedly have on already bad traffic and parking congestion and tried to address the neighborhood needs (including more affordable housing!) outlined in the UDF priorities. Developers clearly do not need more incentives to develop in Uptown, as evidenced by all the current and recent projects in the neighborhood.

A copy of this letter is posted online (@ <http://bit.ly/2c8UPxq>) along with the detailed supporting analyses noted above.

Thank you,
Carmine and Janice Bozzi
1136 8th Ave West
Seattle

From: kim brotherton [mailto:kim@kimbrotherton.com]
Sent: Thursday, September 01, 2016 8:28 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown upzoning EIS comments

Dear Mr. Holmes,

As a frequent visitor to Uptown for events at the Seattle Center, the Uptown Theater, events with friends who living in this neighborhood, and enjoying the bars and restaurants, I am a stakeholder and Seattle resident with serious concerns regarding the development of the Uptown neighborhood.

While I welcome density and affordable housing in general and this area, it seems the city's goals can be accomplished without upzoning the neighborhood in a way that will overwhelm the character and scale of the neighborhood and effect the iconic views of the Sound and Mountains from Kerry Park.

I concur with the issues raised in the letters submitted by Moore-Wulsin, Ramsay, Bertram and Schrock and hope you will revise the EIS statement accordingly.

Thank you for your consideration of my concerns.

Kim

Kim Brotherton, LICSW, BCD
1429 North 45th Street
Seattle, WA 98103
206-353-4928

From: kim brotherton [mailto:kim@kimbrotherton.com]
Sent: Thursday, September 01, 2016 8:54 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown upzoning EIS comments

Dear Mr. Holmes,

As a frequent visitor to Uptown for events at the Seattle Center, the Uptown Theater, events with friends who living in this neighborhood, and enjoying the bars and restaurants, I am a stakeholder and Seattle resident with serious concerns regarding the development of the Uptown neighborhood.

While I welcome density and affordable housing in general and this area, it seems the city's goals can be accomplished without upzoning the neighborhood in a way that will overwhelm the character and scale of the neighborhood and effect the iconic views of the Sound and Mountains from Kerry Park.

I
concur with the
issues raised in the
letters submitted by Moore-Wulsin,

Ramsay, Bertram and

Schrock
and hope you will revise the EIS statement accordingly

.
Thank you for your consideration of my concerns.

Kim

Kim Brotherton, LICSW, BCD
1429 North 45th Street
Seattle, WA 98103
206-353-4928

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FOR CLIENTS:

If you choose to communicate information via email that could identify you as a patient, please be aware you are consenting to the associated privacy risks. Email is not a secure medium, and I cannot guarantee that information transmitted will remain confidential.

From: Audi Brown [mailto:angelsiou1@gmail.com]
Sent: Thursday, September 08, 2016 3:22 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: No Action Comment

Jim

My name is Audi Brown and would like it to go on record that I voted for "No Action" for the Uptown Lower queen anne project.

I recide at 1946 9th Ave W.

Audi Brown

From: Brown, Gina [<mailto:Gina.Brown@theplatform.com>]
Sent: Tuesday, August 02, 2016 12:50 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: ³No Action² alternative

Dear Jim,

I would like to let my feelings known as a resident living within the Uptown area. I would like to see the city take "No Action" in rezoning one of the only neighborhoods left around our beautiful space needle and last open area parks! What would the space needle be like if no one could see it with huge 12 story apartment buildings? Or the park?

Please take into consideration the people who have lived for many many years in this part of the city!!

Cheers,
Gina Brown
425.830.3405
3104 Western Ave
Seattle, WA 98104

From: Monica Welle Brown [<mailto:monicawellebrown@comcast.net>]
Sent: Wednesday, August 31, 2016 7:52 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comments on DEIS for Uptown Urban Center

Hello Jim,

Thank you for the opportunity to comment on the DEIS for the Uptown Urban Center. As a resident of upper Queen Anne, I spend a fair amount of time in the Uptown neighborhood. I would support the redevelopment of some parcels to five- to seven story buildings as long as they are built to a human scale and "they are carefully designed with quality materials". I also expect that affordable housing requirements and adequate parking standards are included in any plan for this neighborhood.

Thank you again, Monica Welle Brown

From: Paul Brown [mailto:pbb.paul@gmail.com]
Sent: Monday, September 05, 2016 9:04 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Fwd: Comments on Draft EIS for Uptown (fwd)

Dear Mr Holmes,

We are entirely in agreement with Mr. Lindenbaum's comments below. Let me know if you need any further information.

Paul B Brown, MD, PhD and Margaret A Watson, MD
200 W Highland Dr, Unit # 101
Seattle, WA 9 8119

> Begin forwarded message:

>

> From: linden@u.washington.edu

> Subject: Comments on Draft EIS for Uptown (fwd)

> Date: September 5, 2016 at 8:53:00 PM PDT

> To: pbb.paul@gmail.com, maw.margaret@gmail.com,

> cwebsterstratton@comcast.net, ohnrstratton@comcast.net, Douglas

> McLaren <yamalaren@gmail.com>

>

>

>

>

> ----- Forwarded message -----

> Date: Sun, 4 Sep 2016 15:28:29 -0700 (PDT)

> From: linden@u.washington.edu

> To: Jim.Holmes@seattle.gov

> Subject: Comments on Draft EIS for Uptown

>

> Dear Mr. Holmes,

>

> I am strongly in favor of the "No Action" alternative of the Uptown Proposal for Rezoning which maintains current zoning and building heights for the dozens of parcels in the neighborhood that are expected to be redeveloped, but does not include new neighborhood-specific design and development standards to guide that growth. I hope that you too will find the current draft EIS grossly inadequate and you will strongly support the "No Action" alternative.

>

> There are many reasons why a rezoning is an impending disaster for any sort of reasonable quality of life in the Queen Anne uptown neighborhood. Traffic delays and congestion have become routine. East bound Mercer St traffic during an ordinary evening commute stretches stop and go from I5 Westbound to Queen Anne Ave and beyond. Any further deterioration in this situation will have significant adverse effects on upper Queen Anne and it's South Slope, which has already seen increasing traffic congestion. The impending move of Expedia will itself have major negative consequences for travel in the Queen Anne Uptown neighborhood.

>

> Parking in the Queen Anne neighborhood has become almost impossible, multiple streets in the neighborhood have addressed this issue with resident only parking leaving little parking available for anyone to come to the area and use the retail and entertainment offered. Events at the Arena already create an unacceptable level of high impact traffic and parking issues. There are few available parking lot options and the rezone will eliminate much of those.

>

> The current draft EIS is full of unsupported assumptions therefore allowing an unsupported declaration of “minimal impact.” It favors up-zoning and is intended to be a sales job to promote up-zoning, rather than being a true and fair appraisal of the effects of each alternative on Uptown, as well as the effect on the surrounding affected neighborhoods.

>

> I could go on, as the numbers of significant adverse impacts of the rezoning are sobering. However I believe Irving Bertram has analyzed many of these issues and there is no need for me to repeat them as he has been so comprehensive in his analysis of major issues a rezone will create. To be clear however I have attached his analysis to note I have read them and strongly agree with his analysis and conclusions. I hope you too will recognize the “No Action” alternative is the only rational alternative given the lack of fully analyzing the environmental impacts and in thereby failing to address any mitigation strategies.

>

> Sincerely,

>

> Jeffrey Lindenbaum, long time QA resident and supporter of rational
> growth strategies 8th Ave W Seattle, WA 98119

>

>

> From: Irving Bertram

> I am writing to advise you that I have reviewed the draft Uptown Environmental Impact Statement. While a significant amount of time and effort went into it, I am quite disappointed in what was not addressed that in my opinion should have been addressed. Secondly, numerous statements appear to me to lack adequate factual support. I also question whether the direction given to the authors of the EIS was appropriate. The question is, is the EIS intended to be a sales document to support some form of up-zoning, or a fair exploration of the facts in order to enable the City Council to make a reasoned decision? Unfortunately, it appears to be the former. 1.1 states that the purpose of the EIS is to support increasing the permitted building heights and density in the Uptown neighborhood. As a result, in my opinion, the draft EIS appears slanted to achieve this purpose, rather than examining the three alternatives in an even-handed manner and giving appropriate attention to the impact on the surrounding neighborhoods.

> I have divided my concerns into two parts. The first deals with elements that I believe should be included in the EIS but were not. The second deals with what was addressed but, in my opinion lacks appropriate support.

> 1. The EIS limits itself, other than the discussion of view blockage, to Uptown. There is no attempt to analyze the effect of increased density on Queen Anne Hill or the South Slope of Queen Anne. A major impact not addressed is traffic problems that currently exist. The study should have included from Uptown to I-5 on both Mercer Street and Denny Way. Many residents and future residents of Uptown will commute by car for work and other tasks by going to I-5. At times, even reaching the north portal of the Hwy 99 Tunnel will be a problem due to gridlock. Moreover, the Viaduct will be gone replaced by a toll road, and Expedia will be moving into Interbay with 4500 employees in about 2 years.

> Secondly, the view interference from Kerry Park refers primarily to the Space Needle. Kerry Park is the principal viewpoint in the City of Seattle and visitors flock to it to view Elliott Bay, Alki Point Puget Sound

and the City skyline. The proposed impact of the Mid-Rise and High-Rise Alternative should be studied and reported with this in mind. Exhibits 3.4-40 through 3.4-42 are not easy to follow, and only focus on the Space Needle and City of Seattle. The inclusion of buildings in the pipeline in the foregoing exhibits makes it appear that the view of Key Arena from Kerry Park is already blocked. Yet these buildings have not been approved, so including them in the exhibits leads the reader to be less inclined to look at the effect of the Mid and High-Rise options on the view of Key Arena. Tourism is very important to Seattle, and while the view of the Space Needle should be protected, shouldn't the overall view from this vantage point be considered and fairly discussed? Views from Kerry Park looking south and southwest should also be included in the analysis without including buildings in the pipeline for which building permits have not been issued.

> Third, from personal experience, parking on the south slope of Queen Anne Hill, which is currently impacted by the lack of free parking in Uptown, will become more problematic. But the EIS doesn't address this effect. In fact, as addressed below, parking is not appropriately addressed at all. Using fee charging parking garages to gage free street parking places, or more convenient pay parking places, does not seem appropriate. In addition, since we have experience with Uptown residents parking on the streets of the south slope of Queen Anne during the week as well as during special events at the Seattle Center to avoid paying, it seems appropriate to expand the parking study to include the impact of additional Uptown residents on the south slope of Queen Anne within this area as well.

> 2. In examining the Mid-Rise and High-Rise alternatives there seems to be an assumption that all lots in Uptown are owned by the same party and that party would make a rational decision concerning which lot to develop with a High or Mid-Rise. This is erroneous. The only fair assumption is to assume, for the purpose of view impact, shadow impact, traffic patterns, etc., that full development to the maximum allowable height and density will occur on every available lot. The problem is that individual property owners will make development decisions for themselves without necessarily considering who else is developing other property in Uptown at the same time. In other words, one cannot predict the course of development. And the City should not be changing the rules over time to further City goals as it will lose credibility.

> 3. Up-zoning negatively affects surrounding property as it suffers all of the disadvantages of increased density without any of the benefits. Yet, other than limited view blockage from viewpoints, there is no attempt to address the effect of the alternatives on the adjacent south slope of Queen Anne Hill, or the top of Queen Anne Hill. The major way for Queen Anne residents to reach I-5 or the City is to use Queen Anne Ave, or Taylor Ave/ 5th Ave, although those on the north side of the hill use highway 99 to reach downtown. There should be a traffic study and the parking study of the effect of up zoning Uptown as it affects these areas. And, if studies are going to ignore everything before 2035, which seems ridiculous to me, why not include the anticipated changes in the number of residents to Queen Anne Hill in the projections? How can a fair study simply ignore the existence of the adjoining neighborhood when considering increases in traffic on Queen Anne Avenue, Mercer and Denny? It should be noted that Queen Anne Hill has few streets that go through, and those are steep.

> 4. Why was there no consideration of raising the zoning to 65 feet in areas like "The Heart of Uptown" or as an alternative to the existing zoning everywhere? Would that not have had a better chance to retain the character of the neighborhood and have less impact on surrounding neighborhoods? The EIS should contain a statement of why the particular alternatives to the current zoning were chosen and why a more modest choice of up-zoning was not considered. For example, in the Heart of Uptown, the EXPO Apartments were built at 65 feet. They were built so that the height is graduated and they are not overpowering to the other buildings in the neighborhood. Placing an 85' tall building across 1st Ave N from the EXPO Apartments is not fair to the owners of the building who expected to have view units protected by the existing zoning. In effect, those views units would be eliminated, decreasing their

rental value. In addition, allowing 85' or taller buildings promotes the "canyon effect" since lots are small and streets are not wide boulevards.

> The following are some specific problems that I note with the Draft EIS. I have tried to use headings and references where I could find them as the draft EIS contains no page numbers. It would be appreciated if the pages are consecutively numbered in the final EIS.

> 5. Mobility Proposals. The EIS assumes that the current plans will be adopted. There should be a study of what happens under each zoning proposal if these assumptions are incorrect. The analysis of the current traffic congestion problem is based upon an inadequate study. Exhibit D fails to reflect my experience as a Queen Anne Resident. I have spent over 15 minutes driving down Queen Anne Avenue from Mercer to Denny when traffic on Denny Way is backed up. In fact, once it took us over 30 minutes as only a few cars could enter Denny Way with each traffic light cycle due to traffic congestion on Denny Way. Driving in the opposite direction, I have spent more than 15 minutes to reach First Avenue North via First Avenue, or via Denny Way in order to begin to drive up 1st Ave N. The EIS states that "Both Action Alternatives will result in some minor increase in vehicular trips and vehicle miles of travel on the network." See Exhibit 1-10 (emphasis added). Where is the support for the emphasized words? The apparent source is the City of Seattle. Currently, traffic on the one-way portion of Queen Anne Avenue at certain hours of the day is highly congested requiring waits at Denny through two or three light cycles minimum and up to 10 minutes. So what is the baseline? The statement that "screenlines will operate with adequate capacity and corridors will operate similar for all action cases" seems to support not up-zoning until the current problems are resolved as it assumes that no problem currently exists, which my experience refutes. Adding "some minor increase" to the existing and projected future congestion is unfair to current residents. However, without supporting data that statement appears to deliberately significantly underestimate the problem. Exhibit D should be explained and supported by the dates that the study was made, as well as how it was made, or not included as it does not comport to the reality that I, a Queen Anne resident of almost 40 years, have come to expect.

> Under 2.15, the draft EIS assumes that all the proposed mobility proposals "are assumed to occur." The EIS should not count upon future plans alone that are not scheduled to occur with financing in place, but should address what will happen without implementation of those plans. As noted above, not only should the future Uptown residents be considered, but also future Queen Anne residents who will use the same roads. Given the current transportation problems, shouldn't they be solved before any consideration of up-zoning? If not, shouldn't the EIS address increases in residents in the adjoining neighborhoods? The addition of 4,500 Expedia employees to Interbay should also be included as many will undoubtedly drive Mercer St or Denny Way to I-5. Maybe Expedia has a reasonable idea of a rough number of additional vehicles that will be added to those roads. Shouldn't Expedia be contacted and its information included?

> 6. Affordable Housing.

> A. The addition of affordable housing seems to be the basic reason behind the proposed up-zoning. Yet the EIS makes the following points: Exhibit 1-2 shows that without any change in zoning the proposed growth target is well under capacity. In fact, the Net Capacity of households without a zoning change (10,186) is never reached with a High-Rise zoning change as the target growth only grows to 3,745. In the case of jobs, there will be an increase with each of the rezone options, meaning increased traffic congestion (from an original capacity of 2,670 to 3,125 actual targeted growth). How about explaining why up-zoning is important when the study shows that current zoning is sufficient?

> B. Under 1.6 there is an affirmative statement that under higher zoning there will be more opportunity for development of affordable housing. Where are the facts to support this claim? Under the heading "What is different between the alternatives?" there is a statement that only 42 to 60 existing residential units would be torn down in redevelopment. This seems low as there currently exists a planned contract rezone at 203 W. Harrison that eliminates at least 19 units. However, the draft

EIS goes on to say that 303 units could be displaced. So, if we assume 303 units, how many units of affordable housing will be added to replace them? Where is the analysis? Has the City pointed out how much developers are to pay to avoid providing affordable housing or why the percentage of units required in lieu of payment is so much lower than Boston and other cities require? Why is this not addressed? Exhibit B-1 refers to developers having a choice to pay a fee in lieu of providing affordable housing. I have heard for example, with the proposed contract rezone on W. Roy Street that will put the Intergenerational Child Care Centre in shadows, that the owner would make the payment instead of incorporating affordable housing. The proposed plan will actually block views at Bayview that are currently rented at higher rates in order to subsidize non-view units of this retirement home. Reducing the value of the view units will make it necessary to increase the cost of the current non-view units making those units less affordable.

> C. “Under the Action Alternatives, greater capacity for infill and redevelopment could be associated with loss of existing buildings that provide low-income housing. The future SM zone could be tailored to include measures identified in Housing Element goals and policies, such as replacement of occupied housing that is demolished or converted to non-residential use, using incentive programs to encourage the production and preservation of low-income housing, or requiring new developments to provide housing affordable to low-income households. As noted above, housing programs, regulatory measures, and incentives implemented by the City may influence, but not fully control, the housing products that the private market supplies.” See 3.59 -3.60. Isn’t the EIS making an assumption here, but admitting that it may not be accurate? Shouldn’t the EIS balance assumptions of future conduct with projections based upon those assumptions being erroneous? Shouldn’t the EIS address why Uptown will benefit from the loss of the existing affordable housing and the number of affordable units that will be paid for by the developers in lieu of providing it and the location where such units will be built for the dollars allocated?

> D. There is a general statement that affordable housing is not likely to be built in Uptown, due to the cost of construction, land costs and marketability due to the proximity to downtown. See the analysis under 3.3-15 that almost provides an admission that up-zoning will permanently reduce affordable housing in Uptown. Should there not be a discussion of eliminating the right to buy out of providing affordable housing in order to preserve some in the neighborhood?

> E. 3.87 indicates that mandatory housing affordability attempts to impose requirements on mid-rise and high-rise rezoning, but doesn’t indicate that such restrictions can be imposed under current rezoning. Why not? See WAC 365-196-870 (2) that provides that Affordable Housing incentives can be either required or optional. Hasn’t the City of Seattle made changes to building codes and zoning requirements over the years without changing the underlying zoning? Shouldn’t this option to obtain affordable housing be addressed as an alternative to up-zoning with all its detrimental effects?

> F. 3.3-15. Housing Affordability – There is an admission below the table that under all alternatives there is likely going to be a loss of affordable units with greater loss with high-rise construction due to the cost of steel and concrete structures. Isn’t this also true with permitting mid-rise buildings? Note the current request for a contract rezone of 203 W. Harrison. It seeks to eliminate 19 existing units and replace them without including any affordable housing. Shouldn’t the conclusion be that the best way to protect existing affordable housing for the longest possible time is to retain the existing zoning? If not, why not?

> G. Exhibit 3.3-16 indicates that under alternative 1 and alternative 2 the same number of existing units (66) would be demolished, but under the high-rise alternative only 44 units would be demolished. The explanation assumes that since a high-rise would add more units, fewer high-rises are needed. However, what property owner will not develop his property by building a high-rise since another owner is putting a high-rise on his property? If there are facts supporting this statement, provide them. If not, withdraw it. And, if more high-rises are actually built as permitted by up-zoning, isn’t it likely that the

potential additional residents will far surpass what has been projected? Why doesn't the EIS address the possibility of a full buildout under each zoning alternative and the effect upon traffic congestion and parking? I request that these possibilities be addressed.

> H. Exhibit 3.3-17 assumes a loss of 303 affordable units in a full buildout under each alternative. That makes sense and for the purpose of evaluation, a full build out should be assumed since no one will know what individual properties will be developed and when each of the properties will be developed. So, by 2035 all affordable units will be lost, but why encourage the early loss by rezoning to incentivize development? Why not just make those seeking contract rezones provide affordable housing in return? Why has the EIS failed to identify this alternative as a viable option to up-zoning Uptown? Please ask that this point be addressed in the final EIS.

> I. Exhibit B-1 purports to provide the number of affordable units that would be provided under each of the alternatives. Please support the numbers by explaining the methodology used to develop the table. Without supporting data one must assume that the table is bogus. And, as noted above, the EIS should include the cost of such units, the amount that the City is assuming that developers will pay it in lieu of providing affordable housing and the location in the City of the new affordable housing so that a reasonable person can determine probable accuracy of projections.

> 7. View blockage.

> A. Exhibit 3.4-10 through 3.4-14 purport to show view impact, but does not show the actual impact of full buildout from Kerry Park. As noted earlier, why is there no discussion of the effect on anything other than the Space Needle, Elliott Bay and downtown? Instead there is the statement that "new buildings are not anticipated to be tall enough to obstruct views of the Space Needle Elliott Bay or Downtown beyond current conditions." Views are in the eye of the beholder, making this value judgment of questionable merit. Depending upon the height of the buildings and their location, there is potential view degradation, isn't there? Why not address it? The EIS should not render opinions without providing the factual foundation to support them.

> B. Exhibits 3.4-17 and 3.4.18 show less view blockage under the high-rise alternative than under either the existing zoning or the mid-rise alternative. Why? The reasoning should be explained. What assumptions are being made to support these Exhibits? The same problem occurs with Exhibits 3.4-52 and 3.4-54. If the EIS is assuming that the City will adopt code limitations that do not currently exist, or that there are code requirements that support the assumptions, the EIS should address them. Otherwise, unless I have misinterpreted the Exhibits, they should be eliminated as unsupportable.

> C. Exhibits 3.4-40 through 3.4-42 are not very easy to follow, and only focus on the Space Needle. The view from Kerry Park should extend from the downtown skyline through all of Elliott Bay to Alki Point to be complete, and, I submit, that buildings in the pipeline that require City Council approval of a contract rezone or otherwise lack building permits should not be included as they may never be built.

> D. "Queen Avenue N and Mercer Street—Facing South. Height and scale impacts under Alternative 3 would be similar to existing conditions at this location, as shown in Exhibit 3.4–18. Greater height limits along Mercer Street would allow taller development to concentrate along that corridor, reducing impacts to the more sensitive pedestrian environment along Queen Anne Avenue N." Is the intent of this statement to offer up high-rise zoning along Mercer Street and not along Queen Anne Avenue North? Shouldn't this statement be balanced in the EIS with a statement indicating that no change in any zoning will achieve the same result of protecting the pedestrian environment along Queen Anne Avenue North while also protecting existing views from Kerry Park?

> E. At the end of the section, we find the following statement: "With the incorporation of proposed mitigation, all alternatives would be consistent with the City's policies in SMC 25.05.675P and Q regarding protection of public views and shading of public parks and open spaces. Thus, based on thresholds of significance and proposed mitigation, no significant unavoidable adverse impacts are identified." While some mitigation is proposed, there is no requirement that it be adopted by the city.

Please have the EIS address what would happen if the mitigation doesn't occur, and have the EIS provide support for the statement, or withdraw it.

> 8. Section 3.6 Transportation

> A. "In the future, with the anticipated increase of alternative modes due to several factors, including the completion of the SR 99 North Portal with additional roadway crossings, increased frequent transit service, dedicated bike and improved pedestrian facilities, and potential new Sound Transit stations the share of drive-alone trips decreases substantially." Please have the EIS provide support for this opinion. Based upon my observation, the nice two lane separate bicycle path going under highway 99 adjacent to Mercer St is rarely used while the cars wait in gridlock for the signals to change. It should be noted that not everyone can ride a bicycle or walk long distances. Of course, if the result of eliminating affordable housing through up-zoning Uptown forces out the elderly or handicapped people who need automobiles to travel where public transportation does not go, the EIS should address this impact of the fabric of Uptown.

> B. Exhibit D and Corridor Analysis Information. Please provide the methodology used by Transpo Group in preparing this Exhibit, or withdraw it. Its statements, which provide the support for some of the statements of no or minor impact to upzoning, do not, in my experience as noted earlier, represent reality. I drive down Queen Anne Avenue and up 1st Avenue North fairly often, but try to avoid rush hour. The times reflected really reflect weekend travel, not what is purportedly reflected.

> C. Parking

> • The Seattle Center/ Uptown Strategic Parking Study is currently being conducted and explores in further detail the less frequent parking conditions with higher attendance levels. Shouldn't the EIS wait until the study is completed instead of relying upon the parking garage study?

> • Exhibit 36-10 shows a study of parking spaces occupied on a weekday based upon a study of demand in Seattle Center garages on two dates. The EIS should either provide factual support for the use of paid garage parking to determine the availability of either free or more convenient hourly metered parking, or wait for the completion of the foregoing study, assuming that it is being done realistically. Few people park in a pay garage if there is street parking available at no cost. Also, many people may park under Metropolitan Market without shopping at the stores above to avoid pay parking. So indicating that 26% or more of the street parking is available does not appear to be factual.

> • The statement "The evaluation shows for the No Action Alternative with HCT parking impacts within the study area would generally be no worse than experienced today" is unsupported by facts, besides being limited to an erroneous study area as mentioned earlier. Expand the study area to include the south slope of Queen Anne and other adjacent property where current Uptown residents park and do an honest objective study, or admit that one cannot be done and withdraw everything stated related to parking.

> D. Section 3.6.2 Impacts. This section evaluates transportation system operations in 2035 for the three zoning alternatives. Why not evaluate the current traffic problem properly and the immediate effect of a change to zoning occurring within three years? And, how can any assumption that ignores the population increase of the adjacent area, Queen Anne Hill, be of any value? Please revise the EIS to include the projected increase in the populations using the same major streets. Include increases in Queen Anne Hill residents, the known increase resulting from Expedia's relocation, and address the impact on the arterials leading out of Uptown that will be affected under each of the three zoning alternatives. Also, if one is going to really look at 2035, assume a full buildout and increase the number of residents accordingly.

> 9. Open Space. See 3.8.2 (and 3.277). The statement that Uptown doesn't currently have sufficient open space and Recreation Resources and the adoption of the zoning alternatives will make the shortfall greater due to population increase is followed by 3.8.4 stating that there is no significant

unavoidable adverse impacts to open space and recreation services. Please provide factual support for this opinion that on its face appears unsupportable due to the prior statement.

> 10. It is noted that the proposed up-zoning is not uniform. Some areas receive much higher up-zones than others. While the idea is laudable as it avoids creating canyons and does allow some views, who determines what properties are going to increase in value over the adjoining properties? Is money changing hands? Are certain favored property owners and developers gaining a windfall? How does the City avoid adjoining property owners filing suit to seek equal treatment? How will the City respond to applications for a contract rezone based upon the heights allowed on adjoining properties? These issues should also be address in the EIS. Are they not a reasonable by-product of uneven up-zoning?

> In Summary, I find that the draft EIS needs a great deal of work and I would appreciate seeing all of the foregoing requests addressed in another draft EIS. Failure to do so will just confirm my opinion that the current document is larded with unsupported assumptions and statements of “minimal impact” in favor of up-zoning and is intended to be a sales job to promote up-zoning, rather than a fair appraisal of the effects of each alternative on Uptown, as well as the effect on the surrounding affected neighborhoods. If I had the time I could raise other questions, but I do not.

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From: Heather Quintal [<mailto:haikugirl@gmail.com>]

Sent: Tuesday, August 30, 2016 6:10 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Queen Anne Plans

Hi Jim,

I've noticed a number of posters in our neighborhood and posts on Nextdoor about the city's plan for Queen Anne and I just wanted to write and say I'm all for it.

We just returned to Seattle after 4 years in the Bay Area (Oakland) and if we've learned one thing while there, it's the devastating effects of not building enough housing to keep up with job growth and newcomers to a city. The difficulty middle and lower income families face is cruel. The high rents and housing costs are making families move further out to the suburbs where their commutes for work balloon to hours each way, making it hard to work the necessary 2 jobs to pay for housing still (even in the burbs) or see and care for their kids. Not to mention commutes aren't free - additional costs in gas and how car problems can make you lose a job. It's just not cool. There are so many stories of displacement and people spending 60% of their income on rent. Seattle needs to do better.

The Bay Area is at risk of losing its diversity, too and Seattle doesn't have that much diversity to lose unfortunately so we should really safeguard what we have. As a city we should be encouraging neighborhoods that are welcoming to all income levels, ages and races.

I will say that 7% affordable housing does seem a bit small. I will look into how that number was arrived at but if there is room for the city to press on this issue, it seems 14% or greater would help more residents.

When I moved to SF 4 years ago, I was a renter on lower queen ann and was paying \$1000/mo for a 1BR. My friend up the street was also in a 1BR just a block up and was paying \$1100. She's now paying \$1500 and at her absolute max for rent. Another increase and she'll have to move. She, and others like her, are what make Seattle great. She's a freelance writer and editor, loves local music, supports the arts and is well informed on city politics. She should have a place in the city she loves!

Let's build!

Best,
Heather Burgess-Quintal
2475 4th Ave N

From: Erik Busse [mailto:erikjbusse@yahoo.com]
Sent: Friday, August 05, 2016 9:18 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Courtyard Board <board@courtyardqas.com>
Subject: Comments Regarding Zoning Changes

I was unable to attend the meeting yesterday but here is my input for what it's worth. Based on the Uptown planning report, it appears the city has already made their decision but at least I've said my piece.

Erik Busse 275 W. Roy Seattle 98119

- People who have chosen to invest in and/or reside in Uptown have done so due to its existing nature i.e. lower rise "urban village" style living (noting although the wording "urban village" is included in the higher density options it comes across blatantly as an extreme euphemism as in no way would an area with high rises come across as a village in nature and thus is not urban planning but political speak which has no place in a logical argument regarding the merits of any of the plans).
- The existing as is zoning allows for sufficient density as witnessed by the development already occurring i.e. many higher density apartment complexes constructed recently and being constructed.
- Most of the benefits noted with the higher density options can be obtained under the existing zoning i.e. improved bike networks, improved public transportation networks, job growth (even study notes marginal additional job growth with options #2 and #3), physical integration with the Seattle Center, supporting local business year round, etc. while still maintaining the existing character of the neighborhood. There is hardly any way to argue that allowing higher or high rises in the neighborhood wouldn't dramatically change the character of the neighborhood.
- There are already many existing properties located in Uptown which could be re-developed for higher density without allowing for high rises. I really question the intent of building high rises and forcing extreme density on an ALREADY densely populated neighborhood. It would seem the people that benefit the most are existing land holder who want to sell at a higher price driven by higher density projects which allow developers to leverage that into increased unit numbers bringing me to the next conclusion allowing developers to profit highly.
- It is well known our Seattle City Council, though speaking in the name of the people, is intimately tied financially and through course of business with developers who have a higher level of input via financial and government connections. Also the city is seeing the higher density plan as an opportunity to leverage even more tax dollars. These factors should not be ignored when determining the motivations behind the zoning plan.
- Therefore, if the city would like to increase density, I recommend they focus on other much less dense neighborhoods which consist predominantly if not solely of single family housing units not Uptown which is already dense and under existing zoning can contribute its fair share to density. These would be more suitable to convert into "urban villages" and "leverage" the benefits of density as well as provide a high "impact" to "quality of life".
- As it pertains to "affordable housing" the report includes the presumption that somehow the city and citizens are obligated to support "affordable" housing options. It is quite surreal that someone expecting to live within walking distance to downtown should expect "affordable" housing options when in fact an area with prime real estate (by its inherent nature) is not a prime place to provide affordable housing. It would appear developers, in an effort to leverage the ROE and ROI of their projects, are pushing for changes in zoning to support larger projects that can in turn cover the cost of being forced by the city to provide these options and in turn the city is supporting them in these efforts to allow for their social engineering all the while the citizens of Uptown will bear the brunt of this higher density. This will NOT lead to Uptown being more of an "urban village" but less of an "urban village". The city fails to understand basic economics that there will be eternal demand for "affordable housing" i.e. housing price and less than market rates and therefore uses this strategy to argue for continued and never ending demands for more of it. Draw a supply and demand graph, move the price below equilibrium and demand will always exceed supply. That said if the city wants more affordable housing it's not the most effective strategy to build it in one of the more expensive neighborhoods in the city noting then the driver is not just providing affordable housing but also social engineering. All said, there is no reason why "affordable" housing requirements can be tied to developments under existing zoning limits.
- The Uptown neighborhood is already contributing significantly to affordable housing via the location of a homeless shelter in the neighborhood. The city planning department would like to parse the difference between homeless shelters and term affordable housing but these two are inextricably linked.
- Increasing the height of structures would have a significant impact on the character of the neighborhood significantly reducing the views of existing property holders and renters as well as changing the light entering the neighborhood.
- City housing regulations discourage the building of parking spaces matching the number of units thereby taking away even more street parking for residents. Building high rises under these guidelines worsens the parking situation even more.

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- Thus, provisions need to be added to the plan that require the developers wishing to build high rises to compensate owners/residents for the impacts of their high rise projects such as reduced views and light and a means to address these claims PRIOR to their project being approved. 6
- Uptown is already a "gateway" to the Seattle Center and increasing density won't change that. 7

Letter: CAG

Seattle Dept. of
Construction & Inspections

RECEIVED
JUN 14 2016

Dear Mr. Holmes:

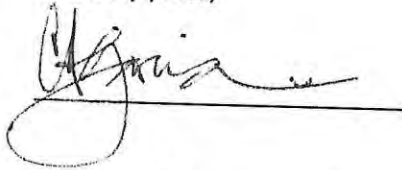
I am writing to voice my strong support for Alternative 2 Mid-Rise, as proposed in the EIS for the Uptown neighborhood.

I support increased height and density in Uptown because:

- (a) it will enable our city to provide adequate housing in the areas we most need it;
- (b) a height of at least 85 feet is appropriate for this part of the East Roy corridor (east of 2nd Avenue West) in terms of land use, height, bulk, and scale; and
- (c) the newer buildings in the Uptown neighborhood show us how good urban design can contribute to neighborhood identity and provide amenities. By encouraging new development, the proposed upzone will have a positive effect on neighborhood character.

Alternative 2 Mid-Rise is the best action for the City of Seattle to take to accomplish smart growth and affordable and accessible housing.

Sincerely yours,



garya13@gmail.com

Letter: Cahill, Peggy

From: Peggy Cahill [mailto:cahill@bnd-law.com]
Sent: Thursday, September 01, 2016 4:43 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Claudia M. Newman Henry <newman@bnd-law.com>
Subject: RE: Comments on Uptown Urban Center Rezone Draft EIS

Mr. Holmes,

Please add Claudia Newman to your e-mail list. He e-mail is newman@bnd-law.com. Thank you for your assistance.



Peggy S. Cahill
Legal Assistant
Bricklin & Newman, LLP
1424 Fourth Avenue
Suite 500
Seattle WA 98101

ph.: 206.264.8600
fax: 206.264.9300

Spokane Office:
25 West Main
Suite 234
Spokane, WA 99201

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From: Holmes, Jim [mailto:Jim.Holmes@seattle.gov]
Sent: Thursday, September 01, 2016 4:32 PM
To: Peggy Cahill
Subject: RE: Comments on Uptown Urban Center Rezone Draft EIS

Thank you for your comment. I have added your email address to our contact list so that we may notify you as more information becomes available or meetings are scheduled. Your comment will be included with all comments received in the Final EIS with a response.

From: Peggy Cahill [<mailto:cahill@bnd-law.com>]
Sent: Thursday, September 01, 2016 4:05 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Claudia M. Newman Henry <newman@bnd-law.com>
Subject: Comments on Uptown Urban Center Rezone Draft EIS

Dear Mr. Holmes:

Attached please find a letter from Claudia Newman to you regarding the above-referenced matter. You can download the attachment by clicking below.

Thank you for your attention to this matter.

ShareFile Attachments	
Title	Size
2016 09 01 Newman to Holmes - Comment Letter.pdf	5.1 MB
<div>Download Attachments</div> <div>Peggy Cahill uses ShareFile to share documents securely. Learn More.</div>	



Peggy S. Cahill
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From: Suzanne Cali [mailto:caliknit@msn.com]
Sent: Tuesday, August 23, 2016 8:58 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown rezone

Hi, Jim,

First, I'd like to thank you for fielding my questions and skepticism with patience and perhaps, a touch of understandable bureaucratic skepticism of your own.

So, for my thoughts about a possible rezone of Uptown:

The density factor is not so bad if one were not to walk from the top of the hill to the bottom, only to be greeted by a wall of high rise structures. The sense of being 'walled in' has happened as we walk to the east.....no longer seeing the lake, but greeted by a band of impenetrable buildings. Six to possibly eight stories with setbacks and landscaping is somewhat more acceptable. There were several references to Vancouver, B.C., but what I think about their urban growth is that their buildings were staggered, not built shoulder to shoulder, so one didn't feel so overwhelmed as we have become with Seattle growth. 1

Considering that Uptown houses the heart of Seattle culture with the Center, Opera, Ballet, theaters, and not to forget, Memorial Stadium.....trying to access any of those venues is hugely problematic, given the traffic on Mercer. And again, it was suggested that Mercer will improve once the tunnel exit is realized, releasing traffic onto Mercer. However, if Thomas, Republic, and other possible streets, don't have access across Aurora, the traffic won't be improved. It is currently an overwhelming effort for Queen Anne residents to use Mercer except for a window around noon, but the traffic problem concerns all of Seattle, so exacerbating it with high rises rimming the Uptown boundaries is nightmarish. 2

I am somewhat confused about the response that were we to have a moratorium on height restrictions while we sort out the impact of traffic, the inadequate infrastructure, the intended or unintended results of on-going decisions.....why that would result in higher buildings.....Perhaps what is meant is that developers would petition for rezones on a piecemeal basis, but if there were a moratorium in place, such rezones would not be granted and when some of the challenging issues were clarified (such as traffic on Mercer/the tunnel), the EIS could resume the quest to find the proper balance between density development and on-going livability of the city. 3

Thank you, again, Jim, for your attention to all this.

Suzanne Cali
1523 4th Avenue North
206-284-8922

caliknit@msn.com

From: Tom Campanile [mailto:Tom.Campanile@comcast.net]
Sent: Monday, September 05, 2016 1:35 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: EIS for Uptown

Mr. Holmes , My wife and I live on 8th Ave W in Queen Anne and have read numerous e-mails as well as the detailed review from Mr. Bertram on the EIS for Uptown. Without more detail from me other than I support the work that Mr. Bertram has done and hope you and the City of Seattle take note of all of our concerns. Thank you,

Tom Campanile
President and CEO
The Essential Baking Company
5601 1st Ave South
Seattle Washington 98108
Phone 206-954-6805
FAX 206-767-1176

From: Phil Campbell [<mailto:Phil@rsvp-intl.com>]
Sent: Wednesday, July 20, 2016 3:34 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: RE: Uptown

Again...thank you very much

From: Holmes, Jim [<mailto:Jim.Holmes@seattle.gov>]
Sent: Wednesday, July 20, 2016 3:31 PM
To: Phil Campbell
Subject: RE: Uptown

I have added you to our mailing list so you will receive notice of any upcoming events.

From: Phil Campbell [<mailto:Phil@rsvp-intl.com>]
Sent: Wednesday, July 20, 2016 3:29 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Susie Cover <Susie@rsvp-intl.com>
Subject: RE: Uptown

Jim,

Thank you for the very prompt reply. Unfortunately I am an absentee owner and unable to attend any local meetings there. I will wait for the recommendation this fall and collaborate with the other residents of our condo. Our city is so beautiful and a lot has to do with the scenic panoramas...I hope we don't end up with "concrete canyons" like Ballard.

Best regards,
Phil Campbell

From: Holmes, Jim [<mailto:Jim.Holmes@seattle.gov>]
Sent: Wednesday, July 20, 2016 3:21 PM
To: Phil Campbell
Subject: RE: Uptown

At this point there is no proposal. What have released and are seeking comment is the Draft Environmental Impact Statement that studies potential impacts of different building heights in the neighborhood. Among the impacts studied are view impacts. The DEIS has images showing how different heights and different development scenarios might change existing views. Information such as this will be used as we develop a recommendation this fall. We will release a recommendation late fall and it will have a 30-day comment period.

I urge you to look at our website and take a look at the EIS. I also have a 3-d computer model and would be happy to sit down with you and we can evaluate views from any location in the neighborhood. I will also have this model with me at the KEXP gathering space once a week (on different days and at different times) if people want to drop in to take a look. I will be confirming those dates and sending out an email with further information.

From: Phil Campbell [<mailto:Phil@rsvp-intl.com>]
Sent: Wednesday, July 20, 2016 3:16 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown

Jim,

Is there a map of the areas that would be proposed for building high rises.?? A large portion of the property values in this neighborhood are part and parcel of the views we paid dearly for. Blocking city and sound views would be a travesty to many.

Thanks,
Phil Campbell 415 Mercer West

From: Sandy Swan [mailto:sjcswan@aol.com]
Sent: Saturday, July 23, 2016 6:33 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Potential re-zone in Lower Queen Anne

To whom it may concern,

I'm writing this with little hope that my opinion will matter or make a difference, but writing it, nonetheless.

I would be so sad to see lower Queen Anne turned into a tunnel of buildings, with few glimpses of the sky. If I had my wish, the height of the buildings would remain the same, but recognizing the need for more housing, could concede to building with heights of 5 stories high--the same, drab, unimaginative plan developers have for most neighborhoods in Seattle (as they scurry off to their low rise neighborhoods like Medina.) High-rise buildings though would break my heart.

Sincerely,

~~Sandra Canepa-Swan

From: Robert Cardona [<mailto:robert.cardona.206@gmail.com>]
Sent: Thursday, September 01, 2016 7:52 AM
To: Donald Kunz <darkunz@me.com>
Cc: Deborah Frausto <dfconsults@comcast.net>; Katherine Idziorek <katherineidziorek@gmail.com>;
Holmes, Jim <Jim.Holmes@seattle.gov>; Rick Hooper <rick.hooper2@gmail.com>
Subject: Re: Uptown Alliance

Good morning Donald,

I just wanted to let you know that you don't have to join facebook to view our page. It's set to public so anyone with the link can view our posts.

-robert

From: Wendy Carlyle [mailto:wendy@groupcarlyle.com]
Sent: Thursday, September 01, 2016 8:52 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Queen Anne Uptown Re-Zoning project

Hello Mr. Holmes,

I have been following this project and am completely opposed to the re-zone, especially in the seemingly hasty manner in which decisions are being made. I have read and concur with the thoughtful letters that many of my neighbors have written to express thoughts on the individual points of the proposal, including Lynn Hubbard and Alexandra Moore-Wulsin and Bill Wulsin.

Thank you for opening this up to our comments and I sincerely ask that you consider our neighbors opinions as you move forward.

Wendy Carlyle
South Slope resident

From: PEY-LIN C [mailto:peylincarroll@icloud.com]
Sent: Thursday, September 01, 2016 4:58 PM
To: Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Re: Comment on July 18, 2016 Uptown Draft EIS - due 2016 09 01 at 5 p.m.

Mr. Holmes and Ms. Bagshaw,

Im echoing the concerns that Ms. Moore-Wulsin eloquently expressed in her attached letter. Seattle needs to ensure the liveability of lower Queen Anne and the nearby areas as it is the heart of new development in our city.

Sincerely,
Pey-Lin

Pey-Lin Carroll
Sent from my iPhone 206.372.1208

On Aug 31, 2016, at 12:26 AM, Alexandra Moore-Wulsin <xanamw@q.com> wrote:

Dear Mr. Holmes,

Please find a copy of my comments on the July 18, 2016 Uptown Draft EIS. I am also providing a copy to Council member Bagshaw by this transmission. Thank you for this opportunity to comment.

Best regards,
Xana

Effective immediately, I am migrating my email to xanamw@earthhomeplanet.com. This old mailbox rusts out on October 31, 2016!

Xana
Xana Moore-Wulsin
xanamw@earthhomeplanet.com

<Ltr from AMW to J. Holmes re Uptown Draft EIS.pdf>

From: Chris Carrs [mailto:ccarrs52@gmail.com]

Sent: Thursday, September 01, 2016 6:01 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Re: Pending possible height rezone of Chin's Chinese Restaurant parcel

Good evening, Mr Holmes.

Hoping this is not too late, I would like to second the points that Dwayne Richards made in his letter of August 30th regarding the parcel on Elliott and 6th Ave W. Removing the restrictions in that location does more harm than good.

Sincerely,
Christine Carrs

On Tue, Aug 30, 2016 at 11:23 AM, Dwayne A. Richards <dwayne@darlink.net> wrote:

Hello Mr. Holmes,

I am attaching a letter to you containing comments to you relating to the Proposed Rezones in Uptown Urban Design.

My comments refer primarily to the unique stand-alone parcel on Ellioo and bordered by 6th Ave. W and Mercer St.

Please include the attachment letter as a formal response and comments requested concerning this project.

Thank you for yoiur consideration.

Sincerely,

Dwayne Richards

From: Mary Cartwright [mailto:mcFlyingredtiger@gmail.com]
Sent: Thursday, September 01, 2016 7:49 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Carolyn Mawbey <cmawbeyc@gmail.com>
Subject: Rezoning height restrictions in the uptown area

Dear Jim Holmes,

Please reference to the letter written by Carolyn Mawbey regarding this issue. I agree with her letter and concerns.

I urge you to consider the impact and safety our homes.

Sincerely,

Mary Cartwright
511 West Mercer place # 404
Seattle, WA

Sent from my iPhone

From: Jan Cassin [<mailto:JCassin@forest-trends.org>]
Sent: Thursday, September 01, 2016 9:48 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: sally.bagshaw@seattle.gov; Bleck, Alberta <Alberta.Bleck@seattle.gov>
Subject: Draft EIS Uptown Urban Center Rezone Comments

Dear Mr. Holmes,

Please find my comments on the Draft EIS and the proposed alternatives below.

- The Draft EIS has not established a clear purpose and need for the rezone of the Uptown neighborhood; the City's comprehensive plan and predicted growth can be accommodated in other ways and the rationale for greatly increasing the density (through greatly increased height limits) of the Uptown neighborhood is not clearly established. 1
- Increased density can still be achieved under the no-action alternative, and the walkable, human scale character of the neighborhood would be retained under this alternative; while the much greater density resulting if height limits are increased (and redevelopment maximizes the re-zoned densities) will completely change the character of the neighborhood by replacing human scale buildings and walkable streets with narrow light limited canyons along the streets, wind tunnels, less green space, and much heavier traffic congestion. I think the evidence for this can be seen in recently redeveloped areas of the city, where the city has allowed massive towers that occupy the complete lot footprint, leaving a completely barren, privatized street-space. Recent developments in South Lake Union have not resulted in increased green space or a diversified neighborhood. How will the two action alternatives avoid this future for Uptown? Just an example of the privatization of neighborhood space and the fact that the city is not enforcing or requiring adherence to public goals in these redeveloped areas – goals such as canopy cover and green spaces – is the recent article in the NYT covering Amazon's one acre greenhouse at its new downtown headquarters – rather than creating urban green spaces for the public, or at least urban trees to provide heat island mitigation, climate mitigation, and air quality benefits, the private beneficiaries of rezoning in the city are creating private spaces with these amenities for a select few, when the city should be using redevelopment to ensure public goods are created (http://www.nytimes.com/2016/07/11/technology/forget-beanbag-chairs-amazon-is-giving-its-workers-treehouses.html?_r=0). There is absolutely no assurance and no mechanism for enforcement that would tie the gift of increased height and density to private developers to creation of reasonable public amenities – the kinds of things that make cities vibrant and livable. 2
- What is proposed in the two action alternatives will not create an urban gateway to Seattle Center, but will rather wall off Seattle Center from the rest of the community by fringing the Center with high end, luxury towers – in essence privatizing access to Seattle Center. 3
- While I realize that economic forces are largely beyond the city's control (with prices going up, high end development will occur), the type of development proposed by the two action alternatives will not benefit a diverse cross-section of our population – in combination with the luxury developments that would occur, the businesses that could afford rents would serve a clientele that is very different from the current mix of the population. This type of development will contribute to the forces driving middle income and fixed income elderly out of the city – not to mention leaving no place for lower income people. 4
- The tying of affordable housing commitments only to redevelopment under the two higher density alternatives is shameful. For one thing, there is no reason the city cannot include a mix of affordable housing in the redevelopment under the no action alternative and the city should do this. The promise of providing affordable housing under the action alternatives is also very tenuous and the 5

fact that this housing can be provided elsewhere does nothing to help create the kind of diversified neighborhood in Uptown that makes cities thrive.

- I would question the need for greater density and the kinds of luxury development that are being proposed – I have not seen data on the vacancy rates in residential or commercial spaces in Seattle, but I would challenge the city to demonstrate that with the buildings already built or under construction that we really need this new density and whether we really need these kinds of high rise (which will be very expensive units) buildings to achieve a rational comprehensive plan. 6
- In conclusion, I strongly believe that a livable, diversified, prosperous, and vibrant Uptown neighborhood can be supported through human-scale redevelopment, with a mix of market rate and affordable housing (including for the missing middle class that also needs affordable housing in Seattle), with continued access (which we already have) to Seattle Center and good urban green spaces and urban trees that create great street-level amenities. I really encourage you to choose and support the no-action alternative for a vibrant future for Uptown. 7

Sincerely,
Jan Cassin

Dr. Jan Cassin
Director, Forest Trends Water Initiative
Cell phone: +01-206-295-9239
email: jcassin@forest-trends.org
7 Highland Drive #302
Seattle, WA 98109

Queen Anne is a community with major historic significance and personality. I have worked in the Lower Queen Anne neighborhood for just under 7 years. As of January 2016, I opened my own small business in the same spot just next to the Mediterranean Inn. I understand that density all over Seattle is increasing and can't expect there to be no impact given the exploding population. However, the impact can be mitigated by not increasing building height.

Traffic

Getting off Queen Anne hill during rush hour (which is most of the day now) has become a real hardship affecting all residents and those who work in Queen Anne and the surrounding area. There are at least twenty-three buildings currently planned, under construction or recently completed within three blocks of Mercer. From these buildings alone we can expect to see more than an additional 2 million square feet of office space, 250,000 square feet of retail space, 524 hotel rooms, and 1837 apartments. (See <https://www.downtownseattle.com/resources/development-and-construction-projects-map/>) This does not include the proposed building in Uptown.

The new northbound 6th Avenue N. street (from the north tunnel portal) will exit onto Mercer Street with yet another traffic light. Expedia moves into their new space in 2018. There will be 3000 employees, 75% of whom live on the east side. Their most direct route to the Interbay area is Mercer Street. We would be facing gridlock on a daily basis. And, when the inevitable happens and the new tunnel is closed due to traffic mishaps or tunnel malfunctions, where will we go?

Alternate forms of transportations

Traffic congestion is intolerable as it is and there are only promises of adequate infrastructure. Even with additional bus lines, they are not going to accommodate the many thousands of people who will be moving into or passing through our neighborhood. Given our topography and weather conditions, walking and bike riding are going to be the least favored mode of transportation. For our elderly population on Queen Anne, walking (or riding a bicycle) is a hardship and, with aging baby boomers, their numbers are likely to grow. SDOT conducted bicycle use surveys in 2011, 2012 and 2013. In it's latest survey (Sept 26th, 2013) 600 Seattle residents participated. Of those, only 300 stated that they had access to a bicycle. 67% of those 300, said they didn't ride more often because of terrain, weather or lack of interest. SDOT's argument for bicycle ridership for the entire city of Seattle is based on the responses of 300 people! (See <http://www.seattle.gov/transportation/docs/bikes/13-5004%20Bicycle%20VR%20Report.pdf>)

Safety

I'm concerned that emergency vehicles (Medic One, Police, Fire, ambulance) are going

to have life-altering difficulties trying to navigate the worsening traffic congestion. I have witnessed them try to navigate Mercer and Queen Anne Ave N even during off-peak hours, where they are forced to sit in traffic. Vehicles try to get out of the way but there's nowhere to go. All of our hospitals, including our primary trauma center, require transportation through often extremely congested streets. The increase in density is going to affect first responder's access to emergencies, putting all of us at risk.

Noise

The construction noise is loud and disruptive. It begins at 7:00 in the morning and generally ceases by 4:00 in the afternoon, at least five days a week. The more buildings there are and the taller they get, then the longer it will take to complete them. The Mayor's Recommended Plan indicates that "development" will continue at least through 2035. In addition, the resulting 'canyon effect' will cause any sound to echo throughout this 'urban village' and the surrounding QA neighborhoods.

5

Business

Businesses will suffer. It was suggested that parking would be plentiful during off-peak hours. This might be true *only* if the number of businesses and available parking remained the same. With the planned new businesses and reduced available parking greatly increases competition for parking. The large number of additional residences, most without provided parking, will further overwhelm whatever parking remains. During construction (potentially through 2035), parking lots and streets will be blocked by construction vehicles that will create even more long-term competition for parking.

6

Parking (see also 'Business')

Even now it's a struggle to find parking in our neighborhood, especially when there are events at the Seattle Center. Residents and small business owners, such as myself, in lower Queen Anne who aren't provided with parking are going farther up the hill to park. People park anywhere they can find a space, whether it's legal or not.

7

My story

As someone who commutes into the Lower Queen Anne neighborhood to my small business, the alternative transportation options are not good options for me. I have two small children, who I take to school or day care year-round on my way into work. I am not able to use a bicycle, Van Pool or bus and get everyone where we need to go in a timely fashion - school and day care take us from Licton Springs (home) to North Captiol Hill or Broadview and then to Lower Queen Anne for my work. Driving in creates its own difficulties, but at this point, I am able to navigate the streets without encountering gridlock. I know the huge increases of people in Queen Anne due to the proposed height increases (new occupants, workers - both construction and new

8

resident workers - and those workers that will be passing through to Interbay) will only multiply the traffic woes. On top of that, we have parking lots disappearing to become new buildings, street parking being marked off for construction use....all of this points to it becoming nearly impossible to commute into the area if you are self-employed in an building that does not have any on site parking available.

I urge you to reconsider your pursuit to rezone Lower Queen Anne to increase building heights. There is great historic significance here and ways of life that have already been severely impacted by growth and density. The proposed increase will continue to adversely impact, to a much greater degree, the quality and safety of all our lives.

9

Jennifer Cea, LMP
419 Queen Anne Ave N # 106
Seattle, WA 98109
206-719-3759

From: Michele Chaffee [mailto:michele.chaffee@gmail.com]
Sent: Wednesday, August 31, 2016 11:42 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Rezoning of Uptown/Lower Queen Anne

Dear Jim,

I am from Seattle living in Queen Anne for the past five years. The proposed changes will make Queen Anne unbearable to reside in. Until, we have the infrastructure in place, we cannot rezone. I already spend at least 90 minutes a day in traffic and do not leave the neighborhood between 4-7pm because I will be stuck in traffic for an hour.

1

If the the neighborhood is rezoned, it will force many long time residents to move out of the neighborhood. When considering the rezoning, please think of the community of Queen Anne and all the families who make the neighborhood a thriving and amazing place to live.

We must have the appropriate infrastructure built , i.e. a light rail stop in Queen Anne, before we rezone Queen Anne.

2

Thank you!

Michele

From: 張朕豪 Rob "Hao Hao" Chang [<mailto:rowerrob@gmail.com>]
Sent: Thursday, August 25, 2016 9:49 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: lower queen anne zoning

Dear Mr. Holmes,

Thank you for the opportunity to comment on the draft EIS (@ <http://bit.ly/2bm9Lr2>).

While we fully support greater density and more affordable housing, we strenuously object to the upzoning being considered. The proposals and draft EIS are deeply flawed:

- * The City doesn't need to upzone to accommodate the increased density – All the density scenarios can be accommodated within the current zoning (analysis @<http://bit.ly/2bGylC9>);
- * The City also doesn't need to upzone in order add affordable housing requirements – State law allows the City to add affordable housing requirements and keep the current zoning (WAC 365-196-870 (§2) @ <http://bit.ly/2bhUrqN>);
- * The upzoning alternatives being considered by the City far exceed the height increases the HALA advisory committee recommended to the Mayor and City Council – This excessive upzoning is not required by or called for under HALA (analysis @<http://bit.ly/2bOkzue>); and
- *The upzoning alternatives do not advance the priorities residents and the City established in the Uptown Urban Design Framework – In fact, at the margin, upzoning would seem to detract from them (analysis @ <http://bit.ly/2bPEhqU>).

We would all be much better served, if the City focused on mitigating the effects that certain much greater density will undoubtedly have on already bad traffic and parking congestion and tried to address the neighborhood needs (including more affordable housing!) outlined in the UDF priorities. Developers clearly do not need more incentives to develop in Uptown, as evidenced by all the current and recent projects in the neighborhood.

A copy of this letter is posted online (@ <http://bit.ly/2c8UPxq>) along with the detailed supporting analyses noted above.

Thank you,

Robert & Leah Chang
275 W ROY ST

--

Rob "Hao Hao" Chang
RowerRob@gmail.com

From: Zoom-Zoom Lover [<mailto:mazda.protege@gmail.com>]
Sent: Sunday, August 28, 2016 4:55 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: lower Queen Anne zoning comments

August 28, 2016

Dear Mr. Holmes,

Thank you for the opportunity to comment on the draft EIS (@ <http://bit.ly/2bm9Lr2>).

While we fully support greater density and more affordable housing, we strenuously object to the upzoning being considered. The proposals and draft EIS are deeply flawed:

- * The City doesn't need to upzone to accommodate the increased density – All the density scenarios can be accommodated within the current zoning (analysis @<http://bit.ly/2bGylC9>);
- * The City also doesn't need to upzone in order add affordable housing requirements – State law allows the City to add affordable housing requirements and keep the current zoning (WAC 365-196-870 (§2) @ <http://bit.ly/2bhUrqN>);
- * The upzoning alternatives being considered by the City far exceed the height increases the HALA advisory committee recommended to the Mayor and City Council – This excessive upzoning is not required by or called for under HALA (analysis @<http://bit.ly/2bOkzue>); and
- *The upzoning alternatives do not advance the priorities residents and the City established in the Uptown Urban Design Framework – In fact, at the margin, upzoning would seem to detract from them (analysis @ <http://bit.ly/2bPEhqU>).

We would all be much better served, if the City focused on mitigating the effects that certain much greater density will undoubtedly have on already bad traffic and parking congestion and tried to address the neighborhood needs (including more affordable housing!) outlined in the UDF priorities. Developers clearly do not need more incentives to develop in Uptown, as evidenced by all the current and recent projects in the neighborhood.

A copy of this letter is posted online (@ <http://bit.ly/2c8UPxq>) along with the detailed supporting analyses noted above.

Thank you,

LEAH & ROBERT CHANG
275 W ROY ST
98119

From: Eleanor Chen [mailto:eleanor.chen@gmail.com]
Sent: Wednesday, September 14, 2016 2:13 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Draft EIS

Hi Jim, I am writing as a Lower Queen Anne homeowner and taxpayer to say I strongly oppose the proposed rezoning of my neighborhood.

None of the proposed height increases are sustainable. 85 feet is too high and is not moderate. It is outside of human scale. The EXPO is 65 feet and was done in a way that makes it work pretty well with neighbors. Currently there is a contract rezone request on 1 st Ave N for 85 feet from 40 feet between two historic brick buildings. It would be a disaster if a huge out of proportion building were allowed between those old brick buildings. It isn't necessary to meet the goals to increase density and does not benefit the neighborhood. A blanket rezone to 85 feet (or the higher option) is not in line with the current neighborhood. 1

The EIS limits itself, other than the discussion of view blockage, to Uptown. There is no attempt to analyze the effect of increased density on Queen Anne Hill or the South Slope of Queen Anne. A major impact not addressed is traffic problems that currently exist. The study should have included from Uptown to I-5 on both Mercer Street and Denny Way. Many residents and future residents of Uptown will commute by car for work and other tasks by going to I-5. At times, even reaching the north portal of the Hwy 99 Tunnel will be a problem due to gridlock. Moreover, the Viaduct will be gone replaced by a toll road, and Expedia will be moving into Interbay with 4500 employees in about 2 years. 2

Parking on the south slope of Queen Anne Hill is already a nightmare, and this would be made untenable. The EIS doesn't address this effect. In fact, parking is not appropriately addressed at all. Using fee charging parking garages to gauge free street parking places, or more convenient pay parking places, does not seem appropriate. In addition, since we have experience with Uptown residents parking on the streets of the south slope of Queen Anne during the week as well as during special events at the Seattle Center to avoid paying, it seems appropriate to expand the parking study. 3

It is noted that the proposed up-zoning is not uniform. Some areas receive much higher up-zones than others. While the idea is laudable as it avoids creating canyons and does allow some views, who determines what properties are going to increase in value over the adjoining properties? Is money changing hands? Are certain favored property owners and developers gaining a windfall? How does the City avoid adjoining property owners filing suit to seek equal treatment? How will the City respond to applications for a contract rezone based upon the heights allowed on adjoining properties? These issues should also be addressed in the EIS. Are they not a reasonable by-product of uneven up-zoning? 4

This EIS does not cover the reasonable concerns of residents and taxpayers. I would appreciate another EIS which takes these into account, prior to making any decisions that would permanently alter the landscape of Queen Anne, in this case for the worse. 5

Thanks,
Eleanor Chen
312 W Olympic Pl

From: Heather Christo [<mailto:heatherchristo@gmail.com>]
Sent: Tuesday, August 30, 2016 6:31 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Rezoning of Uptown/Lower Queen Anne

Dear Jim,

I have been a resident of Queen Anne for 17 years. I am 37 years old and have a young family on this hill, I also work on this hill and am very involved in the Seattle community. My sister and brother and their families also live on Queen Anne. I can't say it any better than our friend and neighbor Juliet Roger put it, so I attached her letter to you as well. Please don't do this. Please let's come up with a better solution. Please don't destroy one of the most beautiful, treasured neighborhoods in Seattle over the greed of a few developers. Please Hear Us.

Best, Heather Christo

Dear Jim,

I have been a resident of Queen Anne for all but 5 years of my 49 year life. My great grandmother came here with my grandmother in 1907 to join her uncle Chris and aunt Guilia after her husband died. They resided on lower Queen Anne and then eventually moved up the hill to 3rd Ave West where my great grandmother remarried and had two more children. My family and I have lived here and grown in number to 23 living on Queen Anne. Queen Anne is home first and then Seattle second, it has been a wonderful and dynamic neighborhood for our family for more than 100 years.

The proposed changes to lower Queen Anne will have a catastrophic effect on our lives and destroy so much of the integrity of our community. The option of building 140 foot buildings on lower Queen Anne is complete insanity and clearly PROFITERING!!!! NO ONE WILL BENEFIT FROM THIS EXCEPT THE DEVELOPERS!!!! Why would the city ever consider this as a viable option??? The traffic will be gridlock at all times and the proposed light rail is 30 years out. Homes are built on a foundation, the infrastructure of the city needs to be built first, especially if the options to do so exist. Now is the time for careful consideration and a chance to get it right. Already with none of those buildings and Expedia not having come yet, one can barely get on or off Queen Anne Hill after 2pm without experiencing major congestion. Rarely if ever do we leave QA on a week night for fear of getting stuck in one hour traffic for what should be 10-15 minute drives.

Besides the traffic, it is simply unimaginable that the city would consider blocking the spectacular vista from our beloved Kerry Park. All the years growing up here the local and nation newscasters have broadcast from Kerry Park and that has been a symbol of the beauty of our city. Blocking that view with 140 foot tall buildings will destroy that beauty and I believe is a symbol of the overall destruction that will occur if in fact the city allows this crazy plan to move forward! NO ONE WANTS THIS TO HAPPEN EXCEPT THE PEOPLE WHO WILL PROFIT FROM IT!!!!

Yes, we are clearly a growing and thriving metropolis and are proud to now have large and successful companies as the backbone of our economy. Yes, we need to address low income housing and density. But let's be honest, the DEVELOPERS who will be making SO MUCH MONEY off the buildings can OPT OUT of the low income option in these building by PAYING the city. HMMM???? Let's really consider why these buildings are going in? It seems so corrupt at it's core. Honestly, there has been little to no city planning AND EVERY PERSON WHO ATTENDS THE PUBLIC MEETINGS IS OPPOSED TO THIS DEVELOPMENT EXCEPT FOR THOSE WHO PROFIT!!!! What is wrong with our public officials??? How have they come into power and how will they stay in power if they make such misguided decisions that DO NOT REPRESENT THE PEOPLE THEY REPRESENT???? WE ALL SMELL A RAT!!!!

We simply cannot have 140 foot tall buildings at the bottom of Queen Anne Hill. FOR THE LOVE OF GOD, TAKE THIS OPTION OFF THE TABLE. Let's work together to build a better city and not try to pull the wool over the eyes of the residents while developer destroy the integrity of our beautiful city and line their pockets. This is clearly not an option that will benefit us. So much can be done to make the city denser without destroying us simultaneously. PLEASE TAKE THE 140 FOOT BUILDING OPTION OFF THE TABLE.

I have cc:ed a few of my relatives and friends from Queen Anne as I know they are equally horrified by this proposal and to encourage them to contact you directly as well, even if just to second my opinions on this matter.

Sincerely,

Juliet Roger

Heather Christo

206-931-0916

www.heatherchristo.com

[@heatherchristo](#)

[@heatherchristo](#)

Author of **PURE DELICIOUS**, *more than 150 delectable allergen free recipes made without gluten, dairy, egg, soy, tree nuts, peanuts, shellfish or cane sugar* (Pam Krauss Books, May 2016)

From: Pete Christothoulou [<mailto:pete@marchex.com>]

Sent: Tuesday, August 30, 2016 6:52 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Rezoning of Uptown/Lower Queen Anne

25 minutes.....

The average time it takes to drive from my office on the corner of 6th and Pike in downtown Seattle to my house on Queen Anne (near the top of the hill) – which is double what it used to be.

Rezoning will only make this much, much worse. I'm a firm NO REZONE – figure out another approach. Building the bottom of the hill further with high rises isn't the answer. I'm sure lot's of smart people have better solutions that are better for everyone.

From: Erica Chung [mailto:eschung1@gmail.com]
Sent: Thursday, September 15, 2016 10:33 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown (lower Queen Anne) Urban Design

September 15, 2016

Dear Mr. Holmes:

I write in support of the Alternative 2 “Mid-Rise” in the EIS for the Uptown neighborhood.

Increased height and density for Uptown is needed to allow Seattle to provide sufficient housing during this unprecedented time of growth and, quite importantly, to simultaneously increase the amount of affordable housing available to those less fortunate. And, increased height and density will implement the neighborhood’s vision, developed with the Queen Anne neighborhood and the City’s comprehensive plan.

More specifically, a height increase to at least 85 feet east of 2nd Avenue West is appropriate for this part of the East Roy corridor in terms of land use, and height, bulk and scale. Lastly, the newer buildings in the neighborhood show us how good urban design can contribute to neighborhood identity and provide amenities. By encouraging new development, the proposed Alternative 2 (Mid-Rise) upzone will have a positive effect on neighborhood character.

For the reasons stated, I support the Alternative 2 “Mid-Rise”, an upzone to at least 85 feet.

Very truly yours,

Erica Chung
2439 Lorentz Place North
Seattle, 98119

From: Steve & Paula [mailto:albright@seanet.com]
Sent: Thursday, August 11, 2016 2:24 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: potential upzoning of the lower Queen Anne area

Dear Jim,

We've become aware of a potential draft Environmental Impact Statement which would allow a zoning change in the lower Queen Anne neighborhood. Since your department is currently soliciting feedback on this proposal, we wish to voice our opposition to permitting zoning changes which would allow more high rises and added congestion to our area.

Here's our two cents:

- 1) This area is already heavily congested, already receiving traffic flows from upper Queen Anne, from areas feeding Elliott Avenue onto Mercer (i.e. Magnolia, Ballard, west Queen Anne) and from downtown. The change will add more cars and increase traffic congestion, and reduce travel time, particularly east-west.
- 2) Bus frequency and schedules do not currently make sufficient impact to have drivers refrain from using their cars. By adding more population, will the situation change? Not likely. People will still use their cars if bus routing doesn't change. And then again, where will we all park?
- 3) Current housing & businesses already compete for a 'view'. The change will not only permit 'blocking' of current views but would hem in smaller buildings and houses.
- 4) We like our smaller, community neighborhood just like it is!!! We don't want a lower Manhattan here. There's adequate buildability on nearby Elliott, which, due to the hill on west Queen Anne, has less of a height impact and Interbay, big open unobstructed spaces. There, some taller buildings might make sense. It would also string out some of the added growth without piling on the construction in a smaller area already a bees nest of activity.

Please vote 'no action' on this issue.

Thank you.

Sincerely,

Paula Cipolla & Steve Albright
2616 2nd Ave North
Seattle, WA 98109
206-282-5063

From: Stacey Clawson [mailto:staceyclawson@gmail.com]
Sent: Friday, September 16, 2016 11:35 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: feedback on environ impact study for uptown

Jim, hello! I own property in the Lumen Condos. Thank you for coming to share your presentation and update us on the environmental study. It was so helpful! Here is feedback as input to the next steps in the study.

- new construction in the mercer corridor W of 5th avenue and the Seattle Center should be maintained for civic purposes
- new construction surrounding the Seattle Center should be set back from the street (similar to Gates Foundation) to allow for high pedestrian flow as well as visibility and feel of the neighborhood 1
- New construction should require various levels of walls and peaks to enable visual flow and space
- New residential construction should have residence-to-parking ratios appropriate for the density of a growing, high salary market
- Specifically any new construction on 5th/mercero and mercero corridor is especially important to select occupants and visual appeal for tourists and high density areas
- the traffic light and flow on and off Taylor/Mercer through the neighborhood and in/out of QFC is currently very problematic due to recent construction and Mercer street changes. Is there a way to create positive traffic flow impacts with new construction in that area of uptown? (especially with at least 2 new residential buildings being built in 2017 in that section of uptown). It is negatively affecting property values and residential life for anyone in that area. 2
- consider locating the pea patch in an area near the current one and visible to the community
- consider creating a basketball court in the uptown corner of Mercer/5th or in the Seattle Center since the popular one on Denny and Westlake is being torn down

Please add me to your email list for updates on the Uptown EIS and upcoming proposal process.

Please confirm that you received this. Thank you again!
Stacey Clawson



August 22, 2016

Mr. Jim Holmes
City of Seattle – Office of Planning and Community Development
701 5th Avenue
Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Re: Comment – EIS Uptown Rezone

Dear Mr. Holmes:

I am pleased to let you know that I totally support Alternative 2 “Mid-Rise” in the EIS for the Uptown neighborhood.

Increased height and density for Uptown is long in coming and much needed to allow Seattle to provide sufficient housing during this unprecedented time of growth, and, quite importantly, to simultaneously increase the amount of affordable housing available to those less fortunate. And increased height and density will implement the neighborhood’s vision, developed after years of consultation with the community, as well the Queen Anne neighborhood and the City’s comprehensive plan.

More specifically, a height increase to at least 85 feet east of 2nd Avenue West is appropriate for this part of the East Roy corridor in terms of land use, and height, bulk and scale. Lastly, the newer buildings in the neighborhood show us how good urban design can contribute to neighborhood identity and provide amenities. By encouraging new development, the proposed Alternative 2 (Mid-Rise) upzone will have a positive effect on neighborhood character.

All in all, an upzone to at least 85 feet, and increased density that comes with it, will have very positive impacts on the city, its residents, and its housing options.

Very truly yours,



From: Hinda Cole [<mailto:cole.hindah@gmail.com>]
Sent: Tuesday, August 30, 2016 11:56 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Lower Queen Anne zoning

Dear Mr. Holmes,

I would like to strongly urge you to keep the lower Queen Anne zoning at the alternative 1 level. There is opportunity within this framework for new and remodeled construction and increased population density without dramatically changing the look and character of the neighborhood. Thank you for this consideration.

Hinda Cole
Queen Anne resident

Uptown DEIS Open House and Public Hearing

WE WANT TO HEAR FROM YOU!

Was the meeting informative?

☒ Yes ☐ No

Did you feel that your concerns were heard and/or recorded?

☐ Yes ☐ No

Questions or Comments about the Uptown DEIS:

As an urban gardner, I need sunlight.
Higher buildings will block it. Therefore, I'd
like to avoid increasing the local density.

Return this form or send e-mail to:

Jim Holmes
Seattle Department of
Planning and Development
PO Box 94788
Seattle, WA 98124-7088

Tel (206) 684-8372
Fax (206) 733-7088
E-mail jim.holmes@seattle.gov

If you have questions about Uptown,
please include your name and contact information.

Uptown DEIS Open House and Public Hearing

WE WANT TO HEAR FROM YOU!

Was the meeting informative?

☒ Yes ☐ No

Did you feel that your concerns were heard and/or recorded?

☒ Yes ☐ No

Questions or Comments about the Uptown DEIS:

I am concerned about the views that will be lost if zoning permits 85' buildings or especially 120' - 160' rises. This would dramatically change the culture and vibe of the neighborhood, negatively impact current views, and create a shift in character that would drive out residents in Uptown.

We do NOT want the height limits to increase!

Return this form or send e-mail to:

Jim Holmes
Seattle Department of
Planning and Development
PO Box 94788
Seattle, WA 98124-7088

Tel (206) 684-8372
Fax (206) 733-7088
E-mail jim.holmes@seattle.gov

If you have questions about Uptown,
please include your name and contact information.

Uptown DEIS Open House and Public Hearing

WE WANT TO HEAR FROM YOU!

Was the meeting informative?

☒ Yes ☐ No

Did you feel that your concerns were heard and/or recorded?

☒ Yes ☐ No

Questions or Comments about the Uptown DEIS:

I think the people who commented raised all I have.

Return this form or send e-mail to:

Jim Holmes
Seattle Department of
Planning and Development
PO Box 94788
Seattle, WA 98124-7088

Tel (206) 684-8372
Fax (206) 733-7088
E-mail jim.holmes@seattle.gov

If you have questions about Uptown,
please include your name and contact information.

Uptown DEIS Open House and Public Hearing

WE WANT TO HEAR FROM YOU!

Was the meeting informative?

☐ Yes ☐ No

Did you feel that your concerns were heard and/or recorded?

☐ Yes ☐ No

Questions or Comments about the Uptown DEIS:

My family-and I- are in favor
of the "No Action" alternative.

Current zoning provides adequate
opportunity for growth-without
negatively impacting thousands
of Q. A. South slope residents and
other citizens who must commute through
the area to get to places south of Mercer St.

Return this form or send e-mail to:

Jim Holmes
Seattle Department of
Planning and Development
PO Box 94788
Seattle, WA 98124-7088

Tel (206) 684-8372
Fax (206) 733-7088
E-mail jim.holmes@seattle.gov

If you have questions about Uptown,
please include your name and contact information.

Uptown DEIS Open House and Public Hearing

WE WANT TO HEAR FROM YOU!

Was the meeting informative?

☒ Yes ☐ No

Did you feel that your concerns were heard and/or recorded?

☒ Yes ☐ No

Questions or Comments about the Uptown DEIS:

The building height should go up ONLY
if parking is addressed in every project.

Density is important, so is liveability.

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Seattle, WA 98124-7088

Tel (206) 684-8372
Fax (206) 733-7088
E-mail jim.holmes@seattle.gov

If you have questions about Uptown,
please include your name and contact information.

Uptown DEIS Open House and Public Hearing

WE WANT TO HEAR FROM YOU!

Was the meeting informative?

☒ Yes ☐ No

Did you feel that your concerns were heard and/or recorded?

☐ Yes ☐ No

Questions or Comments about the Uptown DEIS:

I find it troubling that views are more important than a positive and inclusive neighborhood that is accessible to people other than wealthy home owners.

Return this form or send e-mail to:

Jim Holmes
Seattle Department of
Planning and Development
PO Box 94788
Seattle, WA 98124-7088

Tel (206) 684-8372
Fax (206) 733-7088
E-mail jim.holmes@seattle.gov

If you have questions about Uptown,
please include your name and contact information.

Letter: Concepcion, J

Seattle Dept. of
Construction & Inspections

RECEIVED

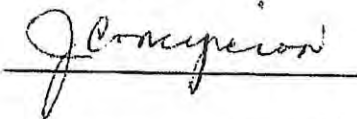
Dear Mr. Holmes:

I have read the EIS for the Uptown Rezone, and I am writing in support of Alternative 2 "Mid Rise", because I believe that upzoning to a height of at least 85 feet is necessary and appropriate. Here's why:

1. Increased height and density in the Uptown neighborhood would help implement:
 - the neighborhood's vision, developed after years of consultation with the community
 - the Queen Anne Neighborhood Plan
 - the City's Comprehensive Plan
 - the Urban Center designation which the City has established for Uptown.
2. A height of 85 feet is appropriate for this part of the East Roy corridor in terms of land use, and height, bulk and scale.
3. Increased height and density also helps our city provide more housing supply, particularly in areas close to the employment centers of South Lake Union and Downtown. And with the upzone comes the provision of new affordable housing through the HALA recommendations. In addition, more density supports transit use and the health of our local businesses.

In short, the proposed Alternative 2 Mid-Rise provides significant benefits to our city and its people without any significant unavoidable adverse impacts.

Sincerely yours,



J. concepcion@comcast.net

From: Kathleen Conroy [<mailto:katconro@gmail.com>]
Sent: Wednesday, August 31, 2016 2:05 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Proposed rezoning in Uptown/Lower Queen Anne

Dear Mr. Holmes,

I am writing to strenuously oppose the proposed changes to building codes in lower Queen Anne.

It is my understanding the City is considering changing the existing codes to allow for buildings that might be as tall as 160 feet or 16 stories allegedly to create more affordable housing.

Thankfully, the private sector in Seattle is growing rather than declining, resulting in the sort of new jobs people from around the country, and in some cases from around the world, want to move here for.

But more people moving to the area does not mean we have to destroy what has made Seattle great. People do not move here or visit here because of the weather or the failing schools or the crumbling infrastructure we call roads and bridges.

They come and stay as residents or they come and spend as visitors largely because we have such a vibrant civic culture, created by and cared for by owners of homes and businesses throughout Seattle's distinct, accessible and enjoyable neighborhoods. Yes, the private sector is creating jobs to keep the economy growing, but it is our neighborhoods that give the City its soul.

I have lived in Seattle since 1983. Over the years, I've lived in Green Lake, Capital Hill, the University District, West Seattle and Queen Anne neighborhoods. I've lived in an apartment, a condominium and a single-family home on lower Queen Anne and have, sadly, been watching the City destroy what has been one of the most historic and most visited neighborhoods in the area by implementing ill-conceived policies with dire unintended consequences.

However, as a student of government and as a political activist I know it is possible to do good without doing harm. There are numerous ways for the City to help increase the available housing stock and make more affordable housing available without destroying the very neighborhoods that have made our city great.

Do not allow this developer-driven scheme to go forward. Do not allow the green canopy in the Queen Anne/Uptown area to be further eroded. Do not allow the public views of water, marine traffic and the cityscape to be stolen from the public and given to a few developers who would reap immense financial benefit.

Please stop this ridiculous policy proposal from moving forward. And please ensure that we have a process characterized by a data-driven analysis of the intended and unintended Environmental Impacts and a rich civic discussion, with citizen input and transparency throughout.

Thank you,

Kathleen Conroy

Letter: Cordts, Mary

From: Mary Cordts [<mailto:mcordts@bayviewseattle.org>]
Sent: Tuesday, August 30, 2016 12:48 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezone-Draft EIS

August 30, 2016

Dear Mr. Holmes,

Thank-you for the opportunity to comment on the draft EIS. Clearly, planning and creating a framework for future growth is essential for the City and as a citizen and employee of the area I support this initiative and have attended several meetings surrounding this process. The public has been led to believe that the Uptown Alliance and the City is viewing this study in the best interest of the future of the Uptown Neighborhood **and would refrain from supporting any project until the process is complete, that if upzoning is approved specific design parameters would be required and applied to all new construction.**

Developers with deep pockets are lined up and already pushing the envelope - hiring land use attorneys, traffic specialists, architects and pushing their personal agendas - citing the upzone plans and initiatives as a done deal. A current project running simultaneously with the EIS is asking for variances that would meet the potential increases that are being studied. Your EIS report included these projects as approved. Also, with a nod to the developer, the Uptown Alliance chair person has at a public hearing gone on record as supporting the upzoned project!

This is deeply disturbing and certainly gives the appearances that the public's input and concerns will fall on deaf ears. Upzoning has a pure financial incentive to these developers; if they can get an additional 4,6,8 or more stories, they have hit a gold mine that will be paying them for **years to come**. The upzoning alternatives do not advance the priorities residents and the City established in the Uptown Urban Design Framework. The city doesn't need to upzone in order to add affordable housing. There is a general statement that affordable housing is not likely to be built in Uptown, due to the cost of construction, land costs and marketability due to the proximity to downtown. See the analysis under 3.3-15 that virtually provides an admission **that upzoning will permanently reduce affordable housing in Uptown**. Should there not be a discussion of eliminating the right to buy their way out of providing affordable housing in order to preserve some in the neighborhood? Developers should not have the option to buy out affordable units - they should be providing them. These are important issues that need to be determined on merit, not on what developers can afford to pay.

Sincerely,
Mary Cordts



Mary Cordts, Chief Executive Officer

p: 206.281-5762 f: 206.281-5742

a: 11 W Aloha St, Seattle, WA 98119

w: www.bayviewseattle.org e: mcordts@bayviewseattle.org



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From: Linda Crippen [mailto:linda@lcctravels.com]
Sent: Friday, September 16, 2016 4:45 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: clay@lcctravels.com
Subject: Comments to the Uptown Rezone Draft EIS
Importance: High

Hi Jim,

In response to the draft of the Environmental Impact Study for the Uptown Rezone review we feel strongly that the impact on the livability of the lower QA / Uptown area will be worse if the zoning changes to allow mid-rise and high-rise building (85 to 160 feet), due to increase congestion, mainly traffic, in and out of the area due to commuters and Key Arena and Seattle Center events. Without good public transportation (light rail, which is 15+ years away) the area would be impossible to get in and out of for your average commuter or event goer making the area general less desirable. This could also have a negative impact on concert and event promoters looking to book out Key Arena and Seattle Center in the near future if congestion gets to an unmanageable point. We are in gridlock traffic regularly in the Queen Anne area getting in and out of the neighborhood and to include the density to the extent of even going to 85 feet will only make this traffic situation worse for those of us that live in the area.

1

On one the best things about Uptown is that you can see the Space Needle from almost all pedestrian vantage points in the area. Changing to height of future buildings where future development is likely to occur would significantly impact the "view-ability" of the Needle. It should be in Seattle interest to preserving some intangible attributes such as this. Surrounding it with 160 foot structures will be it seem less grand and well as less tall.

2

Seems like the forcing first floor retail in all future buildings doesn't work and doesn't necessarily attract retail / restaurant businesses to open up shop in Uptown. This conclusion is based on the lack of infill of retail in the EXPO and the recent project across from Key Arena on 1st Avenue North. City planners might consider allowing some areas to be developed without required 1st floor retail so to add to the availability of household units and saving at least one floor height limits.

3

Higher buildings will simply kill the Uptown flavor and vibe, or whatever flavor or vibe it has left. It will just be another Belltown and South Lake Union.

4

Stick with the current zoning at least until more viable public transportation is actual available. There are still many development opportunities that would steadily increase the housing units without going to 85'-160'. We feel strongly about not going higher than the current zoning to keep our neighborhood livable.

5

Please include us in further communication on this rezoning as we have been to meetings on this topic but haven't gotten all of the correspondence.

6

Thank you.
Clay & Linda Crippen



August 23, 2016

Mr. Jim Holmes
City of Seattle
P.O. Box 34019
Seattle, WA 98124-4019

Re: Uptown Rezone – EIS Comment

Mr. Holmes:

I have read the EIS for the Uptown Rezone, and I am writing in support of Alternative 2 “Mid Rise”, because I believe that upzoning to a height of at least 85 feet is necessary and appropriate. Here’s why:

1. Increased height and density in the Uptown neighborhood would help implement:
 - the neighborhood’s vision, developed after years of consultation with the community
 - the Queen Anne Neighborhood Plan
 - the City’s Comprehensive Plan
 - the Urban Center designation which the City has established for Uptown.
2. A height of 85 feet is appropriate for this part of the East Roy corridor in terms of land use, and height, bulk and scale.
3. Increased height and density also helps our city provide more housing supply, particularly in areas close to the employment centers of South Lake Union and Downtown. And with the upzone comes the provision of new affordable housing through the HALA recommendations. In addition, more density supports transit use and the health of our local businesses.

In short, the proposed Alternative 2 Mid-Rise provides significant benefits to our city and its people without any significant unavoidable adverse impacts.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Alan D. Deal". The signature is written in a cursive, flowing style. Below the signature is a horizontal line.

From: Suzanna Darcy [mailto:suzanna_darcyhennemann@comcast.net]

Sent: Thursday, September 01, 2016 1:44 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Queen Anne

Dear Mr. Holmes, As a frequent visitor to Uptown for events at the Seattle Center, the Uptown Theater, friends' parties and enjoying the bars and restaurants, I am a stakeholder and have concerns about the development of the Uptown neighborhood. While I welcome density and affordable housing in the area, it seems the city's goals can be accomplished without upzoning the neighborhood in a way that will overwhelm the character and scale of the neighborhood and effect the iconic views of the Sound and Mountains from Kerry Park. I concur with the issues raised in the letters submitted by Moore-Wulsin, Ramsay, Bertram and Schrock and hope you will revise the EIS statement accordingly.

Thank you, Suzanna Darcy-Hennemann

From: Brian Darley [mailto:idarley@icloud.com]
Sent: Thursday, September 08, 2016 8:39 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: uptownforpeople@gmail.com
Subject: Comments on Uptown draft EIS

Dear Mr. Holmes,

Thank you for the opportunity to comment on the EIS for the proposed upzoning to Uptown. As a tenant for the last 29 years near Bhy Kracke Park, it seems to me that development in the area has not made rent or homeownership more affordable. We have seen negative effects however, in particular less effective mobility. From what I can tell, the proposal does not seem to have learned from past mistakes. While current zoning allows for increased density, I fear the proposal will promote even more density, but without much benefit (such as affordability) and will have many adverse impacts. 1

Specific concerns that I have include:

- The new high buildings could form a wall around Seattle Center taking away from the experience there. 2
- New buildings could also be a barrier at the bottom of the south slope of Queen Anne hill that takes away the openness and views of low height neighborhood above. 3
- The view from our iconic Kerry Park would be impacted decreasing its attractiveness to visitors to our city. When running for exercise, I pass Kerry Park and it is often crowded with visitors. In fact, recently while crossing Queen Anne Avenue, I was asked for directions to the park two days in a row. 4
- The proposal deviates from the neighborhood plan that was developed with wide input and much effort a few years back. 5

Our city is growing and will continue to grow. We need smart development, the sort of development that will keep this city the pleasant and vibrant place I enjoy living in. I do not believe this proposal encourages that. 6

Brian Darley
1243 5th Ave N Apt 6

Letter: Daruwala, Minoo

Seattle Dept. of
Construction & Inspections

RECEIVED

August 30, 2016

Dear Mr. Holmes:

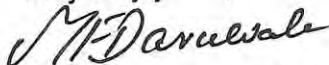
I am pleased to let you know that I totally support Alternative 2 "Mid-Rise" in the EIS for the Uptown neighborhood.

Increased height and density for Uptown is long in coming and much needed to allow Seattle to provide sufficient housing during this unprecedented time of growth, and, quite importantly, to simultaneously increase the amount of affordable housing available to those less fortunate. And increased height and density will implement the neighborhood's vision, developed after years of consultation with the community, as well the Queen Anne neighborhood and the City's comprehensive plan.

More specifically, a height increase to at least 85 feet east of 2nd Avenue West is appropriate for this part of the East Roy corridor in terms of land use, and height, bulk and scale. Lastly, the newer buildings in the neighborhood show us how good urban design can contribute to neighborhood identity and provide amenities. By encouraging new development, the proposed Alternative 2 (Mid-Rise) upzone will have a positive effect on neighborhood character.

All in all, an upzone to at least 85 feet, and increased density that comes with it, will have very positive impacts on the city, its residents, and its housing options.

Very truly yours,



Minoo. F. Daruwala

MINOO7@COMCAST.NET.

From: Phil Davis [mailto:pdavis6069@gmail.com]
Sent: Thursday, September 01, 2016 6:24 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: No to Uptown neighborhood upzone!

Dear Mr. Holmes,

As a frequent visitor to Uptown for events at the Seattle Center, the Uptown Theater, friends' parties and enjoying the bars and restaurants, I am a stakeholder and have concerns about the development of the Uptown neighborhood. While I welcome density and affordable housing in the area, it seems the city's goals can be accomplished without upzoning the neighborhood in a way that will overwhelm the character and scale of the neighborhood and effect the iconic views of the Sound and Mountains from Kerry Park. I concur with the

issues raised in the

letters submitted by Moore-Wulsin,

Ramsay, Bertram and

Schrock

and hope you will revise the EIS statement accordingly.

Frankly, it seems that a rezoning of the SODO area (south of Edgar Martinez and north of West Seattle viaduct) makes way more sense to accommodate the growth needs of the city.

Thank you,

Phil Davis

From: David Della (via Google Docs) [mailto:ddella03@gmail.com]
Sent: Wednesday, September 07, 2016 10:33 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezone - Comments on EIS - v2.docx

David Della has attached the following document:



Uptown Rezone - Comments on EIS - v2.docx



I hope this is not too late to submit to express support for this project. Please confirm.

Thank you.

Google Docs: Create and edit documents online.

Google Inc. 1600 Amphitheatre Parkway, Mountain View, CA 94043, USA

You have received this email because someone shared a document with you from Google Docs.



Dear Mr. Holmes:

I am writing to voice my strong support for Alternative 2 Mid-Rise, as proposed in the EIS for the Uptown neighborhood.

I support increased height and density in Uptown because:

- (a) it will enable our city to provide adequate housing in the areas we most need it;
- (b) a height of at least 85 feet is appropriate for this part of the East Roy corridor (east of 2nd Avenue West) in terms of land use, height, bulk, and scale; and
- (c) the newer buildings in the Uptown neighborhood show us how good urban design can contribute to neighborhood identity and provide amenities. By encouraging new development, the proposed upzone will have a positive effect on neighborhood character.

Alternative 2 Mid-Rise is the best action for the City of Seattle to take to accomplish smart growth and affordable and accessible housing.

Sincerely yours,

David J. Della
206-816-5605
ddella03@gmail.com

From: David Della [mailto:ddella03@gmail.com]
Sent: Tuesday, September 06, 2016 9:44 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject:

--

Sent from Gmail Mobile

From: Andrew Dempsey [mailto:Andrew.Dempsey@homestreet.com]
Sent: Friday, September 16, 2016 11:58 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: I urge you to not develop beyond heights 6 stories on Queen Anne

Please do not approve option three. I urge you to not go beyond 6 stories.

Andrew R. Dempsey

Senior Loan Officer
NMLS ID #698257

T: [206.389.4414](tel:206.389.4414)
M: [206.660.2382](tel:206.660.2382)
F: [206.621.2565](tel:206.621.2565)
E: andrew.dempsey@homestreet.com
W: <https://www.homestreet.com/person/andrew-dempsey>



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From: GEORGE DIGNAN [<mailto:GDIGNAN@msn.com>]
Sent: Saturday, August 27, 2016 7:42 AM
To: Daryl Schlick <Schlickd@msn.com>
Cc: S Kolpa <susankolpa@yahoo.com>; Holmes, Jim <Jim.Holmes@seattle.gov>; Judie Johnson <judie007@comcast.net>; Steve Hansen <stephenhansen1@comcast.net>; Rob Ernst <robjernst@gmail.com>; janedignan@me.com; Oori Silberstein <oorisilb@gmail.com>; Terry Gilliland <terrygailgilliland@gmail.com>
Subject: Re: Comments on Uptown Draft EIS

I used that address, Daryl. That is the one he gave me.

George

Sent from my iPhone
LTMFB!
Keep the faith!

On Aug 27, 2016, at 7:25 AM, Daryl Schlick <Schlickd@msn.com> wrote:

George, did you send your letter to Jim.Holmes@seattle.gov or a separate email address?
Daryl

Sent from [Mail](#) for Windows 10

From: [GEORGE DIGNAN](#)
Sent: Saturday, August 27, 2016 6:49 AM
To: [S Kolpa](#)
Cc: Jim.Holmes@seattle.gov; [Judie Johnson](#); [Daryl Schlick](#); [Steve Hansen](#); [Rob Ernst](#); janedignan@me.com; [Oori Silberstein](#); [Terry Gilliland](#)
Subject: Re: Comments on Uptown Draft EIS

Sue,

I encourage everyone to pile on and add other issues I missed or emphasize issues you agree are important. Having multiple comments can only be good and it lets them know we have an active, engaged group. The more comments the merrier. I think it is hard to influence the process but worth trying and I think we have legitimate concerns.

George

Sent from my iPhone
LTMFB!
Keep the faith!

On Aug 27, 2016, at 5:46 AM, S Kolpa <susankolpa@yahoo.com> wrote:

I agree with Daryl: you made a clear argument for the present zoning. For the first time I got a mental picture of what that proposed building would do to our street.

Someone at the meeting mentioned emergency vehicles and the difficulty they might have should there be more(many more) residents living on our street. I guess that is a separate issue on which the city would have rules and is not part of our argument.

Sue Kolpa

On Friday, August 26, 2016 9:18 PM, GEORGE DIGNAN <GDIGNAN@msn.com> wrote:

Jim,

Thank you very much for the excellent presentation by you and Lyle to our residents. It really helped us understand the process much better!

I would like to comment on the need for the Draft EIS analysis to look more closely at the impact of further density development on the 500 block of 5th Ave W, a dead end, narrow one block street that can only exit out onto Mercer where it intersects with Mercer Place. The traffic congestion here on Mercer/MercerPlace is already very congested and dangerous with trucks, buses and cars coming up Mercer Place trying to reach I-5. Any further density on the 500 5th Ave W block would create an even more dangerous traffic situation on Mercer. The street is very narrow and with cars parked on both sides of the stree, cars headed West on Mercer often cannot turn into 5th Ave W if there is a car exiting onto Mercer.

Your map of this block does not show the Harbor House Condominium building, which is 55 units on 11 floors. That should be added to realistically show the existing density. The Triton Condominiums is the next building to the north and fronts onto Mercer Place, but is not shown either. This under estimates the existing density of people and traffic in this area. The map shows the space directly East of the Harbor House with the potential for developing a large new 85 ft building where two existing apartment buildings currently exist. A large building in this space would overwhelm this narrow street and with already crowded traffic and limited parking, change a very pleasant residential street into a crowded and dysfunctional canyon.

The cul-de-sac at the end of the 500 block butts up against an undeveloped City owned right of way that has beautiful trees on it and could easily be a lovely green space going down to Republican. The lots to the West of this City strip are shown as potential for development but they have already been shown to be a steep slope vulnerable to slides. The whole parcel should not be developed and would create a beautiful open space for the neighborhood.

The iconic landmark for Uptown is the Space Needle and there are beautiful views of the Needle and downtown Seattle from the West Uptown neighborhood and preserving these views is a key element of maintaining the high quality of life in West Uptown. This West

neighborhood area should stay zoned as it currently zoned with no higher buildings allowed or the streets will be overwhelmed and the quality of the neighborhood degraded.

The EIS correctly shows that higher buildings are much more compatible with the intense development of the East side of Uptown and around the business district and Seattle Center. 85 and 160 ft buildings would negatively impact the capacity of the West neighborhood south of Mercer to function. Navigating these streets is already difficult.

6

I respectfully request that the EIS look more closely at the specific impact of further density on the 500 block of 5th Ave W, with all the existing buildings added to the analysis of the current density.

7

Thanks, Jim!

George Dignan
Harbor House Condominiums
521 5th Ave W., Unit 505
206-384-7757

Keep the faith! LTMFB!

From: GEORGE DIGNAN [<mailto:GDIGNAN@msn.com>]
Sent: Wednesday, August 31, 2016 2:27 PM
To: S Kolpa <susankolpa@yahoo.com>
Cc: Terry Gilliland <terrygailgilliland@gmail.com>; Holmes, Jim <Jim.Holmes@seattle.gov>; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>; Mason Killebrew <amkwa66@msn.com>; Judie Johnson -Harbor House <judie007@comcast.net>; Rob Ernst <robjernst@gmail.com>; Daryl Schlick <schlickd@msn.com>; Suzi Ward-Webb <skw5761@msn.com>; Steve Hansen <stephenhansen1@comcast.net>
Subject: Re: EIS Proposal Comment / Inadequate Emergency Vehicle Access - 2012 Seattle Fire Code - Fire Apparatus Access Road Requirements

These points are clearly made and I concur!

George Dignan

Sent from my iPhone
LTMFB!
Keep the faith!

On Aug 31, 2016, at 1:21 PM, S Kolpa <susankolpa@yahoo.com> wrote:

From: GEORGE DIGNAN [<mailto:GDIGNAN@msn.com>]

Sent: Wednesday, August 31, 2016 9:26 AM

To: Terry Gilliland <terrygailgilliland@gmail.com>

Cc: Holmes, Jim <Jim.Holmes@seattle.gov>; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>; Mason Killebrew <amkwa66@msn.com>; Judie Johnson -Harbor House <judie007@comcast.net>; Rob Ernst <robjernst@gmail.com>; Daryl Schlick <schlickd@msn.com>; Suzi Ward-Webb <skw5761@msn.com>; Steve Hansen <stephenhansen1@comcast.net>; S Kolpa <susankolpa@yahoo.com>

Subject: Re: EIS Proposal Comment / Proposal for Green Space - 5th Ave. West through to Republican / Public Right of Way

Excellent explanation and visuals, Terry! Your recommendation would provide a quality addition to this neighborhood!

George

Sent from my iPhone

LTMFB!

Keep the faith!

On Aug 31, 2016, at 9:19 AM, Terry Gilliland <terrygailgilliland@gmail.com> wrote:

Jim,

I am proposing the public right of way property that extends from south end of 5th Ave. W downward to Republican St. be designated as a green zone. The designation of this area as a green zone would change the current designation of this area as a "Development Zone".

<image.png>

I have provided you with the images below to document that substantial amount of trees and vegetation that currently covers this area.

Google Earth Image - 5th Avenue West & West Republican St.

<image.png>

View - Eastern edge of right of way looking south from 500 5th Ave W. (Lux Condos) down to West Republican.

<image.png>

View - West Republican St. looking north back up to 5th Ave. W. / 500 5th Ave W. on right side of image

<image.png>

View - South end of 5th Ave. W.

<image.png>

View - 9th Floor Harbor House looking into green space

<image.png>

As you can see from the larger aerial view from Google Earth this green zone is a sizeable green space in our neighborhood.

<image.png>

This green zone provides multiple benefits to the residents of this area. These benefits include:

- Wildlife habitat
- Erosion control - 40% Slope condition
- Noise buffer from Elliott Ave.
- Air Quality

I am proposing that the "Development Zone for this area be eliminated from the EIS proposal. This area should be designated as a Green Zone to benefit the residents of this area.

Please confirm your receipt of this email and provide me with your feedback.

Best regards,

Terry Gilliland
Unit 901 - Harbor House Condominiums
[206.919.5637](tel:206.919.5637) cell

From: Jane Dignan [<mailto:janedignan@me.com>]
Sent: Monday, August 29, 2016 7:44 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comments on the draft EIS

Hi, Jim.

I have copied my husband's letter with which I wholeheartedly sign on. It also expresses my sentiments about your hard work with appreciation for your generosity in sharing the results of your work so far. It follows:

Thank you very much for the excellent presentation by you and Lyle to our residents. It really helped us understand the process much better!

I would like to comment on the need for the Draft EIS analysis to look more closely at the impact of further density development on the 500 block of 5th Ave W, a dead end, narrow one block street that can only exit out onto Mercer where it intersects with Mercer Place. The traffic congestion here on Mercer/MercerPlace is already very congested and dangerous with trucks, buses and cars coming up Mercer Place trying to reach I-5. Any further density on the [500 5th Ave W](#) block would create an even more dangerous traffic situation on Mercer. The street is very narrow and with cars parked on both sides of the street, cars headed West on Mercer often cannot turn into 5th Ave W if there is a car exiting onto Mercer.

Your map of this block does not show the Harbor House Condominium building, which is 55 units on 11 floors. That should be added to realistically show the existing density. The Triton Condominiums is the next building to the north and fronts onto Mercer Place, but is not shown either. This under estimates the existing density of people and traffic in this area. The map shows the space directly East of the Harbor House with the potential for developing a large new 85 ft building where two existing apartment buildings currently exist. A large building in this space would overwhelm this narrow street and with already crowded traffic and limited parking, change a very pleasant residential street into a crowded and dysfunctional canyon.

The cul-de-sac at the end of the 500 block butts up against an undeveloped City owned right of way that has beautiful trees on it and could easily be a lovely green space going down to Republican. The lots to the West of this City strip are shown as potential for development but they have already been shown to be a steep slope vulnerable to slides. The whole parcel should not be developed and could create a beautiful open space for the neighborhood.

The iconic landmark for Uptown is the Space Needle and there are beautiful views of the Needle and downtown Seattle from the West Uptown neighborhood and preserving these views is a key element of maintaining the high quality of life in West Uptown. This West neighborhood area

should stay zoned as it is currently zoned with no higher buildings allowed or the streets will be overwhelmed and the quality of the neighborhood degraded.

The EIS correctly shows that higher buildings are much more compatible with the intense development of the East side of Uptown and around the business district and Seattle Center. 85 and 160 ft buildings would negatively impact the capacity of the West neighborhood south of Mercer to function. Navigating these streets is already difficult.

I respectfully request that the EIS look more closely at the specific impact of further density on the 500 block of 5th Ave W, with all the existing buildings added to the analysis of the current density.

Thanks, Jim!

From: Jane Dignan [<mailto:janedignan@me.com>]

Sent: Wednesday, August 31, 2016 12:42 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Fwd: EIS Proposal Comment / Proposal for Green Space - 5th Ave. West through to Republican / Public Right of Way

I would like to add my name in support of Terry's work up of green space proposal. Thank you.

Warmest regards,
Jane Dignan

Begin forwarded message:

From: GEORGE DIGNAN <gdignan@msn.com>

Date: August 31, 2016 at 9:23:27 AM PDT

To: "janedignan@me.com" <janedignan@me.com>

Subject: Fwd: EIS Proposal Comment / Proposal for Green Space - 5th Ave. West through to Republican / Public Right of Way

Sent from my iPhone
LTMFB!
Keep the faith!

Begin forwarded message:

From: "Terry Gilliland" <terrygailgilliland@gmail.com>

To: "Holmes, Jim" <jim.holmes@seattle.gov>, "Bicknell, Lyle" <Lyle.Bicknell@seattle.gov>

Cc: "Mason Killebrew" <amkwa66@msn.com>, "George Dignan" <gdignan@msn.com>, "Judie Johnson -Harbor House" <judie007@comcast.net>, "Rob Ernst" <robjernst@gmail.com>, "Daryl Schlick" <schlickd@msn.com>, "Suzi Ward-Webb" <skw5761@msn.com>, "Steve Hansen" <stephenhansen1@comcast.net>, "S Kolpa" <susankolpa@yahoo.com>

Subject: EIS Proposal Comment / Proposal for Green Space - 5th Ave. West through to Republican / Public Right of Way

Jim,

I am proposing the public right of way property that extends from south end of 5th Ave. W downward to Republican St. be designated as a green zone. The designation of this area as a green zone would change the current designation of this area as a "Development Zone".



I have provided you with the images below to document that substantial amount of trees and vegetation that currently covers this area.

Google Earth Image - 5th Avenue West & West Republican St.



View - Eastern edge of right of way looking south from 500 5th Ave W. (Lux Condos) down to West Republican.



View - West Republican St. looking north back up to 5th Ave. W. / 500 5th Ave W. on right side of image



View - South end of 5th Ave. W.



View - 9th Floor Harbor House looking into green space



As you can see from the larger aerial view from Google Earth this green zone is a sizeable green space in our neighborhood.



This green zone provides multiple benefits to the residents of this area. These benefits include:

- Wildlife habitat
- Erosion control - 40% Slope condition
- Noise buffer from Elliott Ave.
- Air Quality

I am proposing that the "Development Zone for this area be eliminated from the EIS proposal. This area should be designated as a Green Zone to benefit the residents of this area.

Please confirm your receipt of this email and provide me with your feedback.

Best regards,

Terry Gilliland
Unit 901 - Harbor House Condominiums
[206.919.5637](tel:2069195637) cell

From: Nancy Donier [<mailto:nancy@kaspars.com>]
Sent: Thursday, August 11, 2016 3:23 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: uptown rezoning

Hi Jim,

How can I find out what the street boundaries are for the uptown area that this rezoning is being discussed for?

Thanks!



Nancy Donier
Kaspars Catering and Special Events
3656 34th Ave W
Seattle, WA 98199
Ph: 206.298.0123
Fax: 206.212.9072

Follow www.Kaspars.com for upcoming events, giveaways and more!



From: philip downer [mailto:phildowner@me.com]
Sent: Monday, September 05, 2016 1:51 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Upzoning Uptown neighborhood

Dear Mr Holmes,

I am writing to you to ask that you vote for **NO CHANGE to the draft EIS uptown development plan.**

The plan only benefits developers and

1) will **not** provide significantly more **affordable housing** (THE DEVELOPERS ONLY NEED TO DEDICATE 7%OF THE RESIDENCES THEY ARE BUILDING TO AFFORDABLE HOUSING. **No change all provides 40%+ more affordable housing**),

1

2) will create **unimaginable traffic issues**. There are at least twenty-three buildings currently planned, under construction or recently completed within three blocks of the Mercer Corridor. These buildings alone can add more than 2 million square feet of office space, 250,000 square feet of retail space, 524 hotel rooms, and 1837 apartments. Expedia moves into their new space in Interbay in 2018. There will be at least 3000 employees, 75% of whom live on the east side. Their most direct route to the Interbay area is Mercer Street, and

2

3) will **destroy** the beautiful city that we live in by **eliminating views** from public places such as Kerry Park.

3

I have included a letter from Irv Bertram and agree with all his arguments for voting NO CHANGE to the draft EIS uptown development plan.

4

Yours sincerely,

Phil Downer, MD
333 w Kinnear Place

.....

Dear Mr. Holmes,

I am writing to advise you that I have reviewed the draft Uptown Environmental Impact Statement. While a significant amount of time and effort went into it, I am quite disappointed in what was not addressed that in my opinion should have been addressed. Secondly, numerous statements appear to me to lack adequate factual support. I also question whether the direction given to the authors of the EIS was appropriate. The question is, is the EIS intended to be a sales document to support some form of up-zoning, or a fair exploration of the facts in order to enable the City Council to make a reasoned decision? Unfortunately, it appears to be the former. 1.1 states that the purpose of the EIS is to support increasing the permitted building heights and density in the Uptown neighborhood. As a result, in my opinion, the draft EIS appears slanted to achieve this purpose, rather than examining the three alternatives in an even-handed manner and giving appropriate attention to the impact on the surrounding neighborhoods.

I have divided my concerns into two parts. The first deals with elements that I believe should be included in the EIS but were not. The second deals with what was addressed but, in my opinion lacks appropriate support.

1. The EIS limits itself, other than the discussion of view blockage, to Uptown. There is no attempt to analyze the effect of increased density on Queen Anne Hill or the South Slope of Queen Anne. A major impact not addressed is traffic problems that currently exist. The study should have included from Uptown to I-5 on both Mercer Street and Denny Way. Many residents and future residents of Uptown will commute by car for work and other tasks by going to I-5. At times, even reaching the north portal of the Hwy 99 Tunnel will be a problem due to gridlock. Moreover, the Viaduct will be gone replaced by a toll road, and Expedia will be moving into Interbay with 4500 employees in about 2 years.

Secondly, the view interference from Kerry Park refers primarily to the Space Needle. Kerry Park is the principal viewpoint in the City of Seattle and visitors flock to it to view Elliott Bay, Alki Point Puget Sound and the City skyline. The proposed impact of the Mid-Rise and High-Rise Alternative should be studied and reported with this in mind. Exhibits 3.4-40 through 3.4-42 are not easy to follow, and only focus on the Space Needle and City of Seattle. The inclusion of buildings in the pipeline in the foregoing exhibits makes it appear that the view of Key Arena from Kerry Park is already blocked. Yet these buildings have not been approved, so including them in the exhibits leads the reader to be less inclined to look at the effect of the Mid and High-Rise options on the view of Key Arena. Tourism is very important to Seattle, and while the view of the Space Needle should be protected, shouldn't the overall view from this vantage point be considered and fairly discussed? Views from Kerry Park looking south and southwest should also be included in the analysis without including buildings in the pipeline for which building permits have not been issued.

Third, from personal experience, parking on the south slope of Queen Anne Hill, which is currently impacted by the lack of free parking in Uptown, will become more problematic. But the EIS doesn't address this effect. In fact, as addressed below, parking is not appropriately addressed at all. Using fee

charging parking garages to gauge free street parking places, or more convenient pay parking places, does not seem appropriate. In addition, since we have experience with Uptown residents parking on the streets of the south slope of Queen Anne during the week as well as during special events at the Seattle Center to avoid paying, it seems appropriate to expand the parking study to include the impact of additional Uptown residents on the south slope of Queen Anne within this area as well.

2. In examining the Mid-Rise and High-Rise alternatives there seems to be an assumption that all lots in Uptown are owned by the same party and that party would make a rational decision concerning which lot to develop with a High or Mid-Rise. This is erroneous. The only fair assumption is to assume, for the purpose of view impact, shadow impact, traffic patterns, etc., that full development to the maximum allowable height and density will occur on every available lot. The problem is that individual property owners will make development decisions for themselves without necessarily considering who else is developing other property in Uptown at the same time. In other words, one cannot predict the course of development. And the City should not be changing the rules over time to further City goals as it will lose credibility.

3. Up-zoning negatively affects surrounding property as it suffers all of the disadvantages of increased density without any of the benefits. Yet, other than limited view blockage from viewpoints, there is no attempt to address the effect of the alternatives on the adjacent south slope of Queen Anne Hill, or the top of Queen Anne Hill. The major way for Queen Anne residents to reach I-5 or the City is to use Queen Anne Ave, or Taylor Ave/ 5th Ave, although those on the north side of the hill use highway 99 to reach downtown. There should be a traffic study and the parking study of the effect of up zoning Uptown as it affects these areas. And, if studies are going to ignore everything before 2035, which seems ridiculous to me, why not include the anticipated changes in the number of residents to Queen Anne Hill in the projections? How can a fair study simply ignore the existence of the adjoining neighborhood when considering increases in traffic on Queen Anne Avenue, Mercer and Denny? It should be noted that Queen Anne Hill has few streets that go through, and those are steep.

4. Why was there no consideration of raising the zoning to 65 feet in areas like “The Heart of Uptown” or as an alternative to the existing zoning everywhere? Would that not have had a better chance to retain the character of the neighborhood and have less impact on surrounding neighborhoods? The EIS should contain a statement of why the particular alternatives to the current zoning were chosen and why a more modest choice of up-zoning was not considered. For example, in the Heart of Uptown, the EXPO Apartments were built at 65 feet. They were built so that the height is graduated and they are not overpowering to the other buildings in the neighborhood. Placing an 85’ tall building across 1st Ave N from the EXPO Apartments is not fair to the owners of the building who expected to have view units protected by the existing zoning. In effect, those views units would be eliminated, decreasing their rental value. In addition, allowing 85’ or taller buildings promotes the “canyon effect” since lots are small and streets are not wide boulevards.

The following are some specific problems that I note with the Draft EIS. I have tried to use headings and references where I could find them as the draft EIS contains no page numbers. It would be appreciated if the pages are consecutively numbered in the final EIS.

5. Mobility Proposals. The EIS assumes that the current plans will be adopted. There should be a study of what happens under each zoning proposal if these assumptions are incorrect. The analysis of the current traffic congestion problem is based upon an inadequate study. Exhibit D fails to reflect my experience as a Queen Anne Resident. I have spent over 15 minutes driving down Queen Anne Avenue

from Mercer to Denny when traffic on Denny Way is backed up. In fact, once it took us over 30 minutes as only a few cars could enter Denny Way with each traffic light cycle due to traffic congestion on Denny Way. Driving in the opposite direction, I have spent more than 15 minutes to reach First Avenue North via First Avenue, or via Denny Way in order to begin to drive up 1st Ave N. The EIS states that “Both Action Alternatives will result in **some minor increase** in vehicular trips and vehicle miles of travel on the network.” See Exhibit 1-10 (emphasis added). Where is the support for the emphasized words? The apparent source is the City of Seattle. Currently, traffic on the one-way portion of Queen Anne Avenue at certain hours of the day is highly congested requiring waits at Denny through two or three light cycles minimum and up to 10 minutes. So what is the baseline? The statement that “screenlines will operate with adequate capacity and corridors will operate similar for all action cases” seems to support not up-zoning until the current problems are resolved as it assumes that no problem currently exists, which my experience refutes. Adding “some minor increase” to the existing and projected future congestion is unfair to current residents. However, without supporting data that statement appears to deliberately significantly underestimate the problem. Exhibit D should be explained and supported by the dates that the study was made, as well as how it was made, or not included as it does not comport to the reality that I, a Queen Anne resident of almost 40 years, have come to expect.

Under 2.15, the draft EIS assumes that all the proposed mobility proposals “are assumed to occur.” The EIS should not count upon future plans alone that are not scheduled to occur with financing in place, but should address what will happen without implementation of those plans. As noted above, not only should the future Uptown residents be considered, but also future Queen Anne residents who will use the same roads. Given the current transportation problems, shouldn’t they be solved before any consideration of up-zoning? If not, shouldn’t the EIS address increases in residents in the adjoining neighborhoods? The addition of 4,500 Expedia employees to Interbay should also be included as many will undoubtedly drive Mercer St or Denny Way to I-5. Maybe Expedia has a reasonable idea of a rough number of additional vehicles that will be added to those roads. Shouldn’t Expedia be contacted and its information included?

6. Affordable Housing.

A. The addition of affordable housing seems to be the basic reason behind the proposed up-zoning. Yet the EIS makes the following points: Exhibit 1-2 shows that without any change in zoning the proposed growth target is well under capacity. In fact, the Net Capacity of households without a zoning change (10,186) is never reached with a High-Rise zoning change as the target growth only grows to 3,745. In the case of jobs, there will be an increase with each of the rezone options, meaning increased traffic congestion (from an original capacity of 2,670 to 3,125 actual targeted growth). How about explaining why up-zoning is important when the study shows that current zoning is sufficient?

B. Under 1.6 there is an affirmative statement that under higher zoning there will be more opportunity for development of affordable housing. Where are the facts to support this claim? Under the heading “What is different between the alternatives?” there is a statement that only 42 to 60 existing residential units would be torn down in redevelopment. This seems low as there currently exists a planned contract rezone at 203 W. Harrison that eliminates at least 19 units. However, the draft EIS goes on to say that 303 units could be displaced. So, if we assume 303 units, how many units of affordable housing will be added to replace them? Where is the analysis? Has the City pointed out how much developers are to pay to avoid providing affordable housing or why the percentage of units required in lieu of payment is so much lower than Boston and other cities require? Why is this not addressed? Exhibit B-1 refers to developers having a choice to pay a fee in lieu of providing affordable housing. I have heard for example, with the proposed contract rezone on W. Roy Street that will put the Intergenerational Child Care Centre in shadows, that the owner would make the payment instead of

incorporating affordable housing. The proposed plan will actually block views at Bayview that are currently rented at higher rates in order to subsidize non-view units of this retirement home. Reducing the value of the view units will make it necessary to increase the cost of the current non-view units making those units less affordable.

C. “Under the Action Alternatives, greater capacity for infill and redevelopment could be associated with loss of existing buildings that provide low-income housing. The future SM zone could be tailored to include measures identified in Housing Element goals and policies, such as replacement of occupied housing that is demolished or converted to non-residential use, using incentive programs to encourage the production and preservation of low-income housing, or requiring new developments to provide housing affordable to low-income households. As noted above, housing programs, regulatory measures, and incentives implemented by the City may influence, but not fully control, the housing products that the private market supplies.” See 3.59 -3.60. *Isn’t the EIS making an assumption here, but admitting that it may not be accurate?* Shouldn’t the EIS balance assumptions of future conduct with projections based upon those assumptions being erroneous? Shouldn’t the EIS address why Uptown will benefit from the loss of the existing affordable housing and the number of affordable units that will be paid for by the developers in lieu of providing it and the location where such units will be built for the dollars allocated?

D. There is a general statement that affordable housing is not likely to be built in Uptown, due to the cost of construction, land costs and marketability due to the proximity to downtown. See the analysis under 3.3-15 that almost provides an admission that up-zoning will permanently reduce affordable housing in Uptown. Should there not be a discussion of eliminating the right to buy out of providing affordable housing in order to preserve some in the neighborhood?

E. 3.87 indicates that mandatory housing affordability attempts to impose requirements on mid-rise and high-rise rezoning, but doesn’t indicate that such restrictions can be imposed under current rezoning. Why not? See WAC [365-196-870](#) (2) that provides that Affordable Housing incentives can be either required or optional. Hasn’t the City of Seattle made changes to building codes and zoning requirements over the years without changing the underlying zoning? Shouldn’t this option to obtain affordable housing be addressed as an alternative to up-zoning with all its detrimental effects?

F. 3.3-15. Housing Affordability – There is an admission below the table that under all alternatives there is likely going to be a loss of affordable units with greater loss with high-rise construction due to the cost of steel and concrete structures. Isn’t this also true with permitting mid-rise buildings? Note the current request for a contract rezone of 203 W. Harrison. It seeks to eliminate 19 existing units and replace them without including any affordable housing. Shouldn’t the conclusion be that the best way to protect existing affordable housing for the longest possible time is to retain the existing zoning? If not, why not?

G. Exhibit 3.3-16 indicates that under alternative 1 and alternative 2 the same number of existing units (66) would be demolished, but under the high-rise alternative only 44 units would be demolished. The explanation assumes that since a high-rise would add more units, fewer high-rises are needed. However, what property owner will not develop his property by building a high-rise since another owner is putting a high-rise on his property? If there are facts supporting this statement, provide them. If not, withdraw it. And, if more high-rises are actually built as permitted by up-zoning, isn’t it likely that the potential additional residents will far surpass what has been projected? Why doesn’t the EIS address the possibility of a full buildout under each zoning alternative and the effect upon traffic congestion and parking? I request that these possibilities be addressed.

H. Exhibit 3.3-17 assumes a loss of 303 affordable units in a full buildout under each alternative. That makes sense and for the purpose of evaluation, a full build out should be assumed since no one will know what individual properties will be developed and when each of the properties will be developed. So, by 2035 all affordable units will be lost, but why encourage the early loss by rezoning to

incentivize development? Why not just make those seeking contract rezones provide affordable housing in return? Why has the EIS failed to identify this alternative as a viable option to up-zoning Uptown? Please ask that this point be addressed in the final EIS.

I. Exhibit B-1 purports to provide the number of affordable units that would be provided under each of the alternatives. Please support the numbers by explaining the methodology used to develop the table. Without supporting data one must assume that the table is bogus. And, as noted above, the EIS should include the cost of such units, the amount that the City is assuming that developers will pay it in lieu of providing affordable housing and the location in the City of the new affordable housing so that a reasonable person can determine probable accuracy of projections.

7. View blockage.

A. Exhibit 3.4-10 through 3.4-14 purport to show view impact, but does not show the actual impact of full buildout from Kerry Park. As noted earlier, why is there no discussion of the effect on anything other than the Space Needle, Elliott Bay and downtown? Instead there is the statement that “new buildings are not anticipated to be tall enough to obstruct views of the Space Needle Elliott Bay or Downtown beyond current conditions.” Views are in the eye of the beholder, making this value judgment of questionable merit. Depending upon the height of the buildings and their location, there is potential view degradation, isn’t there? Why not address it? The EIS should not render opinions without providing the factual foundation to support them.

B. Exhibits 3.4-17 and 3.4-18 show less view blockage under the high-rise alternative than under either the existing zoning or the mid-rise alternative. Why? The reasoning should be explained. What assumptions are being made to support these Exhibits? The same problem occurs with Exhibits 3.4-52 and 3.4-54. If the EIS is assuming that the City will adopt code limitations that do not currently exist, or that there are code requirements that support the assumptions, the EIS should address them. Otherwise, unless I have misinterpreted the Exhibits, they should be eliminated as unsupportable.

C. Exhibits 3.4-40 through 3.4-42 are not very easy to follow, and only focus on the Space Needle. The view from Kerry Park should extend from the downtown skyline through all of Elliott Bay to Alki Point to be complete, and, I submit, that buildings in the pipeline that require City Council approval of a contract rezone or otherwise lack building permits should not be included as they may never be built.

D. **“Queen Avenue N and Mercer Street—Facing South.** Height and scale impacts under Alternative 3 would be similar to existing conditions at this location, as shown in Exhibit 3.4–18. Greater height limits along Mercer Street would allow taller development to concentrate along that corridor, reducing impacts to the more sensitive pedestrian environment along Queen Anne Avenue N.” Is the intent of this statement to offer up high-rise zoning along Mercer Street and not along Queen Anne Avenue North? Shouldn’t this statement be balanced in the EIS with a statement indicating that no change in any zoning will achieve the same result of protecting the pedestrian environment along Queen Anne Avenue North while also protecting existing views from Kerry Park?

E. At the end of the section, we find the following statement: “With the incorporation of proposed mitigation, all alternatives would be consistent with the City’s policies in SMC 25.05.675P and Q regarding protection of public views and shading of public parks and open spaces. Thus, based on thresholds of significance and proposed mitigation, no significant unavoidable adverse impacts are identified.” While some mitigation is proposed, there is no requirement that it be adopted by the city. Please have the EIS address what would happen if the mitigation doesn’t occur, and have the EIS provide support for the statement, or withdraw it.

8. Section 3.6 Transportation

A. “In the future, with the anticipated increase of alternative modes due to several factors, including the completion of the SR 99 North Portal with additional roadway crossings, increased frequent transit service, dedicated bike and improved pedestrian facilities, and potential new Sound Transit stations the share of drive-alone trips decreases substantially.” Please have the EIS provide support for this opinion. Based upon my observation, the nice two lane separate bicycle path going under highway [99 adjacent to Mercer St](#) is rarely used while the cars wait in gridlock for the signals to change. It should be noted that not everyone can ride a bicycle or walk long distances. Of course, if the result of eliminating affordable housing through up-zoning Uptown forces out the elderly or handicapped people who need automobiles to travel where public transportation does not go, the EIS should address this impact of the fabric of Uptown.

B. Exhibit D and Corridor Analysis Information. Please provide the methodology used by Transpo Group in preparing this Exhibit, or withdraw it. Its statements, which provide the support for some of the statements of no or minor impact to upzoning, do not, in my experience as noted earlier, represent reality. I drive down Queen Anne Avenue and up 1st Avenue North fairly often, but try to avoid rush hour. The times reflected really reflect weekend travel, not what is purportedly reflected.

C. Parking

- The Seattle Center/ Uptown Strategic Parking Study is currently being conducted and explores in further detail the less frequent parking conditions with higher attendance levels. Shouldn't the EIS wait until the study is completed instead of relying upon the parking garage study?

- Exhibit 36-10 shows a study of parking spaces occupied on a weekday based upon a study of demand in Seattle Center garages on two dates. The EIS should either provide factual support for the use of paid garage parking to determine the availability of either free or more convenient hourly metered parking, or wait for the completion of the foregoing study, assuming that it is being done realistically. Few people park in a pay garage if there is street parking available at no cost. Also, many people may park under Metropolitan Market without shopping at the stores above to avoid pay parking. So indicating that 26% or more of the street parking is available does not appear to be factual.

- The statement “The evaluation shows for the No Action Alternative with HCT parking impacts within the study area would generally be no worse than experienced today” is unsupported by facts, besides being limited to an erroneous study area as mentioned earlier. Expand the study area to include the south slope of Queen Anne and other adjacent property where current Uptown residents park and do an honest objective study, or admit that one cannot be done and withdraw everything stated related to parking.

D. Section 3.6.2 Impacts. This section evaluates transportation system operations in 2035 for the three zoning alternatives. Why not evaluate the current traffic problem properly and the immediate effect of a change to zoning occurring within three years? And, how can any assumption that ignores the population increase of the adjacent area, Queen Anne Hill, be of any value? Please revise the EIS to include the projected increase in the populations using the same major streets. Include increases in Queen Anne Hill residents, the known increase resulting from Expedia's relocation, and address the impact on the arterials leading out of Uptown that will be affected under each of the three zoning alternatives. Also, if one is going to really look at 2035, assume a full buildout and increase the number of residents accordingly.

9. Open Space. See 3.8.2 (and 3.277). The statement that Uptown doesn't currently have sufficient open space and Recreation Resources and the adoption of the zoning alternatives will make the shortfall greater due to population increase is followed by 3.8.4 stating that there is no significant unavoidable adverse impacts to open space and recreation services. Please provide factual support for this opinion that on its face appears unsupportable due to the prior statement.

10. It is noted that the proposed up-zoning is not uniform. Some areas receive much higher up-zones than others. While the idea is laudable as it avoids creating canyons and does allow some views, who determines what properties are going to increase in value over the adjoining properties? Is money changing hands? Are certain favored property owners and developers gaining a windfall? How does the City avoid adjoining property owners filing suit to seek equal treatment? How will the City respond to applications for a contract rezone based upon the heights allowed on adjoining properties? These issues should also be address in the EIS. Are they not a reasonable by-product of uneven up-zoning?

In Summary, I find that the draft EIS needs a great deal of work and I would appreciate seeing all of the foregoing requests addressed in another draft EIS. Failure to do so will just confirm my opinion that the current document is larded with unsupported assumptions and statements of “minimal impact” in favor of up-zoning and is intended to be a sales job to promote up-zoning, rather than a fair appraisal of the effects of each alternative on Uptown, as well as the effect on the surrounding affected neighborhoods. If I had the time I could raise other questions, but I do not.

Sincerely,

Irving Bertram
[317 W. Prospect St.](#)
[Seattle, WA 98119](#)

From: Ellen Downey [mailto:ellen.downey@icloud.com]
Sent: Friday, July 22, 2016 5:32 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown

I prefer #2--the mid-rise with affordability as part of the proposal.

Thank you.

Ellen Downey
275 W. Roy St. #205
Seattle 98119

Sent from my iPad

Seattle Dept. of
Construction & Inspections
SEP 01 2016
RECEIVED

Aug 31 2016
Attn Mr Homes
City of Seattle Office of Planning and Community Development

Dear Mr. Holmes:

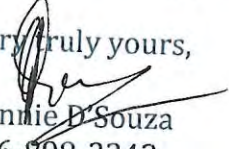
I am pleased to let you know that I totally support Alternative 2 "Mid-Rise" in the EIS for the Uptown neighborhood.

Increased height and density for Uptown is long in coming and much needed to allow Seattle to provide sufficient housing during this unprecedented time of growth, and, quite importantly, to simultaneously increase the amount of affordable housing available to those less fortunate. And increased height and density will implement the neighborhood's vision, developed after years of consultation with the community, as well the Queen Anne neighborhood and the City's comprehensive plan.

More specifically, a height increase to at least 85 feet east of 2nd Avenue West is appropriate for this part of the East Roy corridor in terms of land use, and height, bulk and scale. Lastly, the newer buildings in the neighborhood show us how good urban design can contribute to neighborhood identity and provide amenities. By encouraging new development, the proposed Alternative 2 (Mid-Rise) upzone will have a positive effect on neighborhood character.

All in all, an upzone to at least 85 feet, and increased density that comes with it, will have very positive impacts on the city, its residents, and its housing options.

Very truly yours,


Ronnie D'Souza
206-898-2242
Ronnet2000@gmail.com

From: Ginny & Al Ehle [mailto:ehle3@comcast.net]
Sent: Wednesday, August 31, 2016 10:13 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown rezoning

I have reviewed the rezoning document in detail . It appears to me that the alternative 3 model and in part model 2 has unacceptable environmental impacts and infrastructure costs as well as significant impacts on local transportation systems. Any significant density time schedule should be based on the approval and time schedule for light rail. As a resident of this area the parking and traffic in this area is already a major problem. increasing density without light rail and other major transit improvement will only increase gridlock which is already present on Mercer and uptown area. Up-zoning this area will lead to the loss of lower cost housing which is opposition to the HELA program of the city.

Albert Ehle
1110 4th Ave N
Seattle, WA 98109
206-285-2499

From: Judy Endejan [mailto:JEndejan@gsblaw.com]
Sent: Thursday, August 11, 2016 3:43 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: 'citycouncil@seattle.gov' <citycouncil@seattle.gov>
Subject: 18 story possibility in uptown area of Queen Anne

I am a resident of Queen Anne and I oppose plans to up zone the lower Queen Anne area to allow for more Stalin-istic, poorly designed and poorly constructed towers . For god's sake can't this City allow some neighborhoods to escape the scourge of Belltown and Downtown. I favor the current plan and will vigorously oppose any other one and work to defeat those current City Council members who would support an up zone. Keep:

1. No action. Retain the current zoning and height limits (about 4 stories although some buildings have gotten exceptions to build 1 or 2 stories high.)

JUDY ENDEJAN

Attorney | 206.464.3939 x 1351 | 206.799.4843 Mobile | 206.464.0125 Fax | jendejan@gsblaw.com

GARVEY SCHUBERT BARER | 18th Floor | 1191 Second Avenue | Seattle, WA 98101 | ► GSBLaw.com

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From: Edward Faccone [<mailto:faccone2616@msn.com>]
Sent: Tuesday, August 16, 2016 7:15 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Zoning Queen Anne

I think the rezoning is a bad idea. Anyone associated with getting this approved will be getting a NO vote from me come election time.

16 story buildings wil obstruct views, add congestion to the lower QA area and cause major traffic jams. The area is congested now.

Also, new construction does not require off street parking – where are these people going to park their cars?

Ed Faccone
Property owner

Sent from [Mail](#) for Windows 10

From: Fred Fanning [<mailto:ffann@live.com>]
Sent: Wednesday, August 31, 2016 3:00 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown QA DEIS public comment_Fred Fanning

TO: Mr. Jim Holmes – Office of Planning and Community Development
FR: Fred Fanning – Resident of Uptown Neighborhood
RE: Uptown Urban Design Framework and the Environmental Impact Statement
DATE: August 31, 2016

Mr. Holmes,

Please accept this correspondence as my expression of concern over the Uptown Urban Design Framework; more specifically at least two effects it will have on our neighborhood: (1) the traffic congestion which continues to plague us and would increase with the building height alternatives two and three, and (2) the aesthetic effects of high-rises in this particular neighborhood. I realize change is coming our way. The city is growing and we must grow with it. The Uptown neighborhood has already seen its share of growth with new construction of buildings and streets all around us.

First, along with Mercer Street which has been redesigned, so has the directional changes been made to many of our neighborhood streets which continues to cause confusion. Daily we are confronted with traffic clogging the Uptown neighborhood streets and there doesn't seem to be any end in sight. Expedia is to be coming in soon to the west side of Queen Anne hill and that will surely impact the traffic substantially as well. What will happen if the "mid-rise" or "high-rise" alternatives for building standards are chosen and Uptown is turned into a high-rise jungle? The increase in population alone will impact congestion. (As it is now, if I need to drive anywhere, I choose only to drive between 10:00-14:00. Outside those hours I don't risk the headache of sitting in traffic.) I also understand the plan is for people to use no cars or limit their usage, but how realistic is that? Seattle Center alone creates traffic nightmares all by itself and it seems there is no controlling of that.

Secondly, it doesn't take but one walk down Western Avenue in Belltown to see what happens when streets are lined with tall condominiums: it's a dark, drafty, uninviting street to the pedestrian. It's bleak and I can't imagine anyone wanting to linger on Western Avenue, except when enjoying the Seattle Art Museum's Sculpture Park. What we really need to be doing is choosing "alternative one" which is a "no-action" alternative and which would gently guide our growth and which would also include maintaining and growing the public spaces that so many of us crave rather than the "urban jungle" we all fear.

Please accept this as a letter from a concerned resident of Uptown. We love our neighborhood and want "gentle growth" where those of us who are longtime residents and the new comers to our neighborhood will cherish for years to come without regret.

From: Joe [<mailto:josefarmer@aol.com>]

Sent: Sunday, August 28, 2016 8:37 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>

Subject: Queen Anne development plans by the City of Seattle

Mr. Holmes and Ms. Bagshaw --

We have been made aware aware that the City of Seattle is seeking input from residents on three potential rezone options for Uptown documented in the draft environmental impact study (DEIS) was published on July 18, 2016.

We believe that our existing (Alternative 1) zoning restrictions allow Uptown development to meet the DEIS priorities by increasing density at a human scale and maintaining diversity. The overwhelming support of Seattle's Proposition 1 replaces an expiring levy to pay for more affordable housing and provides \$290 million, new money, over the next 7 years for low income housing strategies and the opportunity for non-profit developers to build or rehab existing property. Further, Alternative 1 protects views (Alternative 2 and 3 will forever change the iconic views from Kerry Park as well as the view from the top of the Space Needle down), and enhances QA/ Uptown amenities without compromising the heart and soul of our community.

Thanks for your consideration of our views.

Joseph and Jane Farmer
[1401 5th Ave W #308](#)
[Seattle, WA 98119](#)
Josefarmer@aol.com

From: Mark Faust [<mailto:faust@fischerfaust.com>]
Sent: Wednesday, August 31, 2016 12:24 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comments on proposed up-zoning "lower Queen Anne"

I live at 7 Highland Drive, Queen Anne and am writing to express my strong opposition to proposed "up-zoning" of lower Queen Anne to permit construction of so-called "high rise" buildings.

I understand and appreciate the growth needs of the city and the desire for increased housing density and I support these goals. I believe these can be achieved with the "No Action" alternative which permits the kind of high density construction already underway (e.g at the SW corner of Mercer and Queen Anne). I've lived in Portland, Oregon which shares many of the same growth issues as Seattle and welcomed increased density in my neighborhood with in-fill housing and 3-4 story condo and apartment buildings. The neighborhoods were able to absorb that density without destroying livability, impacting property values of existing homeowners, or worsening already problematic traffic conditions.

However, I believe that "high rise" construction is not necessary, is out of character with both the lower and upper Queen Anne neighborhoods, and would exacerbate already horrendous traffic in the immediate neighborhood and strongly urge you to support the "No Action" option to best achieve increased density consistent with livability for long-term residents, owners, and new arrivals.

Sincerely,

Mark Faust
7 Highland Drive, #204
Seattle, WA 98109

From: Gail Ferrari [<mailto:gailferrari@me.com>]
Sent: Friday, August 19, 2016 10:32 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezoning

Hello,

I'm a homeowner in the Lumen Condo building at 5th and Mercer and I'm looking forward to your presentation on August 30th.

My biggest concern right now is the difficulty entering or exiting the building garage on Taylor due to heavy afternoon rush hour traffic on Mercer. The volume of cars and poorly timed signals on Mercer and Taylor and Mercer creates gridlock on Roy Street and Taylor. Cars often block the garage making entering and exiting nearly impossible in any reasonable amount of time - good luck if there's an emergency and one had to leave quickly! It also creates dangerous situations due to bad site lines.

I hope you will address this concern at the meeting on August 30th.

Thank you,
Gail Ferrari

From: Patricia Filimon [<mailto:pefilimon@gmail.com>]
Sent: Friday, August 26, 2016 9:28 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezone

August 26, 2016

Dear Mr. Holmes,

Thank you for the opportunity to comment on the draft EIS (@ <http://bit.ly/2bm9Lr2>).

While we fully support greater density and more affordable housing, we strenuously object to the upzoning being considered. The proposals and draft EIS are deeply flawed:

- * The City doesn't need to upzone to accommodate the increased density – All the density scenarios can be accommodated within the current zoning (analysis @<http://bit.ly/2bGylC9>);
- * The City also doesn't need to upzone in order add affordable housing requirements – State law allows the City to add affordable housing requirements and keep the current zoning (WAC 365-196-870 (§2) @ <http://bit.ly/2bhUrqN>);
- * The upzoning alternatives being considered by the City far exceed the height increases the HALA advisory committee recommended to the Mayor and City Council – This excessive upzoning is not required by or called for under HALA (analysis @<http://bit.ly/2bOkzue>); and
- *The upzoning alternatives do not advance the priorities residents and the City established in the Uptown Urban Design Framework – In fact, at the margin, upzoning would seem to detract from them (analysis @ <http://bit.ly/2bPEhqU>).

We would all be much better served, if the City focused on mitigating the effects that certain much greater density will undoubtedly have on already bad traffic and parking congestion and tried to address the neighborhood needs (including more affordable housing!) outlined in the UDF priorities. Developers clearly do not need more incentives to develop in Uptown, as evidenced by all the current and recent projects in the neighborhood.

Regards,

Patricia Filimon

From: rich firth [mailto:rfpcola77@gmail.com]
Sent: Thursday, September 01, 2016 9:10 AM
To: mjeannefirth@gmail.com; Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comment "uptown rezone" NO REZONING

August 31, 2016
From Richard and Mary Firth
900 Warren Ave N, #401
Seattle, WA, 98109

To Jim Holmes
Jim Holmes, City of Seattle
jim.holmes@seattle.gov

Re: Seattle Uptown Rezone

Our family has lived on Queen Anne since 2001, we purchased our home for the beautiful views of Seattle and Elliott Bay. That view will be most negatively affected if the City of Seattle chooses to rezone the area two or more blocks North and South of Roy Street. The enjoyment of our home and value in our property will be lost.

The lie that "affordable housing" will be provided by development of 8 to 16 story buildings is certainly a scam. Respected urban planners in New York and San Francisco are adamant that no lasting affordable housing occurs without strong legal provisions, such as rent control. The proposed rezoning of lower Queen Anne/Uptown will only benefit a select few property developers and will materially harm six thousand to 18 thousand current residents of Queen Anne and Uptown Seattle.

Sincerely ,
Mary Firth Richard Firth
Richard and Mary Firth
mjeannefirth@gmail.com

Letter: Frank, Robert



August 25, 2016

Mr. Jim Holmes
City of Seattle – Office of Planning and Community Development
701 5th Avenue
Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Re: Comment – EIS Uptown Rezone

Dear Mr. Holmes:

I am pleased to let you know that I totally support Alternative 2 “Mid-Rise” in the EIS for the Uptown neighborhood.

Increased height and density for Uptown is long in coming and much needed to allow Seattle to provide sufficient housing during this unprecedented time of growth, and, quite importantly, to simultaneously increase the amount of affordable housing available to those less fortunate. And increased height and density will implement the neighborhood’s vision, developed after years of consultation with the community, as well the Queen Anne neighborhood and the City’s comprehensive plan.

More specifically, a height increase to at least 85 feet east of 2nd Avenue West is appropriate for this part of the East Roy corridor in terms of land use, and height, bulk and scale. Lastly, the newer buildings in the neighborhood show us how good urban design can contribute to neighborhood identity and provide amenities. By encouraging new development, the proposed Alternative 2 (Mid-Rise) upzone will have a positive effect on neighborhood character.

All in all, an upzone to at least 85 feet, and increased density that comes with it, will have very positive impacts on the city, its residents, and its housing options.

Very truly yours,

Robert S. Frank

From: Teri Franklin [<mailto:teri@franklins.us>]
Sent: Tuesday, August 30, 2016 11:37 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Re: Uptown EIS

Dear Jim,

I am a concerned citizen, and completely agree with the letter below. Please take these issues into consideration in this matter which impacts us all.

I am writing to advise you that I have reviewed the draft Uptown Environmental Impact Statement. While a significant amount of time and effort went into it, I am quite disappointed in what was not addressed that in my opinion should have been addressed. Secondly, numerous statements appear to me to lack adequate factual support. I also question whether the direction given to the authors of the EIS was appropriate. The question is, is the EIS intended to be a sales document to support some form of up-zoning, or a fair exploration of the facts in order to enable the City Council to make a reasoned decision? Unfortunately, it appears to be the former. 1.1 states that the purpose of the EIS is to support increasing the permitted building heights and density in the Uptown neighborhood. As a result, in my opinion, the draft EIS appears slanted to achieve this purpose, rather than examining the three alternatives in an even-handed manner and giving appropriate attention to the impact on the surrounding neighborhoods.

I have divided my concerns into two parts. The first deals with elements that I believe should be included in the EIS but were not. The second deals with what was addressed but, in my opinion lacks appropriate support.

1. The EIS limits itself, other than the discussion of view blockage, to Uptown. There is no attempt to analyze the effect of increased density on Queen Anne Hill or the South Slope of Queen Anne. A major impact not addressed is traffic problems that currently exist. The study should have included from Uptown to I-5 on both Mercer Street and Denny Way. Many residents and future residents of Uptown will commute by car for work and other tasks by going to I-5. At times, even reaching the north portal of the Hwy 99 Tunnel will be a problem due to gridlock. Moreover, the Viaduct will be gone replaced by a toll road, and Expedia will be moving into Interbay with 4500 employees in about 2 years.

Secondly, the view interference from Kerry Park refers primarily to the Space Needle. Kerry Park is the principal viewpoint in the City of Seattle and visitors flock to it to view Elliott Bay, Alki Point Puget Sound and the City skyline. The proposed impact of the Mid-Rise and High-Rise Alternative should be studied and reported with this in mind. Exhibits 3.4-40 through 3.4-42 are not easy to follow, and only focus on

the Space Needle and City of Seattle. The inclusion of buildings in the pipeline in the foregoing exhibits makes it appear that the view of Key Arena from Kerry Park is already blocked. Yet these buildings have not been approved, so including them in the exhibits leads the reader to be less inclined to look at the effect of the Mid and High-Rise options on the view of Key Arena. Tourism is very important to Seattle, and while the view of the Space Needle should be protected, shouldn't the overall view from this vantage point be considered and fairly discussed? Views from Kerry Park looking south and southwest should also be included in the analysis without including buildings in the pipeline for which building permits have not been issued.

Third, from personal experience, parking on the south slope of Queen Anne Hill, which is currently impacted by the lack of free parking in Uptown, will become more problematic. But the EIS doesn't address this effect. In fact, as addressed below, parking is not appropriately addressed at all. Using fee charging parking garages to gage free street parking places, or more convenient pay parking places, does not seem appropriate. In addition, since we have experience with Uptown residents parking on the streets of the south slope of Queen Anne during the week as well as during special events at the Seattle Center to avoid paying, it seems appropriate to expand the parking study to include the impact of additional Uptown residents on the south slope of Queen Anne within this area as well.

2. In examining the Mid-Rise and High-Rise alternatives there seems to be an assumption that all lots in Uptown are owned by the same party and that party would make a rational decision concerning which lot to develop with a High or Mid-Rise. This is erroneous. The only fair assumption is to assume, for the purpose of view impact, shadow impact, traffic patterns, etc., that full development to the maximum allowable height and density will occur on every available lot. The problem is that individual property owners will make development decisions for themselves without necessarily considering who else is developing other property in Uptown at the same time. In other words, one cannot predict the course of development. And the City should not be changing the rules over time to further City goals as it will lose credibility.

3. Up-zoning negatively affects surrounding property as it suffers all of the disadvantages of increased density without any of the benefits. Yet, other than limited view blockage from viewpoints, there is no attempt to address the effect of the alternatives on the adjacent south slope of Queen Anne Hill, or the top of Queen Anne Hill. The major way for Queen Anne residents to reach I-5 or the City is to use Queen Anne Ave, or Taylor Ave/ 5th Ave, although those on the north side of the hill use highway 99 to reach downtown. There should be a traffic study and the parking study of the effect of up zoning Uptown as it affects these areas. And, if studies are going to ignore everything before 2035, which seems ridiculous to me, why not include the anticipated changes in the number of residents to Queen Anne Hill in the projections? How can a fair study simply ignore the existence of the adjoining neighborhood when considering increases in traffic on Queen Anne Avenue, Mercer and Denny? It should be noted that Queen Anne Hill has few streets that go through, and those are steep.

4. Why was there no consideration of raising the zoning to 65 feet in areas like “The Heart of Uptown” or as an alternative to the existing zoning everywhere? Would that not have had a better chance to retain the character of the neighborhood and have less impact on surrounding neighborhoods? The EIS should contain a statement of why the particular alternatives to the current zoning were chosen and why a more modest choice of up-zoning was not considered. For example, in the Heart of Uptown, the EXPO Apartments were built at 65 feet. They were built so that the height is graduated and they are not overpowering to the other buildings in the neighborhood. Placing an 85’ tall building across 1st Ave N from the EXPO Apartments is not fair to the owners of the building who expected to have view units protected by the existing zoning. In effect, those view units would be eliminated, decreasing their rental value. In addition, allowing 85’ or taller buildings promotes the “canyon effect” since lots are small and streets are not wide boulevards.

The following are some specific problems that I note with the Draft EIS. I have tried to use headings and references where I could find them as the draft EIS contains no page numbers. It would be appreciated if the pages are consecutively numbered in the final EIS.

5. Mobility Proposals. The EIS assumes that the current plans will be adopted. There should be a study of what happens under each zoning proposal if these assumptions are incorrect. The analysis of the current traffic congestion problem is based upon an inadequate study. Exhibit D fails to reflect my experience as a Queen Anne Resident. I have spent over 15 minutes driving down Queen Anne Avenue from Mercer to Denny when traffic on Denny Way is backed up. In fact, once it took us over 30 minutes as only a few cars could enter Denny Way with each traffic light cycle due to traffic congestion on Denny Way. Driving in the opposite direction, I have spent more than 15 minutes to reach First Avenue North via First Avenue, or via Denny Way in order to begin to drive up 1st Ave N. The EIS states that “Both Action Alternatives will result in **some minor increase** in vehicular trips and vehicle miles of travel on the network.” See Exhibit 1-10 (emphasis added). Where is the support for the emphasized words? The apparent source is the City of Seattle. Currently, traffic on the one-way portion of Queen Anne Avenue at certain hours of the day is highly congested requiring waits at Denny through two or three light cycles minimum and up to 10 minutes. So what is the baseline? The statement that “screenlines will operate with adequate capacity and corridors will operate similar for all action cases” seems to support not up-zoning until the current problems are resolved as it assumes that no problem currently exists, which my experience refutes. Adding “some minor increase” to the existing and projected future congestion is unfair to current residents. However, without supporting data that statement appears to deliberately significantly underestimate the problem. Exhibit D should be explained and supported by the dates that the study was made, as well as how it was made, or not included as it does not comport to the reality that I, a Queen Anne resident of almost 40 years, have come to expect.

Under 2.15, the draft EIS assumes that all the proposed mobility proposals “are assumed to occur.” The EIS should not count upon future plans alone that are not scheduled to occur with financing in place, but should address what will happen without implementation of those plans. As noted above, not only should the future

Uptown residents be considered, but also future Queen Anne residents who will use the same roads. Given the current transportation problems, shouldn't they be solved before any consideration of up-zoning? If not, shouldn't the EIS address increases in residents in the adjoining neighborhoods? The addition of 4,500 Expedia employees to Interbay should also be included as many will undoubtedly drive Mercer St or Denny Way to I-5. Maybe Expedia has a reasonable idea of a rough number of additional vehicles that will be added to those roads. Shouldn't Expedia be contacted and its information included?

6. Affordable Housing.

A. The addition of affordable housing seems to be the basic reason behind the proposed up-zoning. Yet the EIS makes the following points: Exhibit 1-2 shows that without any change in zoning the proposed growth target is well under capacity. In fact, the Net Capacity of households without a zoning change (10,186) is never reached with a High-Rise zoning change as the target growth only grows to 3,745. In the case of jobs, there will be an increase with each of the rezone options, meaning increased traffic congestion (from an original capacity of 2,670 to 3,125 actual targeted growth). How about explaining why up-zoning is important when the study shows that current zoning is sufficient?

B. Under 1.6 there is an affirmative statement that under higher zoning there will be more opportunity for development of affordable housing. Where are the facts to support this claim? Under the heading "What is different between the alternatives?" there is a statement that only 42 to 60 existing residential units would be torn down in redevelopment. This seems low as there currently exists a planned contract rezone at 203 W. Harrison that eliminates at least 19 units. However, the draft EIS goes on to say that 303 units could be displaced. So, if we assume 303 units, how many units of affordable housing will be added to replace them? Where is the analysis? Has the City pointed out how much developers are to pay to avoid providing affordable housing or why the percentage of units required in lieu of payment is so much lower than Boston and other cities require? Why is this not addressed? Exhibit B-1 refers to developers having a choice to pay a fee in lieu of providing affordable housing. I have heard for example, with the proposed contract rezone on W. Roy Street that will put the Intergenerational Child Care Centre in shadows, that the owner would make the payment instead of incorporating affordable housing. The proposed plan will actually block views at Bayview that are currently rented at higher rates in order to subsidize non-view units of this retirement home. Reducing the value of the view units will make it necessary to increase the cost of the current non-view units making those units less affordable.

C. "Under the Action Alternatives, greater capacity for infill and redevelopment could be associated with loss of existing buildings that provide low-income housing. The future SM zone could be tailored to include measures identified in Housing Element goals and policies, such as

replacement of occupied housing that is demolished or converted to non-residential use, using incentive programs to encourage the production and preservation of low-income housing, or requiring new developments to provide housing affordable to low-income households. As noted above, housing programs, regulatory measures, and incentives implemented by the City may influence, but not fully control, the housing products that the private market supplies." See 3.59 -3.60. *Isn't the EIS making an assumption here, but admitting that it may not be accurate?* Shouldn't the EIS balance assumptions of future conduct with projections based upon those assumptions being erroneous? Shouldn't the EIS address why Uptown will benefit from the loss of the existing affordable housing and the number of affordable units that will be paid for by the developers in lieu of providing it and the location where such units will be built for the dollars allocated?

D. There is a general statement that affordable housing is not likely to be built in Uptown, due to the cost of construction, land costs and marketability due to the proximity to downtown. See the analysis under 3.3-15 that almost provides an admission that up-zoning will permanently reduce affordable housing in Uptown. Should there not be a discussion of eliminating the right to buy out of providing affordable housing in order to preserve some in the neighborhood?

E. 3.87 indicates that mandatory housing affordability attempts to impose requirements on mid-rise and high-rise rezoning, but doesn't indicate that such restrictions can be imposed under current rezoning. Why not? See WAC 365-196-870 (2) that provides that Affordable Housing incentives can be either required or optional. Hasn't the City of Seattle made changes to building codes and zoning requirements over the years without changing the underlying zoning? Shouldn't this option to obtain affordable housing be addressed as an alternative to up-zoning with all its detrimental effects?

F. 3.3-15. Housing Affordability - There is an admission below the table that under all alternatives there is likely going to be a loss of affordable units with greater loss with high-rise construction due to the cost of steel and concrete structures. Isn't this also true with permitting mid-rise buildings? Note the current request for a contract rezone of 203 W. Harrison. It seeks to eliminate 19 existing units and replace them without including any affordable housing. Shouldn't the conclusion be that the best way to protect existing affordable housing for the longest possible time is to retain the existing zoning? If not, why not?

G. Exhibit 3.3-16 indicates that under alternative 1 and alternative 2 the same number of existing units (66) would be demolished, but under the high-rise alternative only 44 units would be demolished. The explanation assumes that since a high-rise would add more units, fewer high-rises are needed. However, what property owner will not develop his property by building a high-rise since another owner is putting a high-rise on his

property? If there are facts supporting this statement, provide them. If not, withdraw it. And, if more high-rises are actually built as permitted by up-zoning, isn't it likely that the potential additional residents will far surpass what has been projected? Why doesn't the EIS address the possibility of a full buildout under each zoning alternative and the effect upon traffic congestion and parking? I request that these possibilities be addressed.

H. Exhibit 3.3-17 assumes a loss of 303 affordable units in a full buildout under each alternative. That makes sense and for the purpose of evaluation, a full build out should be assumed since no one will know what individual properties will be developed and when each of the properties will be developed. So, by 2035 all affordable units will be lost, but why encourage the early loss by rezoning to incentivize development? Why not just make those seeking contract rezones provide affordable housing in return? Why has the EIS failed to identify this alternative as a viable option to up-zoning Uptown? Please ask that this point be addressed in the final EIS.

I. Exhibit B-1 purports to provide the number of affordable units that would be provided under each of the alternatives. Please support the numbers by explaining the methodology used to develop the table. Without supporting data one must assume that the table is bogus. And, as noted above, the EIS should include the cost of such units, the amount that the City is assuming that developers will pay it in lieu of providing affordable housing and the location in the City of the new affordable housing so that a reasonable person can determine probable accuracy of projections.

7. View blockage.

A. Exhibit 3.4-10 through 3.4-14 purport to show view impact, but does not show the actual impact of full buildout from Kerry Park. As noted earlier, why is there no discussion of the effect on anything other than the Space Needle, Elliott Bay and downtown? Instead there is the statement that "new buildings are not anticipated to be tall enough to obstruct views of the Space Needle Elliott Bay or Downtown beyond current conditions." Views are in the eye of the beholder, making this value judgment of questionable merit. Depending upon the height of the buildings and their location, there is potential view degradation, isn't there? Why not address it? The EIS should not render opinions without providing the factual foundation to support them.

B. Exhibits 3.4-17 and 3.4.18 show less view blockage under the high-rise alternative than under either the existing zoning or the mid-rise alternative. Why? The reasoning should be explained. What assumptions are being made to support these Exhibits? The same problem occurs with Exhibits 3.4-52 and 3.4-54. If the EIS is assuming that the City will adopt code limitations that do not currently exist, or that there are code

requirements that support the assumptions, the EIS should address them. Otherwise, unless I have misinterpreted the Exhibits, they should be eliminated as unsupportable.

C. Exhibits 3.4-40 through 3.4-42 are not very easy to follow, and only focus on the Space Needle. The view from Kerry Park should extend from the downtown skyline through all of Elliott Bay to Alki Point to be complete, and, I submit, that buildings in the pipeline that require City Council approval of a contract rezone or otherwise lack building permits should not be included as they may never be built.

D. **“Queen Avenue N and Mercer Street—Facing South.** Height and scale impacts under Alternative 3 would be similar to existing conditions at this location, as shown in Exhibit 3.4-18. Greater height limits along Mercer Street would allow taller development to concentrate along that corridor, reducing impacts to the more sensitive pedestrian environment along Queen Anne Avenue N.” Is the intent of this statement to offer up high-rise zoning along Mercer Street and not along Queen Anne Avenue North? Shouldn’t this statement be balanced in the EIS with a statement indicating that no change in any zoning will achieve the same result of protecting the pedestrian environment along Queen Anne Avenue North while also protecting existing views from Kerry Park?

E. At the end of the section, we find the following statement: “With the incorporation of proposed mitigation, all alternatives would be consistent with the City’s policies in SMC 25.05.675P and Q regarding protection of public views and shading of public parks and open spaces. Thus, based on thresholds of significance and proposed mitigation, no significant unavoidable adverse impacts are identified.” While some mitigation is proposed, there is no requirement that it be adopted by the city. Please have the EIS address what would happen if the mitigation doesn’t occur, and have the EIS provide support for the statement, or withdraw it.

8. Section 3.6 Transportation

A. “In the future, with the anticipated increase of alternative modes due to several factors, including the completion of the SR 99 North Portal with additional roadway crossings, increased frequent transit service, dedicated bike and improved pedestrian facilities, and potential new Sound Transit stations the share of drive-alone trips decreases substantially.” Please have the EIS provide support for this opinion. Based upon my observation, the nice two lane separate bicycle path going under highway 99 adjacent to Mercer St is rarely used while the cars wait in gridlock for the signals to change. It should be noted that not everyone can ride a bicycle or walk long distances. Of course, if the result of eliminating affordable housing through up-zoning Uptown forces out the elderly or handicapped people who need automobiles to travel where public transportation does not go, the EIS should address this impact of the fabric of Uptown.

B. Exhibit D and Corridor Analysis Information. Please provide the methodology used by Transpo Group in preparing this Exhibit, or withdraw it. Its statements, which provide the support for some of the statements of no or minor impact to upzoning, do not, in my experience as noted earlier, represent reality. I drive down Queen Anne Avenue and up 1st Avenue North fairly often, but try to avoid rush hour. The times reflected really reflect weekend travel, not what is purportedly reflected.

C. Parking

- The Seattle Center/ Uptown Strategic Parking Study is currently being conducted and explores in further detail the less frequent parking conditions with higher attendance levels. Shouldn't the EIS wait until the study is completed instead of relying upon the parking garage study?
- Exhibit 36-10 shows a study of parking spaces occupied on a weekday based upon a study of demand in Seattle Center garages on two dates. The EIS should either provide factual support for the use of paid garage parking to determine the availability of either free or more convenient hourly metered parking, or wait for the completion of the foregoing study, assuming that it is being done realistically. Few people park in a pay garage if there is street parking available at no cost. Also, many people may park under Metropolitan Market without shopping at the stores above to avoid pay parking. So indicating that 26% or more of the street parking is available does not appear to be factual.
- The statement "The evaluation shows for the No Action Alternative with HCT parking impacts within the study area would generally be no worse than experienced today" is unsupported by facts, besides being limited to an erroneous study area as mentioned earlier. Expand the study area to include the south slope of Queen Anne and other adjacent property where current Uptown residents park and do an honest objective study, or admit that one cannot be done and withdraw everything stated related to parking.

D. Section 3.6.2 Impacts. This section evaluates transportation system operations in 2035 for the three zoning alternatives. Why not evaluate the current traffic problem properly and the immediate effect of a change to zoning occurring within three years? And, how can any assumption that ignores the population increase of the adjacent area, Queen Anne Hill, be of any value? Please revise the EIS to include the projected increase in the populations using the same major streets. Include increases in Queen Anne Hill residents, the known increase resulting from Expedia's relocation, and address the impact on the arterials leading out of Uptown that will be affected under each of the three zoning alternatives. Also, if one is going to really look at 2035, assume a full buildout and increase the number of residents accordingly.

9. Open Space. See 3.8.2 (and 3.277). The statement that Uptown doesn't currently have sufficient open space and Recreation Resources and the adoption of the zoning alternatives will make the shortfall greater due to population increase is followed by 3.8.4 stating that there is no significant unavoidable adverse impacts to open space and recreation services. Please provide factual support for this opinion that on its face appears unsupportable due to the prior statement.

10. It is noted that the proposed up-zoning is not uniform. Some areas receive much higher up-zones than others. While the idea is laudable as it avoids creating canyons and does allow some views, who determines what properties are going to increase in value over the adjoining properties? Is money changing hands? Are certain favored property owners and developers gaining a windfall? How does the City avoid adjoining property owners filing suit to seek equal treatment? How will the City respond to applications for a contract rezone based upon the heights allowed on adjoining properties? These issues should also be address in the EIS. Are they not a reasonable by-product of uneven up-zoning?

In Summary, I find that the draft EIS needs a great deal of work and I would appreciate seeing all of the foregoing requests addressed in another draft EIS. Failure to do so will just confirm my opinion that the current document is larded with unsupported assumptions and statements of "minimal impact" in favor of up-zoning and is intended to be a sales job to promote up-zoning, rather than a fair appraisal of the effects of each alternative on Uptown, as well as the effect on the surrounding affected neighborhoods. If I had the time I could raise other questions, but I do not.

Sincerely
Teri Franklin
206-419-1388
teri@franklins.us

From: Deborah Frausto [<mailto:dfconsults@comcast.net>]

Sent: Wednesday, August 31, 2016 10:10 AM

To: Holmes, Jim <Jim.Holmes@seattle.gov>; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>

Cc: Rick Hooper <rick.hooper2@gmail.com>; 'Katherine Idziorek' <katherineidziorek@gmail.com>; michaelkdavis@gmail.com; Don Miles <dpmiles611@comcast.net>; Maria Barrientos <maria@mbarrientos.com>; Roewe, Matt <mroewe@via-architecture.com>; Ames, Laurie <Laurie.Ames@seattle.gov>; Assefa, Samuel <Samuel.Assefa@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Bleck, Alberta <Alberta.Bleck@seattle.gov>; Burgess, Tim <Tim.Burgess@seattle.gov>; Kaplan, Martin <mhk@martinhenrykaplan.com>; Kirn, Jackie <Jackie.Kirn@seattle.gov>; Nellams, Robert <Robert.Nellams@seattle.gov>; Day, Seferiana <Seferiana.Day@seattle.gov>

Subject: Uptown Alliance Comment Letter dated 8.31.2016 for Uptown DEIS Urban Center Rezone - TDR Consideration

Jim and Lyle,

On behalf of the Uptown Alliance Executive Committee and its Urban Design Framework Committee, please find attach our comments and questions on the Uptown DEIS Urban Center Rezone dated July 18, 2016 – **specifically about a Transfer of Development Rights program** mentioned in the document. Please do not hesitate to contact us if you have any questions about the material submitted. Thank you for this opportunity.

Sincerely,

Debi

Deborah L. Frausto
425.445.8352
dfconsults@comcast.net

Real Estate Consultant . Strategist . Facilitator . Broker
Concept to Implementation



August 31, 2016

Jim Holmes, Senior Planner
Lyle Bicknell, Principal Urban Designer
City of Seattle
Office of Planning and Community Development
Transmission via email: Jim.Holmes@seattle.gov, Lyle.Bicknell@seattle.gov

Re: Comments on Draft EIS / Uptown Urban Center Rezone

Dear Jim and Lyle,

Thank you for this opportunity to provide comments on the Draft EIS / Uptown Urban Center Rezone. Attached are comments/questions from the Uptown Alliance Urban Design Framework Committee for your consideration in the EIS final document and proposed legislation.

We applaud the tremendous amount of work that has been done to pave the way for Uptown to become a growing Urban Center that:

- encourages the development of a diverse range of housing types and affordability levels
- is a regional hub connecting adjacent neighborhoods and major employers
- values its history
- celebrates Seattle Center as a vital part of the neighborhood
- is served by a robust multimodal transportation system
- has open space supporting healthy Uptown residents and,
- is fast becoming a vibrant emerging Arts and Culture District.

1

We look forward to continuing our partnership in making Uptown one of the best neighborhoods in Seattle.

Sincerely,

Deborah L. Frausto

Deborah L. Frausto
Uptown Alliance
Urban Design Framework Committee, Chair

On behalf of:

Uptown Alliance Executive Committee: Katie Idziorek, Rick Hooper and Michael Davis
Urban Design Framework Committee Contributors: Maria Barrientos, Don Miles, Matt Roewe, Deborah Frausto, Katie Idziorek, Rick Hopper and Michael Davis

Cc: Laurie Ames, DON; Samuel Assefa, Director of OCP; Sally Bagshaw, City Council; Tim Burgess, City Council; Marty Kaplan, Queen Anne CCLURC; Jackie Kirn, Office of the Mayor; Robert Nellems, Seattle Center

Comments on Draft EIS / Uptown Urban Center Rezone

Section 1 Summary

1.4 - Related Objectives

pp.1.1-1.2 – Add: plan for major redevelopment opportunities along Mercer/Roy between Queen Anne Ave and 5th Ave N and the NE quadrant of Seattle Center; develop strategies to preserve Uptown historic buildings from the 1920's, 30's and 40's as an ongoing expression of an early neighborhood in Seattle; and encourage mix of residential and employment rather than just encouraging employment

2

1.4 - Growth

p.1.7 - "Alt #3 would have the greatest opportunity for affordable housing to support new residents." If this is meant that the units would be located in Uptown then the opposite is more likely true because historically developers choose fee over performance in towers. Our concern is monies would be spent outside of Uptown unless strategies are in place to create units within Uptown. So what strategies are being suggested here that would keep fees within Uptown to develop units here? This sentence should be supported or revised by how the fees collected would create affordable units in Uptown. Also, participation in the MFTE program by high-rise developers has typically not occurred; the EIS should add more about how likely program utilization affects affordable housing under the 3 alternatives.

3

1.6 - Impacts/Mitigation

p.1.19 - General statement made that Uptown could see increase in housing options whether developers choose to include units within their projects (performance) or choose payment of fees to the City (fees). That statement seems misleading because fees are unlikely to be spent in Uptown compared to performance. Housing amounts are likely to vary among the alternatives, which should be the point of the paragraph. In fact, the general statement that housing affordable options are likely to increase under Alt #2 and #3 appears in several locations in this section --- it is not necessarily true for Alt #3 unless if it is expected for those units to be built in Uptown from fees as well as performance.

4

pp.1.19-1.20 - Should study the Transferable Development Rights Program (TDR) as a potential way to help preserve older residential buildings that currently provide lower cost housing options. The Uptown UDF Report addresses the need to have a mix of rental units at various rent levels. To achieve that requires subsidized programs that feature rent and household income restrictions; it also requires preservation programs that help keep the older Uptown buildings available at relatively lower rents. TDR options should be looked at to address the need for affordability options.

5

pp.1.28-1.30

- ❖ Why is there no study about the benefits of Uptown as an Arts and Culture District especially as it relates to historical buildings and events?
- ❖ The report seems to stress the landmark process for mitigation but also shows that most buildings have not undergone this process even if eligible. Based on how the program is currently being used, how likely are property owners in Uptown to use this program?
- ❖ Please describe in more detail whether the City's program for transfer of development rights is successfully being used in preserving historic buildings and how it might work best in Uptown.
- ❖ Possible mitigation should also include the development of a robust toolkit that incentivizes property owners to rehabilitate their building with or without going through the landmark process. A brief google search finds many other cities around the country have options that help

6

building owners provide more sustainable, safer and habitable buildings that are economically feasible.

Section 2 Alternatives

2.3 - Objectives and Alternatives

p2.18 – Exhibit 2.12 Is the City’s program for transfer of development rights being successfully used in preserving historic buildings outside of downtown? If not, why and what changes are suggested to be successful in urban growth centers? 7

Section 3 Effected Environment, Significant Impacts, and Mitigation Measures

3.1 – Land Use

3.1.1 – Affected Environment

pp.3.10 - Amenities and Design Standards. Par. 1 says attractive streetscapes and neighborhood . . . there are “some design standards”. Suggest rephrasing to specifically state there are City wide design standards and Uptown Neighborhood Design Standards. 8

3.1.2 – Impacts Common to all Alternatives

p.3.16 - Impacts of Alt #1 – No Action. Land Use Patterns

This section does not take into account that the Uptown area will be up-zoned by 1 floor based on HALA/MHA legislation that was recently passed by the City Council and should be added, and included in Alt #1. 9

p.3.18 - Before 1st paragraph when discussing heights in the Uptown Urban Center should add that additional density spread across lower heights/zoning will likely displace more of the existing “character” buildings. At end of this 1st par., the language should address the fact that Republican, Harrison, and John will connect SLU with Uptown when the ST light rail tunnel is completed, which will affect Uptown’s growth and livability. The separation between the 2 neighborhoods will be reduced significantly when the tunnel opens. 10

p.3.18 - Impacts of Alt #2-Midrise; Land Use Patterns.

Need to address that heights will increase regardless, now that MHA legislation has passed. 11

Par. 2 - when discussing temporary and permanent impacts that would result, it says construction impacts would last longer and be more pronounced, suggest adding some context as it is unclear why that would occur. 12

p.3.21 - the 1st sentence states the change in zoning could impact the ability of certain businesses to operate in the Uptown Urban Center, but that is true for all scenarios. Suggest eliminating this or stating this is an impact under all alternatives. The change in zoning would not impact existing businesses. Current zoning already limits these new uses, such as mfg. and existing uses would be grandfathered in to remain. 13

2nd paragraph - statement says as the area transitions to SM zoning there would be an increase in compatibility conflicts between existing + redeveloped properties. This is true with no-change option also. 14

Impacts of Alt #3 - High Rise

p.3.24 - 1st sentence says: distribution of the intensity of land uses could be most uniform throughout in Alt #3. This is unlikely and shouldn't be in here. 15

Sentence 2 says Alt #3 High Rise would increase the maximum height in nearly every subarea . . . this is not possible with the restriction of 10,000-12,500 SF minimum floor plates. Sentence should be eliminated or reworded. 16

p.3.25 - Same comment made on p.3.21. The change in zoning impact will not affect existing businesses and this reference should be deleted. Current zoning already limits these new uses, such as mfg. and existing uses would be grandfathered in and can remain. 17

Language also states that Alt #3 proposes the same changes in zoning as Alt #2, not sure this statement is accurate since zoning would not be the same

Full Buildout

pp.3.26 - Par 1 says bldg. forms would be significantly larger but this is not correct since Development Standard table says towers are limited to 12,500 SF floorplates – most lots in Uptown are 7,500 square feet and MR zoning has no bldg. square foot limitation 18

Language states there may be compatibility issues if 160 ft. allowed in Uptown north of Mercer, given that height is 85 ft. in SLU, but City Council recently changed zoning in SLU that allows buildings to be 160 ft. on north side of Mercer in SLU, so there are no compatibility issues. 19

3.2 – Plans and Policies

3.2.1 – Affected Environment

pp.3.33-3.38 - Reiterate Uptown's role as an urban center relative to the Growth Management Act, VISION 2040, King County Planning Policies, and Seattle's Comprehensive Plan. As both a city and regionally-designated Urban Center, Uptown should develop in a way that accommodates urban growth, reduces sprawl, encourages multimodal transportation, and promotes sustainable patterns of development. 20

p.3.38 - Per the Seattle Comprehensive Plan, Uptown is an urban center: "urban villages are the areas where conditions can best support increased density needed to house and employ the city's newest residents." Suggest some context is provided regarding how housing and employment goals have been met in other urban centers and potential consequences for Uptown. For example, South Lake Union has fallen far short of its housing goal per policy (and is now nearly built out), and it could be expected that Uptown will need to accommodate additional housing to achieve regional and citywide policy goals. Uptown is a likely location for absorbing housing growth in close proximity to the Downtown and SLU employment centers. Uptown also has the potential to absorb those displaced from other high-growth areas. 21

p.3.44 - Adaptive Reuse (H27) includes as mitigation the development of a program that supports this Comprehensive Plan goal to "Recognize the challenges faced in reusing older buildings and consider, when revising technical codes, ways to make adaptive reuse more economically feasible." Such a program could be applied to the character brick buildings in the north area of Uptown Park, for example, to help preserve them as "naturally-occurring affordable housing." 22

3.2.2 – Impacts

General note: Throughout this section, the benefits of Alt #2 and #3 (action alternatives) for supporting policy goals (greatest opportunity for affordable housing, accommodating employment growth, improved transportation options, enhancement of public realm) are listed in the report narrative.

23

Providing a bullet-pointed list or matrix summarizing the benefits of the action alternatives as opposed to the non-action alternative would be helpful for comparing the alternatives more directly. And Alt #1 should reflect the increased floor height recently added.

Although implied, the benefits of encouraging TOD by locating residential and employment growth in close proximity to transit hubs is not specifically identified as a potential benefit of any of the alternatives. This should be considered as a factor particularly when looking at potential locations for up-zones in terms of proximity to frequent transit. A potential mitigation measure might include the creation of new transit routes (for example, an east-west bus route on or near Mercer Street that serves trips between South Lake Union/Gates Foundation/Seattle Center/Uptown/Expedia).

24

pp.3.60-3.63 - Reinforce the importance of new development regulations (SM zoning) in the action alternatives to shape development standards to better meet community goals for public realm improvement and provide more influence over potential street-level uses. The action alternatives better accommodate opportunities to implement Uptown-specific urban design (p.3.62) as defined in the UDF. The flexibility of SM zone also enhances the potential to achieve planned growth estimates and customize them to achieve Uptown UDF vision and character (p.3.63).

25

Finally, the impacts section of the DEIS fails to mention the potential effect on historic/character structures – this should at a minimum be mentioned in the Plans and Policy analysis and should receive specific focus in the Historic Resources section of the document. A thorough inventory of buildings that are considered historic/neighborhood resources, an analysis of the potential for their loss with new development, and proposed mitigation factors (for example, the development of a historic resource upgrade program or fund as mentioned previously) should be included.

26

Section 3.3 – Housing

3.3.1 - Affected Environment

p.3.71 - DEIS appears to significantly undercount older apartment units (built before 1960). Exhibit 3.3-6 says only 59 units were built prior to 1960; yet a number of brick apartment buildings along W Roy St. west of Queen Anne Ave appear much older than 1960 that would increase that total?

27

p.3.77 - Narrative under “Non-subsidized Low-Cost Housing” says that these lower cost rentals “could be rented by households with incomes above these levels...”. Analysis of Census Data suggests that this is frequently the case in Seattle, and we think it might be particularly true in the future high-demand community like Uptown. What is this impact to affordable units in Uptown?

28

p. 3.77 - Two Seattle Housing Authority buildings are not on the list:

- ❖ Michaelson Manor – 320 W Roy St; 57 units (1 + 2 br units)
- ❖ Olympic West – 110 W Olympic Place; 73 units (Studio + 1 Br)
- ❖ Adding these to the others boost the total of income- and rent-restricted units in Uptown to 7% of total units (says 5% on page 3.76).

29

3.3.2 – Impacts

pp.3.81-3.82 - We'd like to understand better the rationale for concluding that demolition under Alt #1, Alt #2 and Alt #3 ranges from 42-66 units? That seems low given Uptown's current growth rate (units produced over the last 10 years are 77% of the new 20 year projection (2,300 compared to 3,000). Will not the rapid disappearance of surface parking lots increasingly cause developers to buy older, small apt buildings which will be demolished (recent example: 19 unit Mariner Apts at 2nd W and Republican)?

30

p.3.83 - Under Alt #3 impacts, it would be helpful to have the DEIS address the likely impact of high-rise zoning on land values and possible impacts on rent levels in general. Uptown already has high rent apt options, and needs a serious look at how to create more affordability options for households with incomes under 80% median income. How does high-rise development affect those efforts?

31

3.3.3 - Mitigation Strategies

p.3.86 - Use of Multifamily Property Tax Exemption (MFTE) program seems over-stated as the rate of MFTE utilization most likely will not be equal for all alternatives:

- ❖ MFTE is an important source of rent and income restricted housing in Uptown and the DEIS assumes 20% of developers opt to use the MFTE Program equally under all 3 alternatives.
- ❖ It is our understanding that City experience with MFTE suggests that no high-rise project developers/owners participate; participation is all in zones < 85' height; while high rise developers can participate, they largely don't because the differential between market rents and the MFTE-required affordable rents exceeds the value of the tax exemption; the DEIS should evaluate this difference under Alt #3.
- ❖ Since high-rise developers have historically avoided the MFTE program, how can Exhibit 3.3-18 assume more MFTE units under Alt #3 than Alt #2?

32

p.3.87 - Probable that high-rise developers in Alt #3 will choose fees over performance under the Mandatory Housing Program – Residential Program when compared to Alt # 1 or Alt #2:

- ❖ It is our understanding that high rise buildings under the City's Incentive Zoning Program have always contributed fees over performance. Why does the DEIS assume that will be different under this program in Uptown? We think the DEIS should say that under Alt #3 fees will likely predominate over performance unless performance is made mandatory or developers incentivized toward performance.
- ❖ We think performance vs fee will be much more likely under Alt #1 and #2 and that should be noted in the DEIS.
- ❖ In considering the impacts on meeting the Uptown UDF goals for affordable housing between the different 3 alternatives, should not the tower developers' historical choice of fee over performance affect the number of units in Uptown differently because fees will be difficult to use in Uptown due to high land costs and significant competition for sites among private developers and likely be used to produce units outside Uptown which doesn't support the Uptown UDF goals?
- ❖ Exhibit 3.3-19 says performance will produce about 1/3 of the units that fees can produce (based on #'s shown); that assumes the City's access to leverage funding (4% tax credits) will continue at the same rate --- that is speculative and not certain (in fact, the Washington State Housing Finance Commission suggests otherwise); DEIS needs to say that while the performance number is relatively close to certain, the fee based production number is not and is much more speculative.
- ❖ Exhibit 3.3-19 also shows more units under fees and performance for high-rise than mid-rise. For reasons stated above, that is not likely to be the case.

33

p.3.90 - Availability of publicly owned property for affordable housing is over-stated: middle paragraph says Uptown has “35 publicly-owned parcels that could be assessed for their suitability for an affordable housing development.” The assessment has been done, and the Office of Housing only talks about one (1) likely parcel site. Is the DEIS suggesting that an additional assessment needs to be done?

Section 3.4 – Aesthetics and Urban Design

3.4.1 – Affected Environment

We see that 125' was proposed in Alt 3 for the KTCS site. Please explain why 160' is not considered for this site. 34

3.4.2 – Impacts

p.3.159 - The assumptions that define Alt #3 have led that alternative to affect far more properties and subsequently create more impacts than other alternatives. By our count this alternative shows 76 locations where 125' to 160' tall towers could happen (as counted on page 3.159). 35

We believe the following conditions have led Alt 3 to overstate the impacts:

- ❖ Alt #3 assumes that many sites would need to be consolidated to form larger development opportunities. While one to three parcels might be reasonably consolidated, Alt #3 lists over 12 sites where it appears four or more properties must be combined to create a development site to support 125'-160' tall tower development. One example is at the Dick's Block at QA Ave, Mercer & Republican. There are 6 separately owned parcels on that half of the block. The document should study the likelihood/difficulty for this to happen and reflect it in Alt #3 impacts.
- ❖ Possible mitigation that has been discussed and should be mention is developing a one-tower-per-block development standard similar to portions of South Lake Union. This effectively would remove approximately 11 locations from the potential tower development in Alt #3 and lessen impacts. 36
- ❖ Possible mitigation that has been discussed and should be mention is developing towers standards that limit parcels to bigger than 25,000 SF and a maximum floorplate of 12,500 SF. This also would reduce the number of sites.
- ❖ Possible mitigation that has been discussed and should be mention is 125-160' tall buildings should only be on larger sites where public benefits could be established as supported in the Uptown UDF such as the ground plane lifted for much needed open space and/or thru-block pedestrian crossings that creates more variety of urban form and avoids the entire neighborhood being in-filled with 5 to 8 story 'bread loaf' scale forms without ground plane open space and pedestrian porousness.
- ❖ Possible mitigation that has been discussed and should be mention is for existing incentive zoning features to apply to 125-160' buildings that expands beyond affordable housing but provides public benefits as stated in the Uptown UDF for such things as community space, school, and ground plane open space.

p.3.169 - The dark **purple** elevated plane representing 160' above grade across the whole district is confusing. We feel this is not necessary when the opportunity sites have the proposed massing already shown. This seems to overstate and complicate the Alt #3. Also the dark ominous color selected here overstates the condition to be considered. 37

While 25.05.675 P2c identifies Space Needle view point protection at specific parks, the maintenance of view protection of linear scenic routes seems impossible to fulfill given the unlimited points of view. We 38

hope the DEIS reviewers do not give the few positions of the studied routes in this analysis more weight than the specific points of view from parks.

3.5 - Historic and Cultural Resources

3.5.1 – Affected Environment

p.3.176 - Describing Seattle Center as the “heart” of Uptown is confusing with the retail core also described as the “Heart of Uptown” p.3.12.

39

p.3.183 – Would like to see an exhibit listing the 12 cultural surveys mentioned

40

3.5.2 – Impacts

pp.3.186-3.187 – To understand the impact of Alt #1 on historic buildings and be able to compare it to Alt #2 and Alt #3, how many and which properties have historic buildings on them that would be effected if build-out continued under existing zoning adding the additional one floor height recently passed by City Council?

41

p.3.188 –Marqueen Hotel is called out specifically under Alt #2. Is it also at risk under Alt #1 if all the surrounding properties are built out to the new maximum height under existing zoning?

42

p.3.189 –Post Office building is called out specifically under Alt #3. Is it also at risk under Alt #1 if all the surrounding properties are built out to the new maximum height under existing zoning? The sycamore trees are also called out specifically – where are these trees in their typical lifespan having been planted approximately 50 years old and living in an urban environment?

43

3.5.3 – Mitigation Measures

p.3.190 - The report seems to stress the landmark process for mitigation but also shows that many buildings have not undergone this process even if eligible. Why is this? Based on how the program is currently being used, how likely are property owners in Uptown to use a program to register it?

44

General Comments:

Possible mitigation should also include the development of a robust toolkit that incentivizes property owners to rehabilitate their building with or without going through the landmark process. A brief google search finds many other cities around the country have options that help building owners provide more sustainable, safer and habitable buildings that are economically feasible. It also supports King County DP-32 “adaptive reuse of historic places” (p3.37) and Seattle’s Comprehensive Plan Housing -27 to “Encourage the adaptive reuse of existing buildings for residential use (p3.44). Recognize the challenges faced in reusing older buildings and consider, when revising technical codes, ways to make adaptive reuse more economically feasible.” pp3.78- Non-Subsidized Low-Cost Housing - “Without public or private financial assistance, these buildings are also unlikely to be renovated due to the costs of bringing URM structures up to current building code.”

45

More mitigation measures are needed to help the Uptown neighborhood not lose its character brick buildings to redevelopment pressures. Mitigation should also include the City establishing a multi-departmental team that balances these buildings for both their historic context as well as the affordable housing units they provide that should be kept in the neighborhood.

46

Please describe in more detail how the City’s program for transfer of development rights is currently successfully being used in preserving historic buildings in neighborhoods like Uptown.

3.5.4 – Significant Unavoidable Impacts

pp.3.191-3.192 – Alt #1 is not listed in this section although significant impacts are noted on p.3.187 just due to development pressures even without zoning changes. In light of this, Uptown needs a robust toolkit that expands beyond landmark status to provide for economical ways for property owners to improve and preserve character buildings.

47

Section 3.6 – Transportation

3.6.1 – Affected Environment

p.3.194 - While Sound Transit 3 is not part of the City Comprehensive Plan Travel Demand Model, the Comprehensive Plan identifies proximity to enhanced public transportation, such as High Capacity Transit, as a quality of Urban Centers. The importance of Sound Transit 3 should be described in the introduction to Section 3.6.

48

pp.197-198 -The West Mercer Place pedestrian/Bicycle Facility improvements should be the highest priority item on the list. Given the increasing development and the recent purchase of the AmGen site by Expedia this is a critical thoroughway. In tandem with improvements to West Mercer Place (already studied extensively), an extension of the Helix bridge should be studied. This Elliot Avenue crossing is a problematic and dangerous crossing for pedestrians along this route. An extension over Elliot will be a critical extension of the infrastructure and should be a primary consideration when the West Uptown LRT Stations are being considered.

49

p.3.199 - Reference should be made to the Helix Bridge connection at W. Prospect Street.

50

p.3.199 - The Queen Anne Plan calls for an additional Bicycle/Pedestrian crossing at Mercer and 6th Avenue West at roughly Chen’s Village. This third crossing and connection to the waterfront should be mentioned in the document for future planning efforts. As the population of Uptown increases our connection to the few open spaces we have should be enhanced and improved. The extension of the AmGen Bridge, and the completion of the W Mercer Place bicycle/pedestrian facility should be included on the list associated with Exhibit 3.6-4. An additional elevated crossing at West Mercer and 6th Avenue West should also be included here for future development (as shown in the Queen Anne Plan).

51

p.3.200 - Helix Bridge connection at W. Prospect Street should be shown as a connection to the Multi-Use trail.

52

p.3.202 - Duplicate paragraph

p.3.203 - TNC’s – designated pick-up locations should be designated throughout the city (or use of taxi stands), especially during large events in the neighborhood, to minimize impacts on transit (e.g. no stops in transit bays).

53

p.3.205 – W Mercer PI is a two-way principal arterial with one automobile lane in each direction that connects Elliot Avenue W with Mercer Avenue West and lacks through pedestrian and bicycle facilities.

54

pp.208-212 – The parking study does not include ‘flex’ parking facilities, stalls available in private residential and commercial facilities that are open to the public for hourly rental. To get an accurate picture of available spaces it is important that these facilities be included in the evaluation.

3.6.2 – Impacts

p.3.221 - See Exhibit 3.6-18. New Sound Transit 3 HCT Station locations should be discussed as transit hubs and locations for transit oriented development (TOD). 55

p.3.222 - Specify ‘5th Avenue North’ 56

p.3.230 - Clarify what the capacity is, e.g. vehicles, riders? 57

p. 3.232 - It may be helpful here to discuss the projected and actual ridership of the recently opened U-district Line. 58

p.3.236 – Second paragraph, the text seems to contradict the graphic above which appears to show higher occupancy not less. This also occurs in relation to Exhibit 3.6-38. 59

3.6.3 – Mitigation Strategies

Without specific mitigation proposed for parking impacts it is not possible to evaluate the adequacy of this section of the DEIS. 60

Please address transportation impacts up until ST3 is complete i.e. during the next 5-18 years rather than assuming they will ultimately be addressed. 61

Ensuring that affordable housing is constructed in Uptown would be one mechanism for reducing traffic and parking impacts. Commercial buildings with low income or workforce housing above would also provide mitigation. 62

Consider traffic/parking mitigation through the creation of a parking management district in Uptown and putting together a shared parking program as Capitol Hill has done. 63

In the summary at the back end of the section parking is referred to, again the study should include ‘flex’ spaces at private facilities to paint an accurate picture. 64

Section 3.8 – Open Space and Recreation

3.8.1 - Affected Environment

p.3.267 - Community centers listed, but not addressed in the DEIS. The need for a Community Center should be identified. 65

pp.3.268-3.270

- ❖ 13 open spaces and recreational facilities within 1/8 mile of the study area mentioned, but not specifically identified.
- ❖ RR lines separate Uptown from Elliott Bay parks, but not mentioned.
- ❖ Thomas Street pedestrian and bicycle connection mentioned, but no reference to Helix connection at Prospect Street. 66

- ❖ Parsons Gardens needs to be added to Exhibit 3.8-1. Parsons Garden should read Parsons Gardens throughout document.
- ❖ The Uptown Urban Design Framework Plan supports the idea of stronger connections and permeability of Seattle Center within the Urban Center. However, the DEIS should point out that, although the Seattle Center has public open spaces and indoor recreation facilities available to meet Urban Center goals, these are not dedicated spaces and are part of a civic campus serving regional needs. Likewise, the UpGarden is an interim use and not a dedicated Community Garden.
- ❖ The lack of a Community Center in Uptown should be noted.
- ❖ Clarify whether Memorial Stadium will be available at times for Uptown Urban Center recreational uses because it currently is not available.

p.3.273 - Exhibit 3.8-3 should note that the distribution gap on the west is affectively larger due to the limited access to the Elliott Bay parks at Prospect and Thomas. The absence of a Community Center and lack of, and poor distribution of Community Gardens should be noted. 67

3.8.2 - Impacts

p.3.276 -Impacts common to all alternatives

- ❖ Statement to provide two additional Community Gardens is inconsistent with Exhibit 3.8-4 which says four Community Gardens are required in all alternatives.
- ❖ The lack of sufficient Community Gardens and poor distribution of open space in the study area is a significant impact on development. 68

p.3.277

- ❖ The City policies contained in SMC 25.05.675Q2 and the analysis of light blockage and shadow impacts on public spaces in Uptown of each alternative need to be expanded upon. There seems to be significant impacts on Counterbalance Park, particularly in Alt 3 (see Exhibit 3.4-66, p. 3.156). 69
- ❖ Why is the International Fountain area at the Seattle Center not added to the view analysis of all alternatives, as it is a significant publicly owned open space in the study area (see Exhibit 1-7, p. 1.24)? 70

3.8.3 - Mitigation Measures

p.3.279

- ❖ Based upon the comments above, the statement “No significant impacts are anticipated for open space and recreational services” should be further evaluated.
- ❖ New publicly owned open space, Community Gardens and a Community Center are required to meet development and Urban Center goals.
- ❖ Additional open space on building sites (gardens, plazas, midblock connections, landscaped setbacks, etc.) and streetscape and alley enhancements are essential to meet development and Urban Center goals. 71
- ❖ Significant Unavoidable Adverse Impacts - Based upon the comments above, the statement “No significant impacts are anticipated for open space and recreational services” should be further evaluated.

p.3.280

Comments on other sections of the DEIS relating to Open Space

- ❖ Why isn't the Seattle Center shown as city-owned open space instead of commercial mixed (p.2.7)? Why isn't Centennial Park shown? Change label to City/Port owned open space? See Exhibit 2 – 3, p. 2.7) 72

- ❖ Centennial Park needs to be identified (p.2.10). Why aren't the Helix Bridge and Thomas Street connection shown? See Exhibit 2-6, p. 2.10) 73
- ❖ Loss of Space Needle public views should be noted in view analysis of all alternatives. 74



August 31, 2016

Jim Holmes, Senior Planner
Lyle Bicknell, Principal Urban Designer
City of Seattle
Office of Planning and Community Development
Transmission via email: Jim.Holmes@seattle.gov, Lyle.Bicknell@seattle.gov

Re: Comments on Draft EIS / Uptown Urban Center Rezone

Dear Jim and Lyle,

The Draft EIS / Uptown Urban Center Rezone mentions, but does not address, historic preservation in a specific way, particularly regarding the potential loss of Uptown's character brick buildings that were recognized in the UDF process as being significant to the neighborhood. In addition to representing a significant period in Uptown's historyⁱ, these buildings are a source of "naturally occurring" (unsubsidized) affordable housing in that rents have remained relatively low due to the lack of underground parking and "amenities" typically included in new construction, the costs of which are typically passed on to residents in their rents. The Uptown Alliance is concerned that these buildings are likely to be redeveloped as development pressure continues to increase throughout the City and development potential increases with the future rezoning.

75

The Uptown Alliance proposes the creation of a conservation fund as well as a transfer of development rights (TDR) program modeled on the TDR program recently implemented in Seattle's Pike/Pine neighborhood. The creation of such a program would accomplish conserving the structures as workforce housing without requiring that the buildings be designated as historic landmarks, which is often not desirable by building owners. A TDR program would provide a mechanism by which additional housing can be created within Uptown to address housing shortage and to support policy goals of accommodating growth in urban centers. This mitigation measure could be designed to achieve a balance between the need for additional housing and development in Uptown while retaining the affordable housing that exists, thereby preventing displacement and destruction of neighborhood resources.

76

Planning and Policy Context

The Uptown Urban Design Framework (UDF) process was initiated in anticipation of zoning and development capacity changes – a similar process that has occurred in Seattle's other urban centers to guide growth and development as the City changes. Uptown, as an urban center, is one of the most densely developed parts of the City and is served with high capacity transit and other urban infrastructure to support that density.

The guiding principles of the Uptown UDF, which were developed through a partnership between the City of Seattle's OPCD and the UDF stakeholder committee, include the creation of affordable housing, fostering a diverse range of housing types and valuing the neighborhood's history.ⁱⁱ Other guiding principles include acknowledgment of the need for growth and the need for multimodal transportation to support dense urban development.

Seattle is currently experiencing an affordable housing crisis, which has begun to be addressed through HALA. As part of the Uptown UDF process, the Uptown Alliance recognized the need for workforce and affordable housing in Uptown. We are particularly interested in creating opportunities for the arts and

culture workforce and Seattle Center employees to be able to live in the neighborhood to which they contribute so much.

The neighboring South Lake Union Urban Center has been almost completely redeveloped over the past decade; few remaining development sites exist within the urban center. South Lake Union is short of the residential growth targets anticipated by its rezone; most new development has consisted of commercial office buildings. As Seattle continues to grow, development pressure on Uptown is likely to increase, and there is an opportunity to provide much-needed housing units (both market-rate and affordable) in a location that is closely connected to dense centers of employment. The Uptown rezone will provide needed additional development potential but will likely increase the potential for the demolition of the identified brick character structures that currently constitute a resource of affordable housing.

In addition, the threshold between the housing growth target and estimated capacity is particularly low in Uptown. In Uptown, the margin between anticipated growth and development capacity is relatively thin, and significant growth has occurred within the ten years since the projections were made. As of January 2016, Uptown had reached 252% of its 2005-2024 growth target. When projects in the permitting pipeline are added to the count, the percentage is raised to 271%.ⁱⁱⁱ More capacity will be needed to accommodate future growth, and through the policy tools of the rezone and associated mitigation measures, it is possible to accommodate that growth in a way that supports the UDF guiding principles of providing additional housing while conserving neighborhood character.

Character and Evolution of Uptown's Built Environment

One of Seattle's first neighborhoods, Uptown developed as a multifamily district that supplied workforce housing, aided by an early 20th century rezone. This took place during another era of housing shortage, as described in the *Mercer West Cultural Resources Report*:

After World War I, Seattle's housing shortage was especially acute for non-homeowners. The practice of boarding in family homes appears to have decreased. A few older mansions on Queen Anne were converted to apartments as former residents sought out new suburbs. Most significant for the built environment, however, was the resumption in the construction of apartment buildings, starting about 1925. On the southwest slope of hill, the new zoning enacted in 1923 allowed for apartments, hotels, and boarding houses amidst the single-family homes in some areas. This boom in multi-family housing transformed the south slope of Queen Anne to the densely urban neighborhood it is today. Post-war design features made apartment living more attractive to middle-class couples and singles. Fireproof construction, better interior light and air, pleasant courtyard entries, and efficient floorplans improved the rental market. Most of the new apartment buildings were three to four stories in height, of wood frame construction faced with brick or stucco. Period revival themes were generally applied, including Tudor, Mediterranean, Classical, and Gothic (Sheridan and Lentz, 2005, and Sheridan, 2008).^{iv}

Many of the apartment buildings constructed during this time remain today and have become an important resource to Uptown Urban Center, both because of their historic character and also because they represent a significant resource for naturally occurring affordable housing. As noted in the *Mercer West* report, these buildings tend to be faced with brick and detailed with ornate terracotta decorations. Considered by the Uptown Alliance to be character structures that contribute to the history and identity of the Uptown Park district of the Urban Center, the buildings typically have familiar names like "Lola," "Betty May," "Mercedes," and "Iris" that capture the spirit of the humanist era during which they were constructed. These buildings typically do not include amenities for which residents have to pay through their rents such as community rooms, pools, gyms, clubhouses, or underground parking. As a consequence, the rent for units in these buildings tends to be more affordable than those for newly constructed units. For example, a 500-sf studio at the Charmaine Apartments, a 1929 brick apartment building on 4th Ave W, recently rented for \$1,075 per month. In the recently constructed Astro building, a 535-sf studio unit rents for \$1,755-\$1,965 per month.^v

There are currently 1,218 naturally occurring affordable residential units contained within the 44 multifamily buildings built between 1900 and 1930 in Uptown. See the attached documentation for an informal survey of recent rents for these Uptown Park character structures.

The grouping of 1930's brick apartment buildings located north of Mercer and west of Queen Anne Ave could be considered as a character district (similar to the Pike/Pine Conservation Overlay District^{vi}). A focused study would be needed to determine what the qualifying attributes of "character structures" might be, and also to determine if and where a "sending sites" district boundary might be drawn. (Please refer to the attached materials that map the 1930s era apartment buildings as well as residential uses in Uptown.)

Challenges of Conserving URM Character Buildings

The two primary challenges in conserving the character structures in Uptown Park are the need for seismic retrofit of many of the masonry buildings and the complexities of preserving historic structures through the formal landmarking process.

Unreinforced masonry buildings (URM) can be expensive to retrofit. They are also particularly vulnerable to earthquakes, as evidenced in damage caused to character structures during the 2001 Nisqually earthquake. The City of Seattle has compiled a partial survey of URM buildings and has a goal of eventually requiring building owners to retrofit URM buildings to improve resilience.^{vii} The Uptown Alliance wants to ensure that the TDR program is shaped to succeed within the Uptown context, and that it supports the policy goal of accommodating increased housing (both affordable and market rate) in the neighborhood.

Page 1.30 of the EIS refers to the implementation of a TDR program for landmarked structures:

"Implementation of UDF recommendations to preserve landmarks through transfer of development rights would help avoid impacts." We would suggest instead the definition of a group of contributing "character structures" that can be the focus of a TDR program. Landmarking character structures can limit an owner's options and would make a voluntary retrofit less likely due to the complication of the Landmarks Board approval process for building modifications. In addition, landmarking does not guarantee the preservation of the structure and may have the unintended consequence of limiting the character buildings' viability as residences. The Uptown Alliance would ultimately like to see these character structures become "living landmarks" that can be conserved (as opposed to *preserved*) so as to remain functional in the community as low cost residences.

Proposed Mitigation Action

The Uptown Alliance proposes the creation of a TDR overlay zone for Uptown Urban Center that accomplishes three mutually supportive goals:

- Conserving character buildings as naturally occurring affordable housing
- Making needed safety upgrades to unreinforced masonry buildings
- Increasing development capacity on underutilized sites that do not have character buildings

These goals would be accomplished through the creation of a TDR "bank" that URM building owners can draw from. Owners of character structures could apply for a one-time grant to upgrade their building to acceptable structural and seismic standards, potentially with a stipulation that rents are not raised as a result of subsidized improvements. The TDR bank could be implemented as a pilot program with a sunset clause that builds upon the lessons learned from the Pike/Pine TDR program and that is focused on the timing of the Uptown rezone. If successful, the pilot program could be continued on a longer-term basis.

The TDR bank could then be used to the increase development potential for parcels in other areas of Uptown, such as the area of Uptown Park south of Mercer and west of Queen Anne Avenue (a focused study would be needed to determine the appropriate "receiving" area). Developers could then purchase FAR to receive a height bonus (potentially from 125' to 160' in areas zoned for highrise construction, which would be

an attractive incentive from a developer's point of view.) As in the Pike/Pine TDR program, any floor area gained via the bank could be required to be residential in use to ensure that the program is supporting the creation of additional housing resources.

Summary

Exhibit 1.2 on p. 2.18 of DEIS section 2.3 "Objectives and Alternatives" presents a TDR program strategy of "To be determined" for Action Alternatives 2 and 3. As this EIS is finalized, a TDR strategy should be identified to support the rezone recommendation.

The Uptown Alliance believes that a specific mitigation measure that lays out a plan for the identification and conservation of the neighborhood's early 20th century character buildings is a necessary component of the future rezone. A pilot program like the one proposed above would build upon City policy and initiatives to shape growth in a way that is specific to Uptown's context, history and community assets. We believe that creating such a program would be a win-win in terms of supporting municipal policy and neighborhood goals. The Uptown Alliance looks forward to working with OPCD and other stakeholders to craft such a program.

Sincerely,

Katie Idziorek

Katie Idziorek
Uptown Alliance, Co-President

On behalf of:

Uptown Alliance Executive Committee: Katie Idziorek, Rick Hooper and Michael Davis
Urban Design Framework Committee Contributors: Maria Barrientos, Don Miles, Matt Roewe, Deborah Frausto, Katie Idziorek, Rick Hopper and Michael Davis

Cc: Laurie Ames, DON; Samuel Assefa, Director of OCP; Sally Bagshaw, City Council; Tim Burgess, City Council; Marty Kaplan, Queen Anne CCLURC; Jackie Kirn, Office of the Mayor; Robert Nellems, Seattle Center

ⁱ http://www.seattle.gov/transportation/docs/mercerc/june12/Cultural%20Resources%20DR_120412.pdf

ⁱⁱ http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2341231.pdf See p. 6.

ⁱⁱⁱ http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2417475.pdf

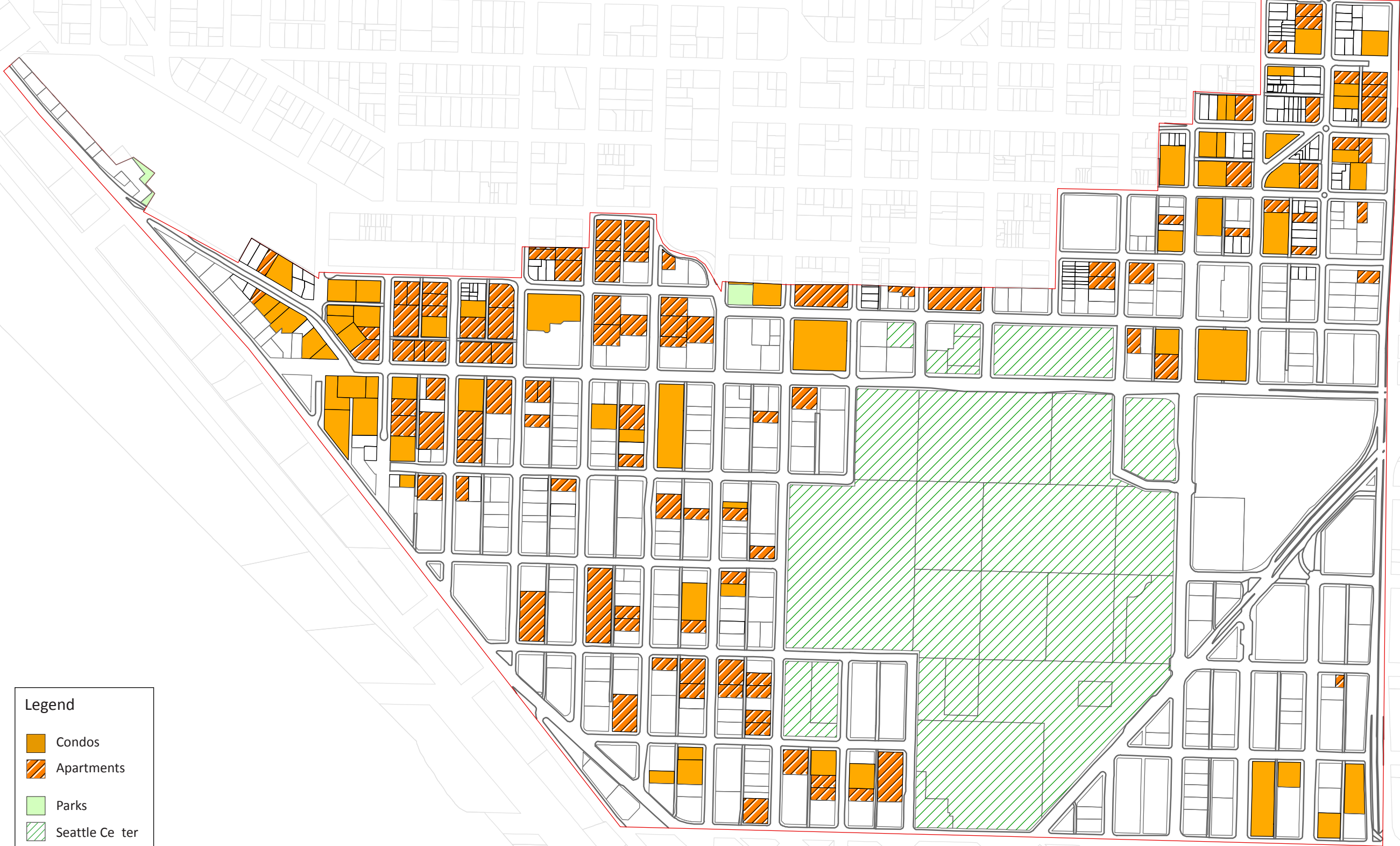
^{iv} http://www.seattle.gov/transportation/docs/mercerc/june12/Cultural%20Resources%20DR_120412.pdf

^v <http://www.astroseattle.com/brochure.aspx>

^{vi} <http://www.seattle.gov/dpd/cityplanning/completeprojectslist/pikepine/background/default.htm>

^{vii} <http://www.seattle.gov/dpd/codesrules/changestocode/unreinforcedmasonrybuildings/whatwhy/default.htm>

Uptown Multi amily Residential Building
Apartments and Condos



Legend

- Condos
- Apartments
- Parks
- Seattle Center

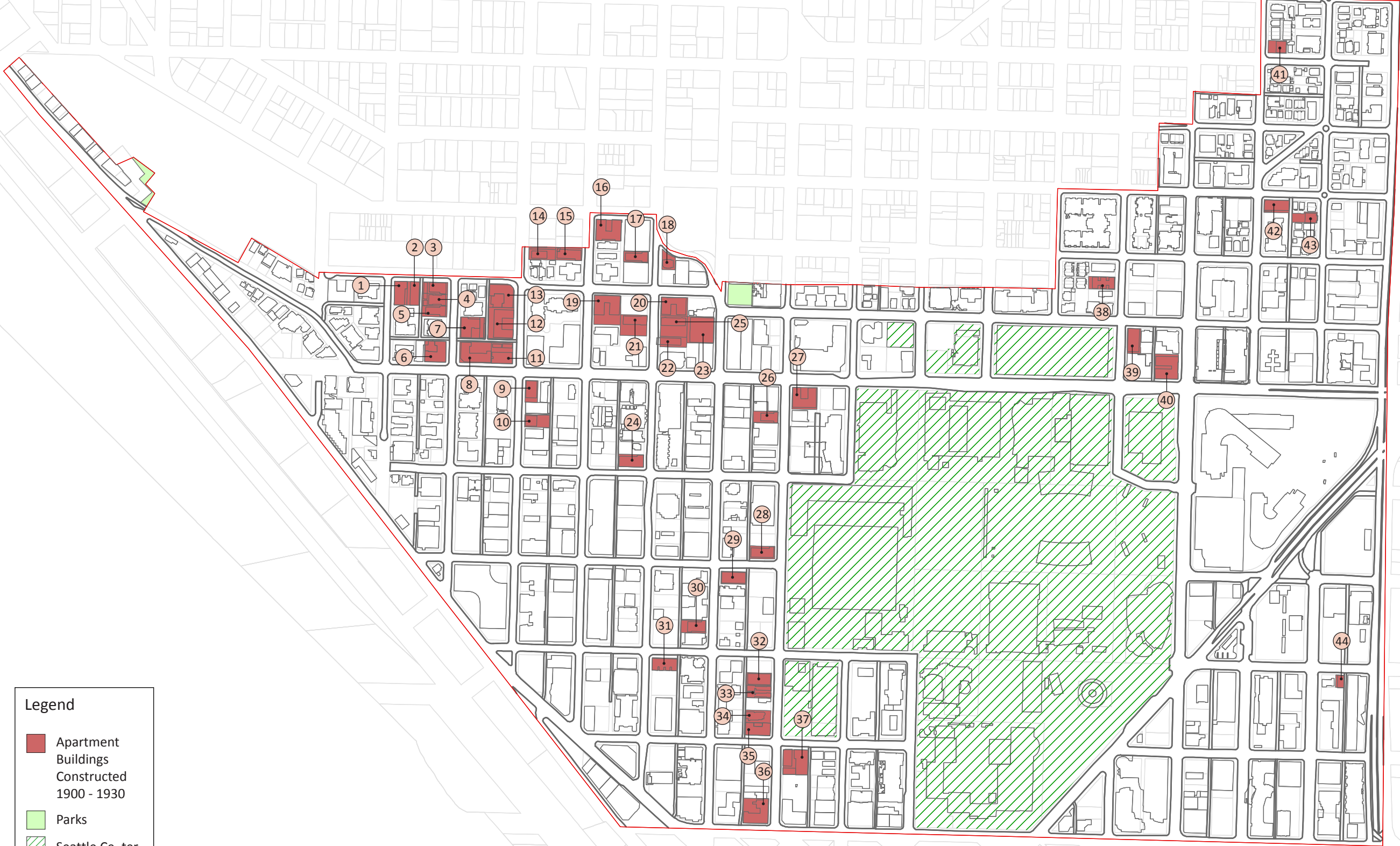
Uptown Multi amily Residential Building
Date of Constructio



Legend

1900 - 1930
1930 - 1945
1946 - 1989
1990 - 2016
Parks
Seattle Center

Uptown Multi amily Residential Building
Apartment Buildings Constructed 1900 - 1930



Legend

- Apartment Buildings Constructed 1900 - 1930
- Parks
- Seattle Center



1

Westroy Apartments

421 W Roy St
PIN# 3876900185
Built: 1930
Condition: Good avg
Zone: LR3
Stories: 5
Units: 34
Rent: \$950/studio; \$1,100/1br
Brick/wood frame



4

Charmaine Apartments

627 4th Ave W
PIN# 3876900115
Built: 1929
Condition: Good avg
Zone: LR3
Stories: 4
Units: 15
Rent: \$990/1br
Brick/wood frame



2

Iris Apartments

415 W Roy St
PIN# 3876900180
Built: 1928
Condition: Good avg
Zone: LR3
Stories: 3
Units: 26
Rent: \$1,400/studio
Brick/wood frame



5

Naomi Apartments

625 4th Ave W
PIN# 3876900125
Built: 1930
Condition: Good avg
Zone: MR
Stories: 4
Units: 22
Rent: \$1050/studio
Brick/wood frame



3

Marianne Apartments

633 4th Ave W
PIN# 3876900110
Built: 1930
Condition: Good avg
Zone: LR3
Stories: 3
Units: 18
Rent: ---
Brick/wood frame



6

Franconia Apartments

400 W Mercer St
PIN# 3876900140
Built: 1930
Condition: verage
Zone: MR
Stories: 4
Units: 38
Rent: \$1,150/studio
Brick/wood frame



7

Chelan Apartments
616 4th Ave W
PIN# 3876900055
Built: 1930
Condition: Good avg
Zone: MR
Stories: 3
Units: 31
Rent: \$1495/1 br
Brick/wood frame



10

Mervue Apartments
520 3rd Ave W
PIN# 1990200345
Built: 1909
Condition: verage
Zone: NC3-40
Stories: 3
Units: 14
Rent: ---
Brick/wood frame



8

Lola Apartments
326 W Mercer St
PIN# 3876900040
Built: 1929
Condition: Good avg
Zone: MR
Stories: 4
Units: 41
Rent: \$1,200/studio
Brick/wood frame



11

Regan Lee Apartments
603 3rd Ave W
PIN# 3876900030
Built: 1929
Condition: verage
Zone: MR
Stories: 3
Units: 24
Rent: \$1,200/1 br
Brick/wood frame



9

Betty M y Apartments
221 W Mercer St
PIN# 1990200355
Built: 1926
Condition: verage
Zone: MR
Stories: 3
Units: 20
Rent: \$1,150/studio; \$1,250/studio
Brick/wood frame



12

Mercedes Apartments
617 3rd Ave W
PIN# 3876900015
Built: 1930
Condition: verage
Zone: MR
Stories: 4
Units: 55
Rent: \$885/studio; \$1,200/1 br; \$2,200/2 br
Brick/wood frame



13

La Charme Apartments

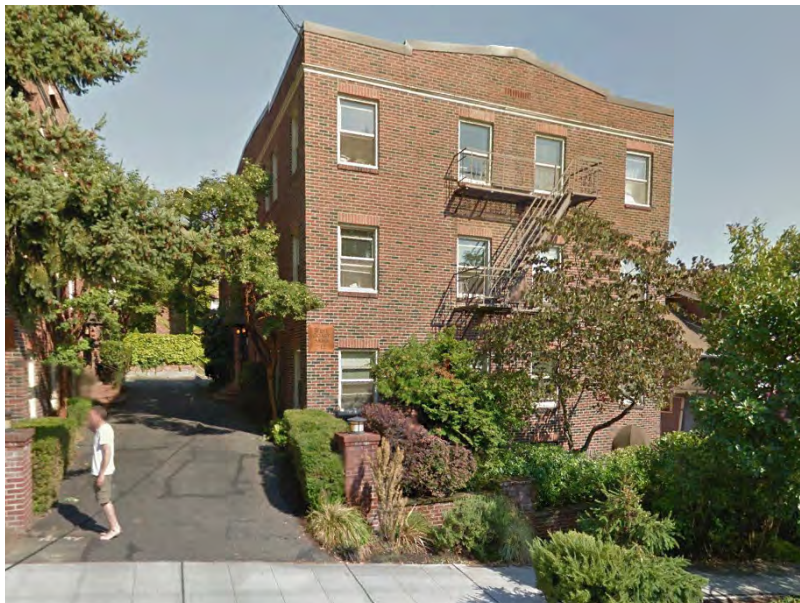
637 3rd Ave W
PIN# 3876900005
Built: 1930
Condition: Good avg
Zone: LR3
Stories: 4
Units: 39
Rent: \$1150/studio; \$1295/1 br
Brick/wood frame



16

Delamar Apartments

115 W Olympic Place
PIN# 3879900670
Built: 1909
Condition: Goo
Zone: LR3
Stories: 4
Units: 39
Rent: \$1,450/1 br; \$2,000/1 br
Masonry



14

West Coast Arms Apartments

712 3rd Ave W
PIN# 3879901065
Built: 1928
Condition: verage
Zone: LR3
Stories: 3
Units: 13
Rent: \$1,360/1 br
Brick/wood frame



17

Leonard Apartments

715 1st Ave W
PIN# 3879900635
Built: 1930
Condition: verage
Zone: LR3
Stories: 3
Units: 21
Rent: ---
Brick/wood frame



15

Viking Apartments

715 2nd Ave W
PIN# 3879901040
Built: 1930
Condition: verage
Zone: LR3
Stories: 3
Units: 22
Rent: ---
Masonry



18

Evans Apartments

714 1st Ave W
PIN# 3880400055
Built: 1900
Condition: verage
Zone: NC3P-40
Stories: 3
Units: 5
Rent: ---
Wood frame



19

Chandler Hall
119 W Roy St
PIN# 3879900590
Built: 1924
Condition: verage
Zone: MR
Stories: 4
Units: 75
Rent: \$900/studio; \$1,300/1 br
Masonry



22

Alvena Vista Apartments
612 1st Ave W
PIN# 3879900485
Built: 1929
Condition: verage
Zone: NC3-40
Stories: 4
Units: 17
Rent: \$1,125/studio
Brick/wood frame



20

Del Roy Apartments
25 W Roy St
PIN# 3879900500
Built: 1914
Condition: verage
Zone: NC3-40
Stories: 4
Units: 51
Rent: \$1,100/studio
Masonry



23

Bungalow Apartments
617 Queen Anne Ave N
PIN# 3879900435
Built: 1906
Condition: verage
Zone: NC3P-40
Stories: 2
Units: 24
Rent: \$1,200/1 br
Wood frame



21

Queen Anne Arms Apartments
621 1st Ave W
PIN# 3879900530
Built: 1918
Condition: verage
Zone: NC3-40
Stories: 4
Units: 30
Rent: \$700-1,400/studio
Brick/wood frame



24

Grex Apartments
503 1st Ave W
PIN# 1990200400
Built: 1930
Condition: Good avg
Zone: NC3-40
Stories: 3
Units: 36
Rent: \$950/studio; \$1,100/1 br
Brick/wood frame



25

Monterey Apartments

622 1st Ave W
PIN# 3879900490
Built: 1907
Condition: verage
Zone: NC3-40
Stories: 3
Units: 21
Rent: \$1,100 - \$1,250/1br
Wood frame



28

Dalmasso Apartments

26 Harrison St
PIN# 1988200085
Built: 1930
Condition: verage
Zone: NC3-65
Stories: 3
Units: 29
Rent: \$1,150/studio
Brick/wood frame



26

Gordon Apartments

527 1st Ave N
PIN# 1988200045
Built: 1929
Condition: verage
Zone: NC3P-40
Stories: 3
Units: 16
Rent: \$1,000/studio; \$1,400/studio
Brick/wood frame



29

Strathmore Apartments (Co-op)

7 Harrison St
PIN# 1989201245
Built: 1908
Condition: Good avg
Zone: NC3-65
Stories: 3
Units: 35
Rent: ---
Masonry



27

Mercer Apartments

105 Mercer St
PIN# 1988200240
Built: 1929
Condition: verage
Zone: NC3P-40
Stories: 3
Units: 41
Rent: ---
Brick/wood frame



30

The Kenneth Apartments

307 Queen Anne Ave N
PIN# 1989201069
Built: 1925
Condition: Good avg
Zone: NC3-65
Stories: 3
Units: 24
Rent: \$800/studio; \$1,400/1 br
Reinforced concrete/brick



31

The Duke

19 W Thomas St
PIN# 1989201045
Built: 1911
Condition: verage
Zone: NC3-65
Stories: 2
Units: 16
Rent: \$1,250/1 br; \$1,800/2 br
Brick/wood frame



34

Apartments

209 1st Ave N
PIN# 1989206180
Built: 1908
Condition: verage
Zone: NC3-65
Stories: 2
Units: 9
Rent: \$3,500/1br
Wood frame



32

The Uptowner

229 1st Ave N
PIN# 1989201255
Built: 1908
Condition: verage
Zone: NC3-65
Stories: 3
Units: 21
Rent: \$1,400/studio; \$1,500/1 br
Brick/wood frame



35

The Avalon (Co-op)

22 John St
PIN# 1989201275
Built: 1908
Condition: Good avg
Zone: NC3-65
Stories: 3
Units: 33
Rent: \$1,375/1 br
Brick/wood frame



33

Redevelopment site

219 1st Ave N
PIN# 1989201260
Built: 1926
Condition: verage
Zone: NC3-65
Stories: 1
Units: 6
Rent: \$1,600/2 br
Masonry



36

The Arkona

107 1st Ave N
PIN# 1989201340
Built: 1908
Condition: Good avg
Zone: NC3-65
Stories: 4
Units: 59
Rent: \$1,360/studio
Masonry



37

Fionia Apartments
109 John St
PIN# 1989201450
Built: 1922
Condition: verage
Zone: NC3-65
Stories: 5
Units: 59
Rent: \$925-\$1,050/studio
Masonry



40

Auditorium Apartments
605 5th Ave N
PIN# 5457801380
Built: 1926
Condition: verage
Zone: NC3-40
Stories: 4
Units: 52
Rent: ---
Brick/wood frame



38

Century Apartments
715 4th Ave N
PIN# 5457801275
Built: 1909
Condition: L w/avg
Zone: LR3
Stories: 3
Units: 19
Rent: \$1,520/2 br
Brick/wood frame



41

Apartments
554 Prospect St
PIN# 54578019555
Built: 1909
Condition: Good avg
Zone: LR3
Stories: 2
Units: 5
Rent: \$2,000/2br
Wood frame



39

Delmont Apartments
403 Roy St
PIN# 5457801400
Built: 1910
Condition: verage
Zone: NC3-40
Stories: 4
Units: 32
Rent: ---
Brick/wood frame



42

Gibraltar Apartments
561 Aloha St
PIN# 5458300596
Built: 1925
Condition: L w/average
Zone: LR3-RC
Stories: 2
Units: 14
Rent: \$900/studio; \$1,295/1 br
Brick/wood frame



43

The Iowan
819 6th Ave N
PIN# 5458300575
Built: 1910
Condition: verage
Zone: LR3
Stories: 2
Units: 7
Rent: ---
Wood frame



44

Casa Del Rey Apartments
609 Thomas St
PIN# 1991200795
Built: 1925
Condition: verage
Zone: SM85
Stories: 2
Units: 10
Rent: \$900/1 br
Wood frame

From: David Freeburg [<mailto:dfreeburg@gmail.com>]
Sent: Thursday, July 21, 2016 9:35 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Urban Center Rezone

I'm writing to submit my support for the "high-rise" option in the uptown urban center rezone. Our city is in the middle of a housing crisis, and increasing our density is the best way to build additional affordable housing. The uptown area is planned to receive several light rail stations in ST3, and the upzone will lead to construction of additional buildings just as those light rail stations are coming online.

I strongly support the highest amount of possible density for the uptown urban center rezone.

Dave Freeburg

From: David P. Frerk [mailto:dpfrerk777@comcast.net]
Sent: Thursday, September 15, 2016 11:10 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Fwd: Lower Queen Ann Up-Zoning Proposal

----- Original Message -----

Subject: Lower Queen Ann Up-Zoning Proposal
From: "David P. Frerk" <dpfrerk777@comcast.net>
Sent: Thursday, September 15, 2016, 10:50 AM
To: jim.homes@seattle.gov
CC:

This proposal should be shelved as soon as possible. The impact of this proposal on Lower QA would be disastrous under any of the "options" suggested. The Mercer Mess is still the Mercer Mess. We don't want or need anymore congestion. What is wrong with the City to even suggest this proposal. Are they blind as well as stupid? Yes we need more housing. I am not opposed to it. Any new housing should be located in an area that will enhance the adjacent community not destroy it. There are lots of places around Seattle better suited. Why is it that the Mayor keeps trying to jam things up in the City. The Sodo basket ball stadium is a good example of trying to put a development where it is not wanted due to basically the same reasons of traffic congestion and gentrification. Let's hope that this project finds a new home elsewhere as well. As residents of Queen Ann our property taxes have increased significantly and there are more increases on the horizon. Aside from the congestion issue we object strenuously to any impact on our view. It is one of the reasons we live here. We are taxed heavily for our view. Is there a tax reduction in the plan for negative view impact? I'll bet not! Sincerely. David and Rosemary Frerk

From: Rosemary Ann Frerk [mailto:rosemaryferk@me.com]
Sent: Saturday, September 03, 2016 2:18 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Rezoning issues

I know that I am a few days late but wish to express our desire for the alternative that will not make any changes to the existing zoning regulations.
David and Rosemary Frerk

Sent from Rosemary's
iPhone

From: Christina Frey [<mailto:cfrey79@gmail.com>]
Sent: Thursday, July 21, 2016 12:45 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezoning Options

Hi Jim,

I read the article that the Queen Anne View posted about the potential rezoning of the Uptown area. I am extremely opposed to the rezoning ideas! It would take away a lot of the character that is the Uptown area of Seattle. Also it would put a lot of residents out of a place to live, myself included, as one of the zoned areas is directly on the spot of where the building I currently live in stands. Part of the reason I love this area is that it is close to being downtown, which is very convenient, but it doesn't have the feel of being downtown with the tall buildings. It truly feels like a neighborhood and I would hate to see it lose that feel and charm. The city has already used gentrification in lots of areas of the city, leave Uptown alone! Rent is too high as it is now in most areas and with bigger buildings comes bigger rent prices and that is just not okay at all! So from his Uptown resident I say a big fat NO! Leave it as it is!

Sincerely,
Christina Frey

From: Elizabeth Friedrich [<mailto:elizabethf@sct.org>]
Sent: Thursday, September 01, 2016 1:30 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: RE: Uptown Development

Thanks, Jim.

-Fried

[Elizabeth A. Friedrich](#) | Properties Shop Manager | (206) 256-1856
Seattle Children's Theatre | www.sct.org | 201 Thomas St. Seattle WA, 98109
[S*P*A*M](#) member since 2002

From: Holmes, Jim [<mailto:Jim.Holmes@seattle.gov>]
Sent: Thursday, September 01, 2016 11:55
To: Elizabeth Friedrich
Subject: RE: Uptown Development

Thank you for your comment. It will be included with the other comments received and published along with a response in the Final EIS. I have added your email address to our contact list and we will notify you as additional information is available and as future meetings are scheduled.

From: Elizabeth Friedrich [<mailto:elizabethf@sct.org>]
Sent: Friday, July 29, 2016 3:04 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Development

Hi, Jim

I will be out of town on August 4 and won't be able to make it to the meetings in Seattle Center (<http://www.seattle.gov/dpd/cityplanning/completenesslist/uptown/whatwhy/default.htm>), so I am contributing with this e-mail.

I love urban development and I am pleased with the construction that is happening around Seattle. Urban density is, after all, what a city is by definition. I have spent time in many cities around the world and, even with all of the construction happening in Seattle today, I find it a user-friendly and interesting place to spend time. Normally I feel little need to weigh in on the direction of development but I'd like to add my two cents regarding uptown development.

I think it is worth limiting height in the buildings around the Space Needle. It is a visual icon that defines Seattle for much of the rest of the world: it's our Gateway Arch, our Eiffel Tower, our Sydney Opera House. From various vantage points around the city, I have been struck by the beauty of the Space Needle in the skyline: from the I-5 bridge over Lake Union, from Capitol Hill, and from the ferries crossing Elliot Bay. Leaving the air space around the Needle clear allows for that stunning view from numerous angles, and I believe it's worth retaining.

Whatever else the Planning Team proposes, I hope it is able to preserve the air space around the Needle and keep our clear view of this architectural icon.

Thanks for your time and for soliciting opinions on this topic.

-Fried

[Elizabeth A. Friedrich](#) | Properties Shop Manager | (206) 256-1856
Seattle Children's Theatre | www.sct.org | 201 Thomas St. Seattle WA, 98109
[S*P*A*M](#) member since 2002

[SCT Drama School camps & classes](#)
Summer registration open now

[Summer Season: student productions](#)
Tickets on sale June 17th!



When I look at splashes on cereal boxes today, I think they're all added through Photoshop. But I think they look much more real when they're plastic. - Delores Custer, food stylist

From: Matt Gangemi [<mailto:mgangemi@gmail.com>]

Sent: Thursday, July 21, 2016 8:21 AM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Cc: Johnson, Rob <Rob.Johnson@seattle.gov>; O'Brien, Mike <Mike.O'Brien@seattle.gov>; Herbold, Lisa <Lisa.Herbold@seattle.gov>; Gonzalez, Lorena <Lorena.Gonzalez@seattle.gov>

Subject: Uptown Upzone

Mr. Holmes,

I'm a nearby neighbor to the area under study and I strongly support the High-Rise option as studied in the EIS. This area will surely have a subway station in the future, and the more zoned density we can add to this area the more prepared we will be when this station opens.

The Queen Anne area is strongly limited in housing supply, with homes often selling within a few days of going on the market with multiple bidders and no inspection, fetching prices well over the asking price. Much of this has been the case the entire 13 years I've lived here, with only a ~3 year break for the recession. I don't believe it's possible to overbuild or provide too many housing units in this area, and I want to see as much zoned capacity as possible here.

Further, I welcome the new businesses, restaurants, transit, services, schools, diversity, and neighbors that will come with increased density in my neighborhood. It's unfortunate that EIS process tends to focus on the negative, as I can see large positive effects of this upzone.

If I have any request based on this High-Rise option it would be to increase height further, expand the upzoned area, or to reduce/remove the MIZ requirements. That said, I fully support this option.

Thank you,
-Matt Gangemi

From: Shoshanna Gardiner [mailto:shoshanna_gardiner1@yahoo.com]
Sent: Tuesday, September 13, 2016 3:19 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Queen Anne development

I can't believe you are thinking of buildings with a height of 16 floors in an area that can't support parking or traffic as it is now! NO!!!!

Also, it has become imperative that the area near Kinnear Park (I live on 5th and West Roy) must be ZONED for resident parking. Literally, there have been nights I have spent 20- 30 minutes looking for a parking space...and that includes parking high up the hill. Insane!

Shoshanna Gardiner
519 West Roy
Seattle, WA 98109

From: Michael Gats [mailto:michael@gatsfamily.com]
Sent: Monday, September 05, 2016 3:42 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Queen Anne Rezoning

Dear Mr. Holmes,

I find it quite distressing that the City Council would consider rezoning lower Queen Anne to allow for 12 story buildings. The city is in no position to support this type of growth with the existing infrastructure. According to the city's own schedule, public transit alone will not support this for another 30 years. So essentially, supporting this rezoning is supporting additional gridlock in the Queen Anne area for the next 30 years. And that is if things go according to plan. Unfortunately, few traffic revisions ever seem to go to plan in the area.

In addition, long-time Queen Anne residents are not interested in and oppose this kind of growth in the area. It would most likely have a negative impact on property value as we lose a part of our views and the area becomes less desirable because of the increased traffic. In addition, one of the most iconic views in all of Seattle, that from Kerry Park, will be ruined.

I understand your desire to protect the real estate developers in the area as they are strong lobbyists and it is hard to ignore them. Every now and then, you need to listen to your constituents as they try to drown out the lobbyists. We care about our quality of life on Queen Anne and hope you care about our quality of life as well. I would be curious how many Queen Anne residents who are not real estate developers are supporting this proposal.

Many other cities similar to or larger than Seattle (e.g., London, Boston and Dublin are three I have visited that are good examples) have successfully managed balancing increased density with the needs of the existing residents. They limit heights to 4-6 stories rather than 12 stories. I have lived on Queen Anne for over 30 years and have watched the city grow without a true plan. This is just another example. Developers come in and want something and the City Council, without any true long-term plan in place, grants their requests. The City says it is for the good of the community because it will provide low income housing, but the developers either buy their way out of it or do not do anything meaningful. As the saying goes, you are just 'putting lipstick on a pig'.

I hope we can count on you to stand up and represent the people who live in the city, and more specifically on Queen Anne, rather than the developers. Queen Anne is a neighborhood worth protecting. If you agree and will support the residents over the developers, thank you. If not, I would like a reply that clearly states your position on why you support the rezoning as proposed. I want to know what specific infrastructure changes will be made contemporaneous with the growth to fully support the growth and not impact the lifestyle of the current residents. Please be specific with an honest timeline. The area is already overburdened. That is why I want specifics of what will happen now, not over the next 30 years.

Thank you for taking the time to read and reply to my letter.

Michael Gats
michaelgats@gmail.com
1514 4th Ave. N
Seattle, WA 98109

From: Gheen, Penn [<mailto:Penn.Gheen@bullivant.com>]
Sent: Saturday, August 20, 2016 7:38 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezone

Mr. Holmes – I attended your recent presentation at the Cornerstone Condo in lower Queen Anne. Thank you for doing that. I know that your draft EIS does address the impact any zoning revision would have on certain historical landmarks but I do not think the importance of preserving views of the Space Needle can be emphasized enough. The Space Needle is an iconic landmark that defines the neighborhood as well as Seattle itself. Blanketing it in a sea of midrise or worse buildings would destroy its effect and beauty and greatly diminish its impact. In looking at how other cities treat such landmarks they almost always provide extensive height protection. There are no high-rises near the Eiffel Tower or the Coit Tower. I am sure many other examples are out there. I hope your ultimate recommendation takes this into consideration. While your draft EIS talks about preserving certain specific sight lines I do not think it emphasizes enough the negative impact in general of surrounding the Space Needle with taller buildings. I'm very much in favor of more affordable housing and new design standards but do not think we need to raise height limitations to accomplish this in this neighborhood.

Thanks,

Penn Gheen | Attorney
Bullivant Houser Bailey PC | Attorneys at Law
1700 Seventh Ave. | Suite 1810 | Seattle, WA 98101
T 206.521.6421 | F 206.386.5130 | [Bio](#) | [Email](#) | [Website](#)
Assistant: Deb Messer | T 206.386.6485 | [Email](#)
[Washington](#) | [Oregon](#) | [California](#)

Please be advised that, unless expressly stated otherwise, any U.S. federal tax advice contained in this e-mail, including attachments, is not intended to be used by any person for the purpose of avoiding any penalties that may be imposed by the Internal Revenue Service.

From: CBirdG [<mailto:c.h.gibbs@comcast.net>]
Sent: Wednesday, August 31, 2016 9:24 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown: Framework for the Future ~ Feedback

I went in to the KEXP station and met with two OPCD's representatives. Unfortunately, although I expressed my concerns, I left feeling decisions had already been made and the meetings with the public were only a legal formality. A requirement to meet with the public, but not a requirement to listen to the public. That said, if I don't submit my input, it is on me. If I do submit my input, it is on you. So although I expect this to go in the circular file. It, at minimum, gives me satisfaction to say, I tried.

1

I am a resident of Lower Queen Anne. My primary and only home is in Lower Queen Anne (Uptown). I enjoy the neighborhood as a livable community. I can walk to most of my daily activities of grocery shopping, pharmacy, dry cleaners, yoga, hair salon, coffee shops and restaurants. I have the added benefit of being so close to Seattle Center and SIFF theatre. These are all reasons I selected this neighborhood to live in.

Concern No. 1: My biggest concern is "residential" parking. I was told, Uptown, "on paper" has a plethora of parking spaces. Because Uptown is an entertainment and event center, there is a large vast amount of "temporary" parking. All lots are "pay" parking and most streets are "pay" and whenever there is an event, the parking fees are increased. This is not viable "residential" parking.

2

Many older residential structures were built with parking spaces/garages for the residents. The newer buildings and rezoning plan, does not include requirement for providing residential parking spaces. The representatives told me if parking spaces are required and made available for residents, it will only increase the amount of cars in the neighborhood. I do not agree. If there are going to be more residents in the neighborhood, there will be more cars, regardless if there are parking spaces or not. I find this a ludicrous and ill-advised statement, not based on any reality of today or the future.

There is insufficient parking for residential parking on the streets right now, let alone after the increase in residential units to be constructed. I currently see residents of buildings with no parking juggling to find locations on the streets to park their cars. They pack the cars in so closely together, that they cannot get their car out, until the vehicle in front or behind them leaves.

Almost all residential buildings have no parking for guests and services parking. It is difficult to entertain family and friends at your own home when they cannot find parking spaces on the street or find themselves in the situation of parking in one of the Pay parking lots. Especially if there is an event. If residents didn't have to fill up all the street parking, guests and service companies might actually find a place to park.

In addition, many new buildings are constructed with no space for vehicles to pull up in front of them for loading and unloading. I see vehicles double parked and blocking traffic in order to allow residents to board, load or unload their groceries, children, etc.

The lack of residential parking diminishes the livability of the neighborhood for the residents. Increasing the number of residential units in Uptown is a good thing, but not accommodating spaces for their cars is counterproductive.

I do not agree with the representatives when they tell me the future is zip cars (car2go, etc.) or using Uber, Taxis, etc. I believe this mode of transportation would represent less than 5% of the mode of transportation. I believe walking and public transportation would be less than 10%. I do not believe the representatives have been realistic in their predictions of the future. Not 20 years, not 50 years. Especially for the residents that are low-income. Low-income residents are not likely to utilize any of these modes of transportation. They are for the single income no kids or double income no kids. Low-income residents will walk, they will use public transportation, but they will also have a vehicle for many of the destinations that are not readily available and the vehicle will need a place to park.

3

Request: I believe all new/future residential buildings should be required to provide a minimum of one parking space per residential unit. I believe more spaces in front of the buildings should be load and unload.

4

Concern No. 2: My second concern was regarding the increase of height to buildings. When I have walked around Uptown, along Myrtle Edwards Park, Sculpture Park and Downtown, the Space Needle stands as a beacon. When I look at the Seattle skyline from Elliot Bay, the Space Needle stands out. It is not crowded by tall buildings. You look from Downtown, through Belltown and then the Seattle Center and the Space Needle. It is a nice skyline. I don't want to see the buildings around the area diminish the Space Needle, burying it and hiding it. It stands as a symbol, a beacon. It is beautiful. I respect that some areas may want to go taller, but how much taller is critical. To create another Belltown with streets as canyons blocking out the sun and creating wind tunnels is unacceptable.

5

I believe the increase in building height is not necessary to bring development into Uptown or to increase the amount of residential units in Uptown. This is evident in the existing development going on today with the existing zoning requirements. We are a growing community with the existing zoning.

Request: Do not even consider the "high-rise" alternative. For the "mid-rise" alternative, increasing the height this more conservative increase is more acceptable. But residential parking should be required.

Concern No. 3: My third concern is traffic flow through from 15th Avenue to I-5 Freeway. With the reconstruction along Mercer Street, Hwy 99 and elimination of Broad, the truck route was redirected from Denny Way to W. Mercer Place and Mercer Street. W. Mercer Place and Mercer Street were not designed or constructed to be a truck route. It is steeper, narrower and has a sharper turn from W. Mercer Place onto Mercer Street than the turns on Denny Way. The asphalt is severely damaged. The road lacks a sidewalk for the safe passage of pedestrians, who find themselves walking in the gutter on the side of the narrow road. Just because a road exists, does not mean it was constructed or designed to handle heavy, large truck traffic.

6

Request: The truck route should be redirected back to Denny Way and access to Hwy-99 and I-5 made available. I believe the road from 15th avenue through to the Seattle Center needs serious attention. It needs repairs and repaving to the road. Sidewalks added. Parking along the street removed so that two lane traffic can traverse the road.

7

So I have said my peace. For whatever it is worth. Thank you.
Cynthia Gibbs

From: Terry Gilliland [<mailto:terrygailgilliland@gmail.com>]

Sent: Monday, August 29, 2016 5:20 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>

Cc: Daryl Schlick <schlickd@msn.com>; George Dignan <gdignan@msn.com>; S Kolpa <susankolpa@yahoo.com>; Rob Ernst <robjernst@gmail.com>; Steve Hansen <stephenhansen1@comcast.net>; Judie Johnson -Harbor House <judie007@comcast.net>; Suzi Ward-Webb <skw5761@msn.com>; Mason Killebrew <amkwa66@msn.com>

Subject: EIS Proposal Comment / 5th Avenue West - Documented Landslide Events & 40% Slope Conditions

Jim,

Thanks again for the opportunity to meet with you and Lyle to review the proposed zoning draft. 1

I am formally submitting a comment regarding the proposed development site that is located directly south of Harbor House Condominiums that are located at 521 5th Avenue West. Here is 2
a screen shot of the proposed development site that I am referring to:

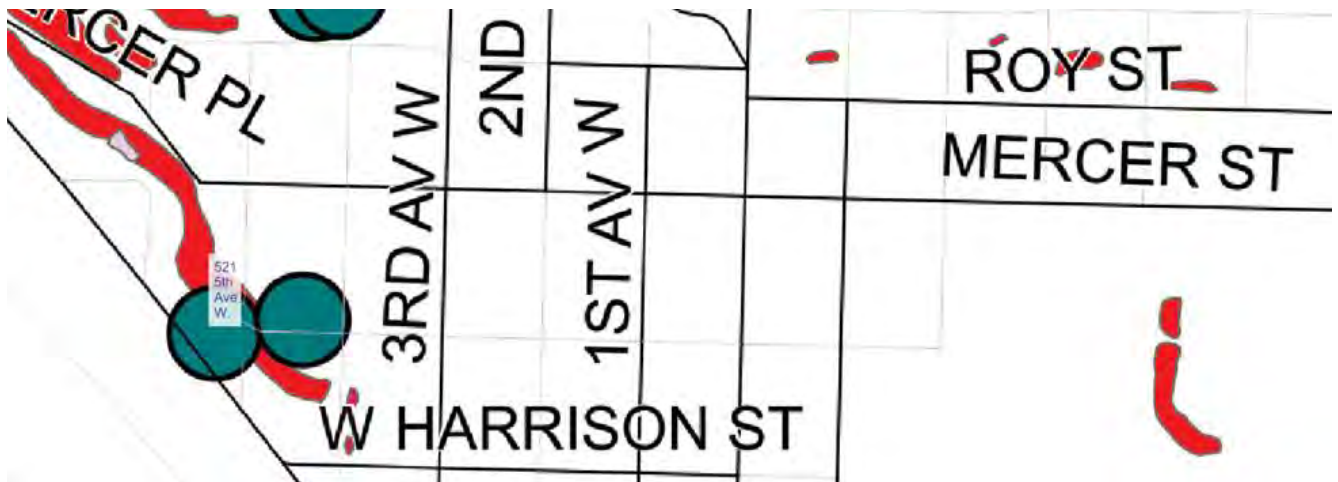


The area that is proposed as a "Development Zone" as pictured below 521 5th Ave. W. has two documented landslide events and is designated as a 40% slope per the City of Seattle Landslide Prone Areas map. The residents of Harbor House are very concerned about the potential for damage to the foundation and structural integrity of our building should the substantial excavation that would be required to construct an 85' to 160' structure on this site be allowed under the proposed zoning changes.

2 cont.

The City of Seattle Landslide Prone Areas map documents that there have been two known slide events in the area where Harbor House is located. I have provided you with a screenshot below that details the location of the two documented landslide events.

2 cont.



Here is a link to the "City of Seattle Landslide Prone Areas" PDF that I have referenced in this email.

http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/dpdd017622.pdf

This is a larger screenshot of the City of Seattle Landslide Prone Areas that includes the legend that documents the known slide events and the 40% slope conditions.



What are the current building permit requirements to build an 85' to 160' high rise buildings on a site that has documented slide events and a 40% slope condition? Can you please provide me with the building code provisions that would allow construction in the designated "Development Zone" as proposed in the current EIS document?

3

Due to the documented slide events and severe sloop conditions I propose that the "Development Zone" located in this unstable area as currently proposed in the EIS draft be eliminated.

4

Please confirm your receipt of this email and provide me with your feedback. I look forward to receiving your reply and feedback.

5

Best regards,

Terry Gilliland
Unit 901 - Harbor House Condominiums
206.919.5637 cell

From: Terry Gilliland [<mailto:terrygailgilliland@gmail.com>]

Sent: Wednesday, August 31, 2016 1:05 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>

Cc: Mason Killebrew <amkwa66@msn.com>; George Dignan <gdignan@msn.com>; Judie Johnson - Harbor House <judie007@comcast.net>; Rob Ernst <robjernst@gmail.com>; Daryl Schlick <schlickd@msn.com>; Suzi Ward-Webb <skw5761@msn.com>; Steve Hansen <stephenhansen1@comcast.net>; S Kolpa <susankolpa@yahoo.com>

Subject: EIS Proposal Comment / Inadequate Emergency Vehicle Access - 2012 Seattle Fire Code - Fire Apparatus Access Road Requirements

Jim,

I am contacting you to comment on the EIS draft proposal to increase housing density on 5th Avenue West and West Republican. The current proposal designates "Development Zones" on 5th Avenue West and Republican. 1



The current accessibility for emergency vehicles on 5th Avenue West is very limited due to parking on both sides of the road which results in a single lane of traffic. The access from West Mercer onto 5th Avenue West is also a problem due to the current high volume of traffic. 2

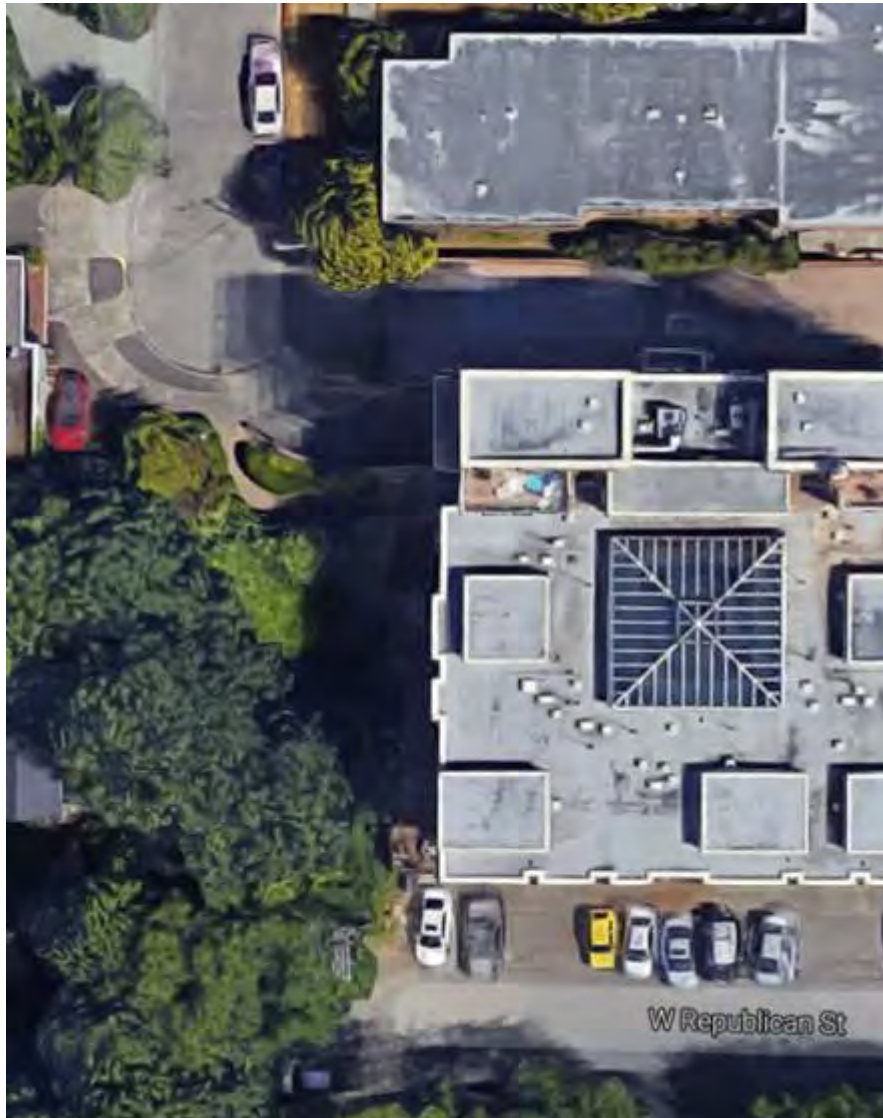
Here is a photo of 5th Avenue West taken this morning:



Here is a photo for West Republican Street also taken this morning. Due to the existing housing density in the area there was not a single parking space available on this block of West Republican. 2 cont.

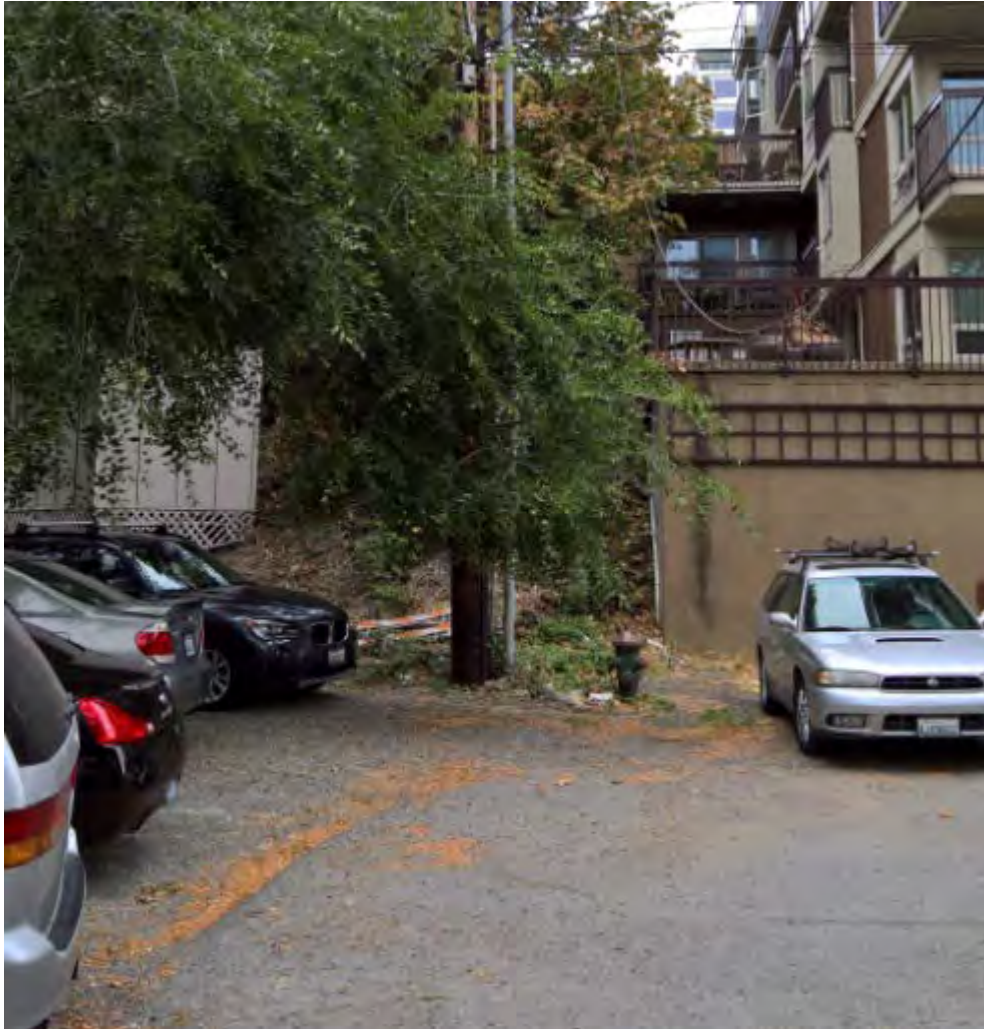


As you can see from this Google Earth image there currently is not adequate space for emergency vehicles to access the proposed "Development Zone" as currently proposed in the EIS draft.



2 cont.

Note the limited access to the single fire hydrant at the dead end of West Republican - see below. This would be the single water source for fires at the end of West Republican.



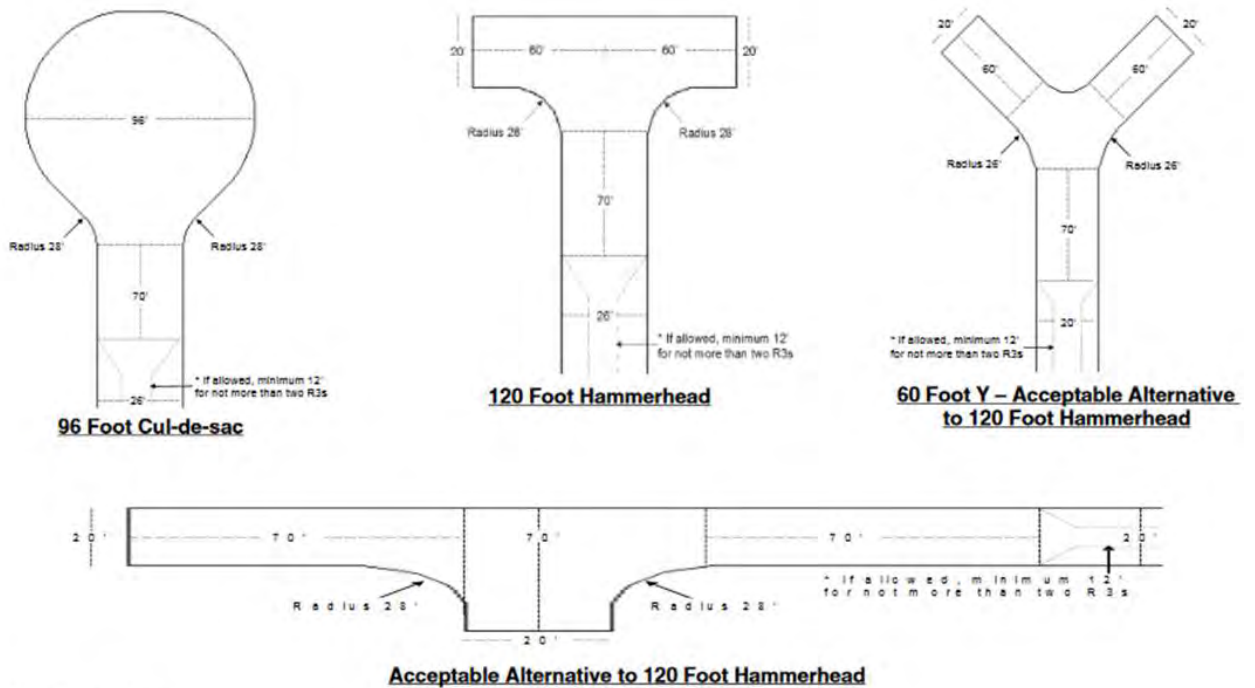
The 2012 Seattle Fire Code - Chapter 5 / Fire Service Features, Section 503 - Fire Apparatus Access Roads has the following requirements:

503.2.4 Turning radius. The required turning radius of a fire apparatus access road shall be ~~((determined by the fire code official.))~~ 25 feet minimum inside curb and 50 feet minimum outside curb.

3

503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with ~~((an approved area for turning around fire apparatus.))~~ a turnaround in accordance with Appendix D as amended.

Appendix D Details - Page 485 / 2012 Seattle Fire Code



For SI: 1 foot = 304.8 mm.

FIGURE D103.3
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

(please use the links below to reference the 2012 Seattle Fire Code)

<http://www.seattle.gov/dpd/codesrules/codes/fire/>

http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/s047925.pdf

The current street conditions of 5th Avenue West or West Republican do not meet the 2012 fire code requirements for a 96 foot cul-de-sac turn or the 120 foot hammerhead options. The proposed "Development Zone" south of 521 5th Avenue West and on Republican will increase the parking congestion and the potential for emergency services such as Fire and Medical response vehicles.



Due to existing congestion and inadequate road access for emergency vehicles on 5th Avenue West and Republican I am requesting that he development zones that are currently proposed be removed from the EIS proposal. As a resident of this area I am extremely concerned that there is currently proper access for emergency services should there be a major fire or earthquake in our neighborhood. This problem will be compounded by increasing the density of residential units on these two blocks as proposed. 5

Please confirm your receipt of this email and provide me with your feedback.

Best regards,

Terry Gilliland
Unit 901 - Harbor House Condominiums
[206.919.5637](tel:2069195637) cell

From: Terry Gilliland [<mailto:terrygailgilliland@gmail.com>]

Letter: Gilliland, Terry-3

Sent: Wednesday, August 31, 2016 9:19 AM

To: Holmes, Jim <Jim.Holmes@seattle.gov>; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>

Cc: Mason Killebrew <amkwa66@msn.com>; George Dignan <gdignan@msn.com>; Judie Johnson - Harbor House <judie007@comcast.net>; Rob Ernst <robjernst@gmail.com>; Daryl Schlick <schlickd@msn.com>; Suzi Ward-Webb <skw5761@msn.com>; Steve Hansen <stephenhansen1@comcast.net>; S Kolpa <susankolpa@yahoo.com>

Subject: EIS Proposal Comment / Proposal for Green Space - 5th Ave. West through to Republican / Public Right of Way

Jim,

I am proposing the public right of way property that extends from south end of 5th Ave. W downward to Republican St. be designated as a green zone. The designation of this area as a green zone would change the current designation of this area as a "Development Zone".



I have provided you with the images below to document that substantial amount of trees and vegetation that currently covers this area.

Google Earth Image - 5th Avenue West & West Republican St.



View - Eastern edge of right of way looking south from 500 5th Ave W. (Lux Condos) down to West Republican.



View - West Republican St. looking north back up to 5th Ave. W. / 500 5th Ave W. on right side of image



View - South end of 5th Ave. W.



View - 9th Floor Harbor House looking into green space



As you can see from the larger aerial view from Google Earth this green zone is a sizeable green space in our neighborhood.



This green zone provides multiple benefits to the residents of this area. These benefits include:

- Wildlife habitat
- Erosion control - 40% Slope condition
- Noise buffer from Elliott Ave.
- Air Quality

I am proposing that the "Development Zone for this area be eliminated from the EIS proposal. This area should be designated as a Green Zone to benefit the residents of this area.

Please confirm your receipt of this email and provide me with your feedback.

Best regards,

Terry Gilliland
Unit 901 - Harbor House Condominiums
[206.919.5637](tel:2069195637) cell

Letter: Gilliland, Terry-4

From: Terry Gilliland [<mailto:terrygailgilliland@gmail.com>]

Sent: Wednesday, August 24, 2016 8:45 AM

To: Bicknell, Lyle <Lyle.Bicknell@seattle.gov>

Cc: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Re: Follow up from last night

Good morning Lyle,

Thank you for your time last night and the feedback you provided. I appreciate the opportunity to discuss the zoning options with you and Jim. Thank you for the link.

I have sent you a couple of photos of the green zone that is directly south of Harbor House at 521 5th Ave W. This area includes the public right away that extends from the end of our cul-de-sac on 5th Ave. W. down to Republican Ave. - see Google map screenshot below



The photo below is of 509 5th Ave. W. directly south of Harbor House. You can see the end of the cul-de-sac on the left side of the image.



What section of the environmental report should I use to provide my feedback regarding a request to designate this area as a green zone? Is the term "green zone" the correct reference?

I am looking forward to receiving your feedback and reviewing the next version of your proposal.

Regards,

Terry Gilliland
Unit 901 - Harbor House
206.919.5637

On Wed, Aug 24, 2016 at 8:22 AM, Bicknell, Lyle <Lyle.Bicknell@seattle.gov> wrote:
Folks:

Here's the link I discussed at the meeting. I'll make sure Jim has your email on the distribution list.

<http://www.seattle.gov/dpd/shapingseattle/map.aspx>

Best,

Lyle

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Lyle Bicknell

Principal Urban Designer

City of Seattle [Office of Planning and Community Development](#)

P.O. Box 94788, Seattle, WA 98124-7088

P: [206.684.4183](tel:206.684.4183) | F: [206.733.7090](tel:206.733.7090) | lyle.bicknell@seattle.gov

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From: Terry Gilliland [mailto:terrygilliland@outlook.com]
Sent: Thursday, August 18, 2016 3:50 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: 'Terry - Gmail' <terrygailgilliland@gmail.com>
Subject: Terry Gilliland / Harbor House on Queen Anne / Pending Meeting

Hi Jim,

I am the owner of unit 901 at Harbor House. I have reviewed the rezoning document and see that my view and property value could be severely impacted by the proposed new height limits. I am particularly concerned about the potential development of 509 5th Ave. W. and the commercial property on Elliott which is designated as a “redevelopment/commercial mixed use property” as illustrated in the images below. 1



I have a couple of questions that I would like addressed during our upcoming meeting regarding the potential development of 509 5th Ave. W. and the property on Elliott Ave. directly below Harbor House. Here is my feedback and questions:

1. 509 W. 5th Ave. – This property is currently a triangular property with a duplex. The property is on a significant slope and part of a green belt (I don’t believe it is officially designated as a green belt but it should be considered a green zone as part of the new zoning) with all of the trees on the adjoining properties which include a home at the end of Republican. 2
 - Question – Is there sufficient square footage in the exiting lot at 509 5th Ave. W. to allow for the construction of a high rise – 85’ to 160’ structure given the slope conditions? Would the 85’ to 160’ be measured from the street level of 5th Ave West or Republican St.?
2. Existing Views – What is the criteria to approve new buildings that will eliminate existing views and devastate real estate values?
 - Example – The south facing side of Harbor House has some amazing views – this is the view from my deck. 3



- Will there be any compensation required to be paid to property owners who loose property value due to view that are blocked by new construction?

4

As you can appreciate it would be devastating to lose our view and the equity we have built up over the last 18 years we have lived in Harbor House. I look forward to the meeting and getting your feedback.

5

Best regards,

Terry Gilliland
206.919.5637 cell

From: Helen Gleason [mailto:hmgleason@comcast.net]
Sent: Thursday, September 01, 2016 7:21 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: No vote for uptown rezoning

Dear Jim,

Please put me down as strongly opposed to rezoning the Uptown area. My vote is for NO Rezoning!
Very strongly opposed!!!! Let's not get into a lawsuit over this with the citizens who clearly don't want
this kind of developer bias proposal.

Sincerely and with conviction,

Helen Gleason

Sent from my iPhone

From: Morgan Gold [<mailto:morgangold13@yahoo.com>]
Sent: Wednesday, July 27, 2016 3:11 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: UPTOWN REZONE

Dear Mr. Holmes,

Wanted to take the time to weigh in on the rezone proposal for Uptown. By far Alternative number 1 (no action) is the route to go. According to your report that scenario yields a 44% increase in households and 17% in jobs. Alternative 2 only adds 5% and 2% increases respectively compared to Alternative 1. Alternative 3 (which is crazy to even consider) adds only 11% and 4% above Alternative 1. Hardly worth destroying the property values, character and quality of life for thousands of homeowners who have paid plenty in property taxes over the years. To wall us off from downtown and ruin our greatest asset for small % gains over what is presently allowed is the very definition of a poor risk/reward ratio.

Respectfully,

Morgan Gold

Queen Anne Homeowner for over 30 years

From: Morgan Gold [<mailto:morgangold13@yahoo.com>]
Sent: Wednesday, August 31, 2016 8:46 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Upzone

Mr. Holmes,

Thank you for taking the time to listen to the numerous concerned stakeholders that make up the Ward Street Alliance and various other Queen Anne Hill renters and owners. I believe the EIS document that you wish us to comment upon has numerous flaws that render it an unreliable document for the purposes of impact to the neighborhood. I will list some of the reasons below:

1) No view consideration was taken from Ward Springs Park. This is the most significant park between Uptown and Queen Anne Hill. Furthermore with the increased density being proposed, it would become an even more popular park and thus the view impacts should certainly be considered from that vantage point. It has hosted parties, weddings, etc. and should not be ignored and will be utilized much more.

2) The traffic impacts are not addressed fully. At present the Mercer Mess has returned with a vengeance and the density in this proposal will render it permanently gridlocked. A traffic study should be completed. Furthermore a study of the traffic impact, parking, etc. should be completed for major events at the Seattle Center (Bite, Bumbershoot, Folk Life, Torchlight, etc.) At present we have visitors to those events parking throughout the neighborhood, littering, car prowling, etc. It would be helpful to know how much worse it will be with less parking and more cars. I did notice some mention in the study regarding light rail alleviating the traffic woes caused by alternative 2 and 3 but no mention of it in regard to the "no action" alternative. Is the city of Seattle claiming that light rail will only occur if alternative 2 or 3 is adopted?

3) There is no mention of how the tree canopy coverage will be impacted by this proposal. Right now one can see a sea of emerald green trees as you look south from Queen Anne towards the Seattle Center and downtown. Will these mature trees be felled? Is it really worth destroying the environment to achieve what in the end will be a Pyrrhic victory, at best, for everyone but the developers?

4) We all know that developers will purchase the least expensive parcels first and those are typically more affordable for renters. Has the city of Seattle studied how many units which are presently affordable will be lost by adopting this developer driven agenda? To displace renters from affordable housing in the name of affordable housing is beyond heinous. At a minimum, the city should make an honest estimate as to how many affordable apartment buildings will be demolished to make way for these expensive towers. It is disingenuous to claim you are taking steps to provide affordable housing while displacing existing affordable renters. The term "we must burn the village in order to save it" comes to mind.

5) A realistic rendering of the complete build out and the impact to views, sunlight, safety, etc. should be completed. To claim that only a few tall and thinner buildings will be built is shortsighted and false. Does the city of Seattle have a way to ensure that? On the contrary, we all know a wall of tall skinny buildings will be erected and to claim otherwise is willful ignorance. The developers will buy up every parcel and build as high as they can without any city control.

To assert that this massive folly will result in "just a few" 160ft towers is blatantly false and based on nothing more than an agenda to sell this crazy idea.

6) Police, fire and emergency services were not properly addressed. It is simply unrealistic to claim that adding over 3000 people to the area will not result in increased traffic and thus greatly hinder the ability of the aforementioned services to get to and from the trouble or emergency. At present the traffic is awful, I shudder at the thought of the impacts of this developer dictated agenda. 7

7) The environmental impacts were not properly addressed. No mention of the overtaxed storm water system which will be further burdened. Also the increase of impervious service will further tax the already overworked and failing storm water system. At present there are areas around your proposed developer give-away that are mid calf deep with water during winter and fall. Additionally, the needed increase to the electric grid, gas, etc. was not properly addressed. 8

8) The report does not seem to appreciate that by simply taking "no action" nearly 90% of the housing that Alternative 3 would provide could be achieved. Is it really worth destroying the way of life for thousands of homeowners and renters, not to mention the views that make Seattle iconic, as well as the environment to achieve that additional 10% that the developers demand? 9

9) It is disingenuous to claim that alternative 2 or 3 will help tackle the affordable housing problem in Seattle. If anything it will exacerbate it. The people presently living in what is affordable for the area will be displaced in the name of a ruse cooked up by developers to build 160ft towers for the privileged 1%. Please do not propose this under the guise of helping the affordability problem when the very process will displace people presently living in affordable housing, never to return. 10

10) If for some reason a corrupt bargain is cut between the developers who cooked up this idea and the city of Seattle to allow alternative 2 or 3, please put in some sort of design review as generations of Seattleites will be staring at those towers rather than the Space Needle, downtown, the Gates Center, EMP, Elliot Bay, etc. and will have only the city of Seattle to blame or thank. 11

Thank you for reading,

Sincerely,

Morgan Gold

From: HANS JOACHIM GOLM [<mailto:hansjgolm@msn.com>]

Sent: Sunday, September 18, 2016 4:22 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Rezoning

Mr. Holmes,

In my humble opinion and desire, I'm for leaving the zoning issue as is.

Thanking you in advance for your consideration in advance.

Hans-Joachim Golm

QA resident

Sent from [Mail](#) for Windows 10

From: Dan Goren [<mailto:Dan@DanandPeter.com>]
Sent: Wednesday, August 31, 2016 10:10 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Proposed Rezones in Urban Design of Uptown

Dear Mr. Holmes,

I am in full agreement with the letter submitted to you from Carolyn Mawbey.

Given the current density of traffic and buildings on W Mercer Place/W Mercer Street, between Elliott Ave and Queen Anne Ave, Proposal #1 (no change to height restriction) in my view is the only acceptable option. 1

W. Mercer is a major truck route from Elliott Ave toward I-5, and is currently clogged with traffic throughout the day. New buildings at a taller height would add an unmanageable amount of traffic. In addition the existing condominium buildings on W. Mercer Place, overlook Elliott Ave on the backside, where traffic and parking already clog the street that provides access to back of these buildings. These building conform to the current height restrictions, and if the height restrictions were increased for buildable parcels, it would destroy the current environment and accessibility for the immediate area facing Elliott Ave. 2

The West Mercer Place Section of Uptown is so densely built on all sides of the hills that it could not withstand replacement buildings at a taller height. 3

Thank you for your consideration

Sincerely,

Daniel Goren
511 W Mercer Place, #502
Seattle, WA 98119

From: Joseph Grant [mailto:josephwgrant@gmail.com]
Sent: Wednesday, July 20, 2016 8:57 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Queen Anne upzone

Hello Jim,

I would like to voice my absolute support for the upzoning plans for Lower Queen Anne with the option to upzone to 160 feet. Not only does greater height allow for more design flexibility, but it also allows for a more efficient use of an urban area that has adequate transit and other infrastructure to support a much larger population. If we do not upzone more of the city (with proper design guidelines), we will be stuck with a city of bread loaf-resembling buildings.

1

I would also like to encourage the city to not make affordable housing requirements too strict. It is better that new housing be built at a market rate than no housing at all due to onerous regulation and costs related to inefficient subsidy programs currently pushed by the city.

2

Best regards,

Joseph Grant

From: Rich W. Greiling P.E. [<mailto:RGreiling@ecc.net>]
Sent: Sunday, August 28, 2016 10:48 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: 'Sue Greiling (sgreiling@aol.com)' <sgreiling@aol.com>
Subject: Comments on Draft EIS for the Uptown Rezone near Seattle Center

Mr. Holmes:

Please confirm receipt of 3 pages of comments to the Draft EIS for the proposed Uptown rezone. 1

We are greatly opposed to any rezone that will effectively wall off the Seattle Center on all sides, result in the removal of scores of mature trees, and forever change the skyline around the Seattle Center as viewed by thousands working in downtown and residing in Queen Anne, Belltown, South Lake Union, Capital Hill and even First Hill. 2

We would, however, be open to a limited rezone on the “four corners” where the intent is to retain views of and through Seattle Center from all sides as well as retaining the blanket of green that sweeps through the park and up Queen Anne hill. 3

Rezone heights in Alternate 3 should NOT be allowed anywhere in the planning area with the possible exception south and east of the Seattle Center where such heights could be a normal transition to higher building allowances in Belltown and the South Lake Union neighborhoods. Any rezone in the “four corners” – be it Alternate 2 or Alternate 3 – should require public plazas and/or increasing setbacks with higher structures to reduce “tunneling” and shadow issues. 4

Respectfully,

Rich and Sue Greiling
171 Prospect Street
Seattle, WA 98109

From: Rich W. Greiling P.E. [mailto:RGreiling@ecc.net]
Sent: Wednesday, September 14, 2016 11:26 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezone - Draft EIS Comment

Mr. Holmes:
Please see the additional comment to the Draft EIS.
Thank you.

Richard and Sue Greiling
171 Prospect Street
Seattle, WA 98109
Cell:1.206.295.7218 Office:1.206.352.3728
*"Be ready to revise any system, scrap any method, and
abandon any theory if the success of the job requires it."
Henry Ford*

Draft EIS for the Rezone of the “2015-2035 Uptown Urban Village”

Page	Subject	Comment
1-23	Protected Views – SMC Sec. 25.05.675P	<p>The proposed height allowances under both Alternates 2 and 3 are counter to Seattle Municipal Code Section 25.05.675P to protect public views of significant natural (i.e., Puget Sound) and human-made features (i.e., the Seattle Center, Space Needle, downtown skyline, etc.).</p> <p>Discuss why the rezone in South Lake Union has resulted in the construction of only six (6) to twelve (12) story buildings in what is an extension of the downtown urban core, while the proposed alternatives would allow structures of twelve (12) to sixteen (16) stories. The proposed rezone is inconsistent with and in violation of the SMC to protect the cityscape around the Seattle Center. It also promotes taller, blocking structures on the fringe of one of the Seattle’s historical residential neighborhoods.</p> <p><u>Recommendation:</u> DO NOT allow any structures in the Uptown area taller than allowed by existing zoning <i>within 750 feet of the external boundaries</i> of the Seattle Center.</p>

From: Pat Griffith [<mailto:pgseattle@q.com>]
Sent: Thursday, September 01, 2016 3:54 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Upzone choices for Uptown (Lower Queen Anne)

As a person who has lived on Queen Anne since 1975, I wish to weigh in on the three choices. Seattle and Uptown are becoming increasingly unlivable and unaffordable for a large segment of our population. To see a livable city, I suggest you visit Barcelona, Spain, to sample a livable environment.

The sixteen story maximum should be off the table. I favor the four story option to keep our streets from becoming dark canyons for the six to eight months with low sunlight. I could live with the eight story maximum if it were designated for a few buildings per block. If this option is chosen, we need some concurrency on open space other than Seattle Center and please, no more concrete "plazas" such as the unusable unfriendly space at Roy St and Queen Anne Ave.) and view preservation. And we need an absolute guarantee for ordinary people and retirees for affordable housing. Right now there is virtually no market rate affordable housing that is not in danger of being bulldozed. **A preservation strategy needs to be part of any plan.**

Already, traffic is a nightmare. Even before 3pm, it takes a half hour to get to I-5. And sorry, high earning individuals and others who need to pick up children and run errands or people who work odd or evening hours cannot realistically rely on METRO or Sound Transit options and will have cars. If we need to go to a destination not easily accessible by bus or if there are mobility issues, getting there between 3pm and 7pm is a frustrating experience. If new residents don't have cars, you can be assured that Uber will create more car trips.

Please don't screw up this city any more!

Pat Griffith
2561 12th Ave. West
Seattle, WA 98119
206/285-2452

From: Paul Griggs [<mailto:paul.griggs@yahoo.com>]
Sent: Tuesday, August 30, 2016 8:30 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: UPTOWN urban design framework

Thank you.

We appreciate it.

Paul and Teena Griggs

From: "Holmes, Jim" <Jim.Holmes@seattle.gov>
To: Paul Griggs <paul.griggs@yahoo.com>
Sent: Tuesday, August 30, 2016 7:09 AM
Subject: RE: UPTOWN urban design framework

Thank you for your comment. I have added your email address to our contact list so that we may keep you updated on new information as it becomes available or meetings as they are scheduled. Your comment will be combined with the other comments received will be included in the Final EIS with a response.

From: Paul Griggs [<mailto:paul.griggs@yahoo.com>]
Sent: Monday, August 29, 2016 9:06 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Bicknell, Lyle <Lyle.Bicknell@seattle.gov>
Subject: UPTOWN urban design framework

Dear Mr. Holmes,

We are writing in response to the proposed UPTOWN urban design framework project.

As we assume that you have received many communications regarding this issue, we will be brief.

We are long time residents of Queen Anne. We are very active in our community, and we are proud to call Queen Anne our home.

We have invested heavily in our property, to not only make it a safe and comfortable home in which to raise our family, but also to preserve its historic significance which complements the neighborhood of Queen Anne as a whole.

We have also invested heavily in the City of Seattle as well as in King County through the payment of years of progressively rising property taxes.

We agree that a comprehensive plan for the future of development in the Queen Anne is critical to maintaining a safe, prosperous, and livable community.

1 cont.

We applaud many of the proposals in the project description, such as the continued revitalization of the Seattle Center, which represents a tremendous community asset.

We are concerned, however, with proposals to dramatically alter existing construction codes relative to density and height. By supporting a traditional residential neighborhood area bordering downtown, we feel that we bring historic value to the community. Dramatically increasing height limits immediately adjacent to these areas would be grossly out of character with the historic nature of the neighborhood. The marked increase in population density associated with such development relative to the intended density of the infrastructure has the potential to create further parking and traffic problems, which are already an issue. These are not particularly concerns for the developer, who in most cases will sell the completed property and move on to the next project. The more transient nature of the residents of such structures has the potential to detract from the residential character of the neighborhood and, frankly, one of the basic roles that Queen Anne fulfills in the larger framework of the city of Seattle.

2

We ask that the city of Seattle listen to some of its strongest supporters, the long term residents of Queen Anne, as this process evolves. We strongly suggest the "High Rise" option **NOT** be implemented, and that the "Mid-Rise" option only be implemented in areas where it will truly complement the existing nature of the surroundings.

3

Thank you for your attention.

Please do not hesitate to contact us should you desire further clarification of our position regarding these proposals.

Sincerely,

Paul and Teena Griggs
309 Prospect Street
Seattle, WA 98109

From: Barry Gumbiner [<mailto:bmgumbiner@mac.com>]
Sent: Sunday, August 28, 2016 4:09 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: uptown rezoning

Dear Mr Holmes,

I wish to offer some comments about the planning to consider rezoning the uptown neighborhood. The quality and character of this neighborhood is very important to me, because I am a homeowner and resident of the South Slope Lower Queen Anne neighborhood, adjacent to the area being considered for rezoning.

1

I understand that this is a fairly high density area and that is part of what makes it appealing as a vibrant neighborhood, with its mix of people, commercial entities, and entertainment. Some growth of residential space could probably be accommodated. However, excessive development that could arise from rezoning could very badly damage the quality and character of the neighborhood, so it is very important to proceed cautiously and not just open things up to whatever comes.

One important concern is the likely increasing in vehicular traffic that will result in the already problematic Mercer corridor. Mercer avenue, being essentially a long on-ramp to I-5, Rt 99, as well as one of the few cross town streets is already incredibly congested and seemingly at full capacity. Even though I commute to work daily on foot, this still creates burdens for me, even with occasional driving (for example to visit friends in other neighborhoods or leave town for recreation), it is not uncommon to have to spend a great deal of time just to get out of this neighborhood. I also causes a lot of spillover traffic into the adjacent more residential areas and will create additional street noise in the surrounding community. I understand that the city hopes to encourage more walking, bicycling, and use of public transportation in this area, but even then there will always be a significant increased burden of additional traffic; and I am highly skeptical of studies that claims otherwise. People will still own cars and park them in their buildings or on the street, because most will use cars for various purposes - some will still need to commute to difficult to reach places and everyone needs to shop and get out of the neighborhood for personal and recreational purposes.

2

I am also concerned that demolition of the existing housing stock to be replaced by larger modern buildings will exacerbate the affordability problem. Many of the older modest apartment buildings in this area provide affordability that new construction will not, even if the city somehow manages to require the developers to add "low cost" housing. I think that this is evident from all the luxury residential building that has gone on Downtown and in Belltown. It is fine that certain neighborhoods like these are targeted for high end growth, but the uptown area would be greatly changed by excessive addition of modern buildings.

3

A significant concern is how excessive building will change the quality and character of the neighborhood and negatively impact livability here. I remind you that the community address this issue several years ago, opposing additional height in the area and establishing the current 40 foot height limit. A modest height limit is appropriate for the areas surrounding the Seattle Center and the Space Needle, which are significant cultural places in the city beyond just being tourist attractions. I am especially concerned about the proposal to increase the height limit to

4

160 ft. Such large buildings would isolate the neighborhood from the cultural amenities and parklike atmosphere of the Seattle Center, reduce sunlight at street level from building shadows, and block the desirable views of residents living on the South Slope of Queen Anne hill. These views represent a major neighborhood amenity creating the character of the neighborhood and extremely important in the decision of the residents to purchase and maintain homes here.

I'd also like to mention that I am very unhappy about the poor way in which the city and planning group has failed to adequately inform and engage the neighborhood about this rezoning planning process. I subscribe to the daily Seattle Times explicitly for the purpose of staying up on local issues, but I am not aware that any announcements have appeared there. I only found out about this from a neighbor just about a week ago. And even short of newspaper announcements, I think the city has a duty to inform all of us by mail that such planning is going on. I have lived in other communities in which this was done regularly, even for much small planning changes.

Sincerely

Barry Gumbiner
114 Aloha St.

Barry M. Gumbiner
bmgumbiner@mac.com

From: Hazel Hahn [<mailto:istallet73@yahoo.com>]

Sent: Thursday, September 01, 2016 3:08 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: input on Uptown Planning: Lumen

Hi Jim,

Thank you so much for the presentation at Lumen on Tuesday.

One input I have is this:

It can be hard to get in and out of the Lumen building garage (QFC shares the same entrance for its garage) onto Taylor Avenue and back, during rush hour. Because there is only one lane, and Taylor Avenue is a major feeder onto Mercer, often the entrance to the garage is blocked by cars. So, for both customers of QFC and residents of Lumen, this can be a hectic process. Sometimes there is a line of cars waiting, inside the garage, to get out of the garage.

I do my best to avoid driving out of the garage between 4 and 6 pm. Currently it works OK much of the time as long as I avoid those hours, but I fear that if there is construction nearby, this could severely exacerbate the issue. For this reason especially, this is something the city and the planners should be aware of.

Also, please add this e-mail address to the list of updates on Uptown zoning change.

Thank you,
Hazel Hahn

From: Craig Hajduk [<mailto:chajduk@gmail.com>]
Sent: Thursday, September 01, 2016 2:36 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: EIS comments from Queen Anne resident

Hi Jim,

I'm just getting back into town and wanted to send a quick note regarding the EIS feedback that the Ward St group prepared. I completely support their comments, but wanted to send a few additional thoughts and understand that today is the deadline to send something in. 1

I strongly agree with our recommendations to reconsider the traffic impacts. We live in lower Queen Anne (2nd and Ward). Despite our best efforts, as a family, we often have to travel east between 1pm and 5pm for things like extracurricular activities, playdates, and the like. It's often gridlock. On many days, it takes 10-15 minutes to get from 5th to Dexter on Mercer at virtually any point in the afternoon. It seems like we've gotten back to the old gridlock on Mercer, where the trip from lower Queen Anne to I-5 takes 20-30 minutes, and there's daily road rage as desperate motorists block the intersection to get through the lights. Based on my experience, the assumptions in the plan seem wildly optimistic, and I'm puzzled and concerned by what look like inconsistent assumptions in the document. If Mercer does become the clogged artery that it was before under the more aggressive plans, I'd strongly argue for limiting building height to prevent that from happening again. Mercer is an absolutely critical artery for us to connect to other parts of the city and the eastside, so it's a huge issue for us. 2

Walling off the Seattle Center would be a massive mistake. The community living around the Seattle Center benefits from being more closely connected to it, and the more families that use it, the more it will be a vital piece of the fabric of the community. We should be encouraging usage of the Seattle Center grounds and facilities especially by families; ringing it with tall buildings will put it out of sight and out of mind. I'm very concerned that besides a big wall between the Center and Queen Anne, the area north of the Center will look like the area just west of the Key Arena, with all sorts of vacant restaurant and retail space, no green space, etc., or tall high rises where all the commercial real estate is occupied by national franchises (Subway, Jamba Juice, etc – you get the idea). I've love to see parts of Cap Hill serve as the model there, with lower buildings with more interesting spaces. 3

Finally, I noted that the Ward Springs park wasn't listed as an important viewpoint. There are a lot more families that are moving into the area (several in a few blocks of us in the last few years alone) and that park gets much more use now that it did even five years ago. In fact, each weekend my three kids form a gang with children from other houses on our street to go down there and play (usually 12 kids or so, just between our homes). That really should be included as an important viewpoint, given the skyrocketing use of the area and how often the park is used now. 4

I really appreciate the diligent work you and your teams are doing on the project – I'm really looking forward to seeing some great development down there and appreciate being able to participate in the process. 5

Thanks,

Craig

Craig Hajduk
204 Ward Street
C: 206 290 5841

Sent from [Mail](#) for Windows 10

From: Jeff Hall [mailto:jeffreyehall@gmail.com]
Sent: Thursday, September 01, 2016 10:16 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Seattle Uptown Rezone

Thank you for the opportunity to comment on the Draft Environmental Impact Statement for the City of Seattle Uptown Urban Center Rezone.

I attended the Open House meeting at the Seattle Center Armory on August 4th, and was glad to do so - the presentations and questions at that meeting were very valuable.

Having reviewed the Draft EIS and having considered the discussion from the August 4th meeting, I believe the “No Action” alternative is clearly the best choice going forward, for the following reasons:

1. Developers are actively increasing density (via new construction) in the Uptown Urban Center. This has been going on for several years, and continues today. They are achieving this within the existing zoning and height limits.
2. While the Uptown Urban Center already has a few tall buildings, to date development in this area has avoided the pitfalls that have occurred in Belltown, where many blocks along 1st Avenue and Western Avenue have become dark, grim canyons with little or no street activation. In contrast, the Uptown Urban Center has open skies and significant street activation, even when there are not big events at Key Arena, Seattle Center, etc.
3. As things stand today, the Uptown Urban Center is a remarkably diverse neighborhood in terms of age, income, and occupation. Many well-paid tech workers do indeed live in the neighborhood, but they are by no means the majority, and this diversity is something to celebrate and preserve.

All-in-all, the “No Action” alternative makes sense because the Uptown Urban Center is a successful neighborhood today. Changing zoning and height limits risks neighborhood canyonization and the accompanying urban blight that large sections of Belltown are subject to today. That is not a desirable future, and thus I urge that the Final EIS recommend the “No Action” solution.

Thanks much,

Jeff Hall
220 W Olympic Place #310
Seattle, WA 98119
(206) 841-2069

From: Whit Hamlin [mailto:wdh@parksideinvestment.com]
Sent: Monday, August 08, 2016 12:17 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Queen Anne EIS feedback

Hi Jim,

My wife Beth and I own property at 300 W Kinnear Place, just below Kerry park. Here are our comments for the EIS:

We support 65' height limits north of Mercer ST, 85' height limits from Mercer to Republican, and 160' south of Republican. It's important the City allow for growth, also more density makes for better retail. But it's also important to preserve views from Queen Anne.

Thanks

Whit

Whit Hamlin
+1.206.234.8057

From: bharrington43@gmail.com [mailto:bharrington43@gmail.com]
Sent: Wednesday, August 17, 2016 3:14 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: dwestneat@seattletimes.com; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Burgess, Tim <Tim.Burgess@seattle.gov>; Michael Harrington <har1site@aol.com>; Chris Longston <chrislongston@hotmail.com>; Pam Longston <pclongston@yahoo.com>; Penn Gheen <Penn.Gheen@bullivant.com>; Kelly Blake <kj_blake@hotmail.com>; Marjorie Uwi <kealoha483@gmail.com>; bruce.harrell@seattle.gov.com; Gonzalez, Lorena <Lorena.Gonzalez@seattle.gov>; Herbold, Lisa <Lisa.Herbold@seattle.gov>; Rob.Johnson@seattle.gov.com; Juarez, Debora <Debora.Juarez@seattle.gov>; O'Brien, Mike <Mike.O'Brien@seattle.gov>; Sawant, Kshama <Kshama.Sawant@seattle.gov>; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>
Subject: Re: Questions for August 17 QA cornerstone meeting, 500 Aloha St.

Jim, thank you for such a very quick response. I am certain you will have many answers for our questions, Bev Harrington

Sent from my iPad

> On Aug 17, 2016, at 3:11 PM, Holmes, Jim <Jim.Holmes@seattle.gov> wrote:
>
> Hello Beverly:
>
> Thank you for your questions. The will be very useful in our presentation and I will try to provide answers you find valuable. I am looking forward to our meeting Thursday night.
>

From: bharrington43@gmail.com [mailto:bharrington43@gmail.com]
Sent: Wednesday, August 17, 2016 2:30 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>; dwestneat@seattletimes.com; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Burgess, Tim <Tim.Burgess@seattle.gov>
Cc: Michael Harrington <har1site@aol.com>; Chris Longston <chrislongston@hotmail.com>; Pam Longston <pclongston@yahoo.com>; Penn Gheen <Penn.Gheen@bullivant.com>; Kelly Blake <kj_blake@hotmail.com>; Marjorie Uwi <kealoha483@gmail.com>; bruce.harrell@seattle.gov.com; Gonzalez, Lorena <Lorena.Gonzalez@seattle.gov>; Herbold, Lisa <Lisa.Herbold@seattle.gov>; Rob.Johnson@seattle.gov.com; Juarez, Debora <Debora.Juarez@seattle.gov>; O'Brien, Mike <Mike.O'Brien@seattle.gov>; Sawant, Kshama <Kshama.Sawant@seattle.gov>
Revised Subject: Date correction August 18

Thursday, August 18, 6PM, NOT August 17

Sent from my iPad

Original Subject: Questions for August 17 QA cornerstone meeting, 500 Aloha St.

> On Aug 17, 2016, at 2:02 PM, bharrington43@gmail.com wrote:
>
> Dear Jim, Thank you for agreeing to meet with our condo association this Thursday. These are the questions I have about Seattle Uptown Rezone proposal:

- >
- > 1. Can the proposal be renamed "Lower Queen Anne/Seattle Uptown Rezone Proposal?" I believe the current name is unclear to many residents of Queen Anne, including myself, who would have attended the three earlier meetings regarding this proposal we had recognized that by "Seattle Uptown" you are describing the Lower Queen Anne neighborhood in which we live. Although "Seattle Uptown" may be historically accurate, this neighborhood is currently recognized as Lower Queen Anne by most residents. 1
- >
- > 2. The Environmental Impact Statement (EIS) draft lists 3 alternatives for potential height increases:
- >
- > A. No action proposal that retains current 4 story limits. Truthfully, are you allowing that alternative? 2
- > B. Mid-rise proposal that is a "moderate height" that allows "new design and development standards." What are those new design and development standards? Is this mid-rise alternative an 8 story height allowance? That is a 100% height allowance increase! How did your office come up with such a huge increase? 3
- >
- > C. High-rise alternative: does this allow for a 12 and 16 story height allowance? Again there is no explanation of the new design, nor the development standards, nor the mandatory affordable housing requirements. What are they? Currently, how successful have the mandatory affordable housing requirements "worked? With the current building increase, I have only seen housing and rental costs increase? What research demonstrates affordable housing requirements have been met in the past and will be met in the future? 4
- >
- > D. What studies have been conducted on noise level, adequate sewage, garbage, traffic patterns, infrastructure, that show quality of living on Lower Queen Anne will not be adversely affected? Where are these described in your draft proposal? 5
- >
- > E. Why have the properties bordered by Aloha St, Highland Drive, and Taylor Ave been so outlined? It appears to have been "Gerry-meandered" to include specific properties, while other areas have not been affected, notably the higher-priced properties on West Lower Queen Anne? Does this targeting of certain properties adhere to your goal of creating more affordable housing in our neighborhood? 6
- >
- > F. In the Uptown Urban Design Framework on page 16, I count 258 "pink lots that could be developed over time." My current 4 story condo building contains 40 units. Does this mean a statistical possibility of more than 10,320 units? If a 16 story height allowance is permitted, does this mean a possibility of approximately 165,000 additional units in the area you propose to redesign with new design and standards? 7
- >
- > G. I have read recently in the SEATTLE TIMES that many investors have purchased these new condos in Seattle, don't live in them, and "flip" them, having no intention of living here. How does that lower housing costs? 8
- >
- > H. How many members on the Uptown UDF Advisory Committee have businesses in Lower Queen Anne? Surely, business owners are biased in increasing the number of residents in this area. Are any members of the City Staff of the Seattle Office of Planning and Community Development are residents of Lower Queen Anne? Will anyone on your staff be affected by proposed changes to Lower Queen Anne 9
- >

- > I. Two properties at the corner of Valley and 5th Avenue have already been given permits to build with a 4 story height allowance. If your proposal for increased height allowances is approved, will those developers be allowed to increase the height on those two buildings? 10
- >
- > J. Are there any City Council Members who are residents in the area affected by your draft proposal? Have City Council Members been given copies of your draft proposal? Has there been any input by City Council members? Has their advice BEEB sought in preparing your draft? 11
- >
- > K. I have been told that chapter 3 in your proposal claims that travel time, during commuter traffic , on Mercer St. From N. Queen Ave to I-5 is 16 minutes. Is that accurate? 12
- >
- > L. Had a permit already given to build an 8 story building on Roy St.? 13
- >
- > I am looking forward to our meeting with you at 500 Aloha St. this Thursday to have these questions answered.
- >
- > Thank you,
- >
- > Beverly Harrington, resident, #401, Queen Anne Cornerstone Building
- >
- > Sent from my iPad

From: Bev [mailto:bharrington43@gmail.com]

Sent: Thursday, August 18, 2016 7:13 AM

To: Chris Longston <chrislongston@hotmail.com>; Penn Gheen <Penn.Gheen@bullivant.com>; Kelly Blake <kj_blake@hotmail.com>; Michael Harrington <har1site@aol.com>; Pam Longston <pclongston@yahoo.com>; Brandon Renfrow <bjrenfrow@gmail.com>; Bill Ritchie <ritchie@seanet.com>; Joan Johnson <ajoan.johnson@comcast.net>; ceveatch1@gmail.com; Toni (Antoinette) French <tonifrench@comcast.net>; Marjorie Uwi <kealoha483@gmail.com>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Burgess, Tim <Tim.Burgess@seattle.gov>; mspnutt45@gmail.com; Mary Lou Lapierre <mlapierre@comcast.net>; drwnutt@gmail.com; Dawn Mullarkey <dawn.mullarkey@gmail.com>; Claudia Campanile <campie2@outlook.com>; Paul and JACKIE Hennes <jachennes@icloud.com>; Patti Hulvershorn <patti.hulvershorn@comcast.net>; Rob.Johnson@seattle.gov.com; Roberta de Vera <robertadevera@msn.com>; O'Brien, Mike <Mike.O'Brien@seattle.gov>; Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Fwd: SDCI Response to your Question

Sorry to inundate you with my emails, but I know

How busy you all are , so I'm sending my research on to you. Part of Uptown draft proposal states that the zoning in our neighborhood may be changed from a NC3 to a SM, below is a definition of what that means from the Seattle Construction and Inspection Office. Alan Oiye, a Land Use Planner in that office sent the website link that explains the Uptown rezoning proposal.

Sent from my iPhone

Begin forwarded message:

From: SDCI Q&A Service <dpdmailer@seattle.gov>

Date: August 18, 2016 at 6:43:20 AM PDT

To: <Bharrington43@gmail.com>

Subject: SDCI Response to your Question

[Please View in Html]

* * * PLEASE DO NOT RESPOND TO THIS EMAIL * * *

Greetings from the Department of Construction and Inspections.

You recently submitted the following question:

What does changing a NC3 zone to an SM MEAN.

Here is the SDCI response to your question:

Hello Beverly,

When changing the zoning designation of properties, it means that there will be different standards that apply to development on a property with the change in designation. Generally speaking, the SM designation is a more intensive zone than the NC designation and will probably allow greater development potential. Also, with both the NC and SM zoning designations there is also a height limit identified; for example, the NC3 zone might be specifically identified on a

property as NC3-40 where the "40" would be the allowed height of structures on that lot and the SM might be identified as SM-85 where the "85" is the allowed height of structures on lots with this designation. In addition, please be aware that with the NC3 designation, the "3" represents one of three Neighborhood Commercial designations (NC1, NC2 and NC3).

If your concern relates to the area that we call "Uptown", you might want to review the Office of Planning and Community Development web site for information on the Uptown planning: <http://www.seattle.gov/dpd/cityplanning/completenesslist/uptown/background/default.htm>. If you have additional questions on the Uptown planning, you will find staff contact information on that web site.

I hope this information is helpful.

Thank you.

Alan Oiye
Land Use Planner

NOTE: Unless otherwise instructed, please address further inquiries to the online Q&A service.

IMPORTANT LEGAL NOTICE

When you submitted your original question online, you acknowledged the following disclaimer:

SDCI cannot offer legal guarantees with respect to the information we provide in response to inquiries made via this website. Our response is meant to be helpful, but we expressly do not assume liability for costs resulting from reliance on this information. In the event of a conflict between information provided in response to an inquiry via this website and a specific determination reached by applying our codes to a submitted project application, the latter controls.

The standards in Seattle's Land Use and Building Codes and related codes are subject to change. How these standards apply may also vary depending on specific details relating to the site, or other information not immediately available to us at the time we respond to your question. As a property owner or project applicant you are ultimately responsible for complying with code standards.

* * * PLEASE DO NOT RESPOND TO THIS EMAIL * * *

From: Pat [mailto:mospnutt45@gmail.com]
Sent: Wednesday, August 17, 2016 11:36 PM
To: Brandon Renfrow <bjrenfrow@gmail.com>
Cc: pclongston@yahoo.com; bharrington43@gmail.com; Chris Longston <chrislongston@hotmail.com>; Sean Maloney <seanm2@hotmail.com>; Penn Gheen <Penn.Gheen@bullivant.com>; Kelly Blake <kj_blake@hotmail.com>; Bill Ritchie <ritchie@seanet.com>; Michael Harrington <har1site@aol.com>; Holmes, Jim <Jim.Holmes@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; O'Brien, Mike <Mike.O'Brien@seattle.gov>; Burgess, Tim <Tim.Burgess@seattle.gov>; Juarez, Debora <Debora.Juarez@seattle.gov>; Sawant, Kshama <Kshama.Sawant@seattle.gov>; Herbold, Lisa <Lisa.Herbold@seattle.gov>; dwestneat@seattletimes.com; Marjorie Uwi <kealoha483@gmail.com>; Toni (Antoinette) French <tonifrench@comcast.net>; Joan Johnson <ajoan.johnson@comcast.net>; Carol Veatch <ceveatch1@gmail.com>; Dawn Mullarkey <dawn.mullarkey@gmail.com>; Claudia Campanile <campie2@outlook.com>; Jackie Hennes <jachennes@icloud.com>; Pat Nolan <espman@gmail.com>; Roberta de Vera <robertadevera@msn.com>
Subject: Re: Thursday night meeting: It's not "just about the view."

The Thursday night meeting is in 404.

Sent from my iPad

On Aug 17, 2016, at 9:25 PM, Brandon Renfrow <bjrenfrow@gmail.com> wrote:

The sign in the elevator says #404

From: bharrington43@gmail.com [mailto:bharrington43@gmail.com]
Sent: Wednesday, August 17, 2016 10:16 PM
To: pclongston@yahoo.com
Cc: Chris Longston <chrislongston@hotmail.com>; Sean Maloney <seanm2@hotmail.com>; Penn Gheen <Penn.Gheen@bullivant.com>; Kelly Blake <kj_blake@hotmail.com>; Bill Ritchie <ritchie@seanet.com>; Michael Harrington <har1site@aol.com>; Brandon Renfrow <bjrenfrow@gmail.com>; Holmes, Jim <Jim.Holmes@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; O'Brien, Mike <Mike.O'Brien@seattle.gov>; Burgess, Tim <Tim.Burgess@seattle.gov>; Juarez, Debora <Debora.Juarez@seattle.gov>; Sawant, Kshama <Kshama.Sawant@seattle.gov>; Herbold, Lisa <Lisa.Herbold@seattle.gov>; dwestneat@seattletimes.com; Marjorie Uwi <kealoha483@gmail.com>; Toni (Antoinette) French <tonifrench@comcast.net>; Joan Johnson <ajoan.johnson@comcast.net>; Carol Veatch <ceveatch1@gmail.com>; Dawn Mullarkey <dawn.mullarkey@gmail.com>; Claudia Campanile <campie2@outlook.com>; Jackie Hennes <jachennes@icloud.com>; Pat <mospnutt45@gmail.com>; Pat Nolan <espman@gmail.com>; Roberta de Vera <robertadevera@msn.com>
Subject: Re: Thursday night meeting: It's not "just about the view."

Let's add that to our questions

Sent from my iPad

On Aug 17, 2016, at 9:01 PM, Pam Longston <pclongston@yahoo.com> wrote:

One other thing to consider is planning for schools. I learned tonight that the City of Seattle school district has added 1,000 students every year since 2010 and all the schools are overcrowded.

Pam

[Sent from Yahoo Mail on Android](#)

On Wed, Aug 17, 2016 at 8:06 PM, bharrington43@gmail.com <bharrington43@gmail.com> wrote:

Hi, you all, I have re read the Uptown (should be called the Lower Queen Ann) Urban Design Framework 50 page draft proposal, and I have some concerns about changes in the building and zoning codes that affect, not only views, but that may affect the quality of life (taxes, noise level, available sunshine, traffic congestion, sewage, garbage collection, overall infrastructure of our neighborhood). Page # 10 of the draft states "development of the Uptown Design Framework is the result of advocacy by the Uptown Alliance, " if you review the membership of the Uptown Alliance, I believe it is comprised of many Lower Queen Anne business owners, not just residents whose quality of life would be affected by building code changes, but whose businesses would thrive under increased population in our neighborhoods.

I think under the guise of creating "mandatory affordable housing" these Uptown Alliance business owners, developers, REIT holders and nonlocal investors have convinced our Mayor and City Council members , and Seattle Office of Planning and Development that increased building created by raising current building allowance heights from 4 stories to 8 to 16 stories will create more affordable housing here in our neighborhood. Have you noticed that the opposite is true? Our home values have risen and rental costs in the neighborhood are at an all time high? Traditionally and historically, when have inundating neighborhoods with high rises lowered housing costs? Look at Manhattan. 60 Minutes did a segment last year on the adverse effects of changing building codes to allow for height increases.

There are approximately 258 pink zones targeted for redevelopment on page 16 of the draft. If those zones had 40 units such as our building, that would create approximately 10,000 more units in Lower Queen Anne. If height allowances increased to 16 stories, conceivably, that could add approximately 165,000 units to Lower Queen Anne. How did we provide the infrastructure for this number? Increased taxes? How would that affect you as a property owner? How would that affect your Home Owner dues and assessments?

Please read page # 24 of the report, you will notice that our area Aloha / Taylor (4.) and Aloha/ Taylor Blocks (6.) have a separate treatment section. Areas for redevelopment include the Crow,Naboob, and Cafe Vita block. How would 16 story buildings affect our block? There are two new buildings approved at the intersection of 5th Ave and Valley. Would these two buildings be allowed to increase their height allowance.? Currently, there is not enough parking garage spaces for each unit. Page #16 of the draft proposal shows the outline of our block defined as a ."subarea." It appears that a permit has already been issued to allow an 8 story unit on Roy St.

The 3 height proposals in this draft also include proposals for "new design and development

standards " and re zoning. What does that mean? I don't t know, do you? I do know that higher buildings require concrete steel structures whereas lower buildings permit wood and brick structures. See pages 42, 43, and 45 of the draft to see examples of these 4 story to 16 story structures.

6

What can you do?

1. Attend the meeting tomorrow night to become informed. Ask Jim Holmes to clarify your questions.
2. Contact City Council members listed above to get their input. I believe Sally Bagshaw and Tim Burgess (email addresses above) live on Queen Anne, let's see what their take on this is.
3. If you agree that this proposal would adversely affect our neighborhood, contact the business owners of Uptown Alliance to get their view. If their position doesn't make sense to you, boycott their business.
4. Could we possibly get Scott Pelley of 60 MINUTES To do a segment on this development and zoning changes proposed for Seattle? Does Anyone have contacts with local TV SHOWS?
5. Encourage Danny Westneat of the SEATTLE TIMES to research and write a column of this draft.
6. Would Bill and Melinda Gates, who have their Foundation building in this neighborhood, have an opinion on the proposed draft ?

Candidly, if short term you are considering moving from this area (and where would you move?), you could profit from these zoning changes as your home value increases. (how does that verify the "affordable housing proposition?) Long term, if you intend to remain here, would you have increased taxes and for what enhanced services?

7

Hope to see you at the meeting in #401 tomorrow, Thursday, August 18, 6 PM.

Please forward to Bill and Patt Nutt or others in this building who may have interest in the Uptown Rezoning Proposals, thanks, BEV

Sent from my iPad

From: Bev [<mailto:bharrington43@gmail.com>]

Sent: Thursday, August 18, 2016 3:53 PM

To: Chris Longston <chrislongston@hotmail.com>; Pam Longston <pclongston@yahoo.com>; Kelly Blake <kj_blake@hotmail.com>; Penn Gheen <Penn.Gheen@bullivant.com>; Michael Harrington <har1site@aol.com>; bjrenfrow@gmail.com; Joan Johnson <aj Joan.johnson@comcast.net>; Bill Ritchie <ritchie@seanet.com>; ceveatch1@gmail.com; Toni (Antoinette) French <tonifrench@comcast.net>; Patti Hulvershorn <patti.hulvershorn@comcast.net>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Marjorie Uwi <kealoha4831@gmail.com>; drwnutt@gmail.com; Mary Lou Lapierre <mllapierre@comcast.net>; mspnutt45@gmail.com; Claudia Campanile <campie2@outlook.com>; Dawn Mullarkey <dawn.mullarkey@gmail.com>; Burgess, Tim <Tim.Burgess@seattle.gov>; sjmackle@msn.com; Jean Hall <halljr747@aol.com>

Cc: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Fwd: Uptown Rezone

Attached below is a thoughtful letter written by Paul Hennes (Jackie's husband) who also lives on this hill.

He makes a good point, i.e., that Jim Homes may really be Mayor Murray's "punching bag" and it's Mayor Murray who is really behind this Uptown rezoning. I would like to see studies that explain how this increased housing with its new design standards and increased building height was deemed necessary? Another study I would like to see is how the infrastructure on this hill could handle the increased population .

1

Sent from my iPhone

Begin forwarded message:

From: Paul Hennes <hennespa1@msn.com>

Date: August 18, 2016 at 2:03:31 PM PDT

To: <bharrington43@gmail.com>

Cc: "Paul & Jackie Hennes " <hennespa@msn.com>

Subject: Uptown Rezone

Hi Bev,

Jackie forwarded your email on the Uptown Rezone to me. We share your concerns completely.

Attached is a letter which we sent to Jim Holmes expressing our disapproval of Alternatives 2 and 3 (Mid-rise and High-rise).

2

Even though Jim Holmes appears to be punching bag for feedback on the draft EIS, undoubtedly Mayor Ed Murray is behind it.

Keep up the pressure!

Paul & Jackie

Paul A. and Jacqueline Hennes
1133- 8th Ave W
Seattle, WA 98119

3

August 6, 2016

Jim Holmes, Senior Planner
Office of Planning & Community Development
P.O. Box 34019
Seattle, WA 98124-4019

Re: EIS for Uptown Rezone

Dear Mr. Holmes,

The subject draft document has given us very serious concerns about the adverse impacts which the mid-rise and high-rise alternatives would produce. While we are generally in favor of achieving more affordable housing, it should not be at the expense of the livability and the historical character of the Queen Anne and Uptown neighborhoods. There are other areas of the city which would actually benefit from urban renewal and rezoning (i.e. large area south of E. Yesler Way).

Both the mid-rise and high rise alternatives will exacerbate the Mercer Street-type grid lock that we are now enduring. The City has heretofore been unable to achieve sufficient mass transit in the Seattle area to serve the needs of daily commuters. Until this happens, sharply increasing density is only making an abysmal traffic situation worse.

Increasing building heights in the Uptown neighborhood undoubtedly will reduce available light and space to residents and visitors. The quality of life in the neighborhood will be reduced. High-rise will cut off existing views of Puget Sound, Mount Rainier and the Space Needle from Queen Anne Hill and Kerry Park—Seattle's landmark viewpoint.

The notion that affordable housing should be achieved without any heed to the interests of current residents is unfair and may have political consequences for elected officials supporting it.

Sincerely,

Paul A. Hennes

Jacqueline Hennes

From: Bev [mailto:bharrington43@gmail.com]

Sent: Thursday, September 01, 2016 7:58 AM

To: Holmes, Jim <Jim.Holmes@seattle.gov>; Michael Harrington <har1site@aol.com>; Pam Longston <pclongston@yahoo.com>; chrislongston@hotmail.com; Kelly Blake <kj_blake@hotmail.com>; Penn Gheen <Penn.Gheen@bullivant.com>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; bjrenfrow@gmail.com; Joan Johnson <ajoan.johnson@comcast.net>; ceveatch1@gmail.com; Toni (Antoinette) French <tonifrench@comcast.net>; Bill Ritchie <ritchie@seanet.com>; Burgess, Tim <Tim.Burgess@seattle.gov>; mspnutt45@gmail.com; drwnutt@gmail.com; Mary Lou Lapierre <mllapierre@comcast.net>; Dawn Mullarkey <dawn.mullarkey@gmail.com>; Claudia Campanile <campie2@outlook.com>; Marjorie Uwi <kealoha4831@gmail.com>; palomera239@comcast.net; Jean Hall <halljr747@aol.com>; Herbold, Lisa <Lisa.Herbold@seattle.gov>; dwestneat@seattletimes.com; O'Brien, Mike <Mike.O'Brien@seattle.gov>; Juarez, Debora <Debora.Juarez@seattle.gov>; Sawant, Kshama <Kshama.Sawant@seattle.gov>; kealoha483@gmail.com; Sean Maloney <seanm2@hotmail.com>; Rob.Johnson@seattle.gov.com; bruce.harrell@seattle.gov.com; Gonzalez, Lorena <Lorena.Gonzalez@seattle.gov>; Deborah.Juarez@seattle.gov.com
Subject: Nature Study ESI for Lower Queen Ann

Dear Jim, One more question I have is has a nature study been included in your draft for the ESI proposal? I am concerned about the number of trees that would be removed in the lower Queen Ann redevelopment? As an habitat for birds, and all the positive influences of trees, what would the removal of those trees do to our environment ? How would multistory buildings affect their growth?

Thanks for considering my concern.

Bev Harrington

Sent from my iPhone

From: Bev [mailto:bharrington43@gmail.com]
Sent: Tuesday, September 06, 2016 10:10 AM
To: Dawn Mullarkey <dawn.mullarkey@gmail.com>; dwestneat@seattletimes.com; Jackie Hennes <hennespa@msn.com>; jachennes@icloud.com
Cc: Marjorie Uwi <kealoha4831@gmail.com>; Holmes, Jim <Jim.Holmes@seattle.gov>; mhk@martinhenry.kaplan.com; Bill Ritchie <ritchie@seanet.com>; Mary Lou Lapierre <mllapierre@comcast.net>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Burgess, Tim <Tim.Burgess@seattle.gov>; O'Brien, Mike <Mike.O'Brien@seattle.gov>; Juarez, Debora <Debora.Juarez@seattle.gov>; Dee_593@Hotmail.com; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>; Sawant, Kshama <Kshama.Sawant@seattle.gov>; Toni (Antoinette) French <tonifrench@comcast.net>; Pam Longston <pclongston@yahoo.com>; Joan Johnson <ajjoan.johnson@comcast.net>; Claudia Campanile <campie2@outlook.com>; jachennes@icloud.com; ceveatch1@gmail.com; Kelly Blake <kj_blake@hotmail.com>; bjrenfrow@gmail.com; Penn Gheen <Penn.Gheen@bullivant.com>; chrislongston@hotmail.com; sjmackle@msn.com; Jean Hall <halljr747@aol.com>; Dan Carey <careydscl@gmail.com>; palomera239@comcast.net; Mary Margaret Bohon <qammb79@gmail.com>; Margy Palo <margypalo@aol.com>; grubaughmj@comcast.net; Rhonda Whitehead <rhonda.whitehead@outlook.com>; Susan Korbonitis <billkorb@comcast.net>; Sue Buske <jbuske@hotmail.com>; Dale Hogle <clarkendale@msn.com>; Julia A Thompson <juliananthompson@comcast.net>; cbgossman@gmail.com; Cricket O'Neil <cricket@windermere.com>; Carol Noonan <caroln615@comcast.net>; Cynthia Sheridan <csheridan01@gmail.com>; cazamberlin@yahoo.com
Subject: Rumors about unseating Council Members, Jim Holmes, and boycotting QA businesses?

Dawn, thank you for Irving Bertraum's and Jeff Linderman's letter to Jim Holmes in protest of the EIS draft. Those are the best letters I've seen because they point out the proposal seems to be a sales job, rather than an adequate appraisal of all 3 alternatives to the rezoning and their impact on the living quality on QA. Of course, rumors abound around this draft and these are the 3 circulating:

1. Developers, who are behind the rezoning, hope the current Mayor and City Council members pass these new rezoning codes, and it creates an outrage among voters, so the current city administration will not be reelected, and these developers (whoever they are) already have their own new candidates for city offices ready to run? Supposedly, the developers are behind the SEATTLE TIMES article about the vacant buildings in Vancouver? How does that make sense? 1
2. The citizenry are organizing a boycott of business owners who are on the Uptown QA Alliance Committee. (how do we find out who these business owners are and what businesses to boycott?) 2
3. Jim Holmes is going to be the "fall guy" for the City Council, who will blame him for an unpopular, inadequate proposal? 3
4. The affordable housing effort will create overcrowding in QA schools, but the City Council considers that a State Education problem, not City government problem, just as they blame the Mercer St traffic congestion on the WDOT for not solving the I-5 problem. 4

I don't know if these are just wild tumors or what the truth is? Are you going to the QA Uptown Alliance meeting this Thursday? 5

Bev
Sent from my iPhone 6

From: Bev [mailto:bharrington43@gmail.com]

Sent: Friday, August 19, 2016 1:58 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Cc: Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Burgess, Tim <Tim.Burgess@seattle.gov>; Herbold, Lisa <Lisa.Herbold@seattle.gov>; O'Brien, Mike <Mike.O'Brien@seattle.gov>; Michael Harrington <har1site@aol.com>; Chris Longston <chrislongston@hotmail.com>; Penn Gheen <Penn.Gheen@bullivant.com>; dwestneat@seattletimes.com; Deborah.Juarez@seattle.gov.com; Pam Longston <pclongston@yahoo.com>; drwnutt@gmail.com; Pat <mspnutt45@gmail.com>

Subject: Thank you

Dear Jim, I appreciate the time and explanation you gave our condo association last night. Although you "didn't promise us a rose garden," I was impressed with your clarification, knowledge, and forthrightness in your presentation. I also thought Lyle's software program with graphics and maps of our area were superb. Lyle's comments added to my understanding of the project, but I still have many reservations about several alternatives in the rezoning. I am glad you are adding the noise study component to your final proposal. I feel better knowing that you and Lyle are involved in the process .

1

I will encourage our group to send their comments to you by September 1, 2017. Also, want to thank you for including the phrase "Lower Queen Anne" in your Uptown DEIS report.

2

Sincerely,

Beverly Harrington

Sent from my iPhone

From: Michael Harrington [<mailto:har1site@aol.com>]

Sent: Wednesday, August 31, 2016 9:41 AM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Cc: Bev <bharrington43@gmail.com>; Kelly Blake <kj_blake@hotmail.com>; chrislongston@hotmail.com; Penn Gheen <Penn.Gheen@bullivant.com>; Pam Longston <pclongston@yahoo.com>; bjrenfrow@gmail.com; Joan Johnson <aj Joan.johnson@comcast.net>; ceveatch1@gmail.com; Toni (Antoinette) French <tonifrench@comcast.net>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Marjorie Uwi <kealoha4831@gmail.com>; mspnutt45@gmail.com; Mary Lou Lapiere <mllapiere@comcast.net>; drwnutt@gmail.com; Dawn Mullarkey <dawn.mullarkey@gmail.com>; Claudia Campanile <campie2@outlook.com>; Burgess, Tim <Tim.Burgess@seattle.gov>; palomera239@comcast.net; sjmackle@msn.com; Jean Hall <halljr747@aol.com>; dwestneat@seattletimes.com; O'Brien, Mike <Mike.O'Brien@seattle.gov>; Herbold, Lisa <Lisa.Herbold@seattle.gov>; Juarez, Debora <Debora.Juarez@seattle.gov>; Sawant, Kshama <Kshama.Sawant@seattle.gov>; Sean Maloney <seanm2@hotmail.com>; Rob.Johnson@seattle.gov; bruce.harrell@seattle.gov; Gonzalez, Lorena <Lorena.Gonzalez@seattle.gov>; Deborah.Juarez@seattle.gov; dcerken@gmail.com; Rhonda Whitehead <rhonda.whitehead@outlook.com>; Karen Brown <jbrown1122@comcast.net>; Joanne.beyer@comcast.net; lamattox@msn.com; grubaughmj@comcast.net; Cynthia Sheridan <csheridan01@gmail.com>; deramsey@comcast.net; deramsey@me.com; Margy Palo <MargyPalo@aol.com>; Dan Carey <careydscl@gmail.com>; Paul and JACKIE Hennes <jhennes46@gmail.com>; Paul and JACKIE Hennes <jachennes@icloud.com>; vel@bobgerth.org; Bill Ritchie <ritchie@seanet.com>

Subject: Re: Update: Additional questions about the City's EIS proposal for Lower Queen Anne

Thanks, Jim. After reading the single family Rezone proposal, I do think it would have an environmental impact in that the increased density would bring more congestion, traffic problems, less available parking, increased noise level.

I had some more questions after your meeting with our Cornerstone building at 500 Aloha St. I believe I've already thanked you for meeting with U.S. And giving such a complete explanation of your draft ESI proposal. These are my additional questions:

1. Does your study include a study of the soil stability on Queen Anne? Our building has considerable drainage problems due to several underground springs on upper Queen Anne hill. Is the ground capable of supporting multistory buildings on your proposed Rezone? 1
2. Will a noise level/control study be included in your final proposal? 2
3. In your draft, I cannot find the study on sunshine/shade impact of the multistory buildings.
4. What effect would vacant apartment buildings have on the environment? I have read that the city of Vancouver has overbuilt and several buildings are vacant causing vandalism problems, etc. Has your study projected the effect of a economic downturn, such as occurred in 2008 in the market? 3
5. I did not get an answer to my question about whether there are adequate properties available under the current zoning code. That is, page 16 of your draft shows approximately 258 "pink lots " available for redevelopment. Our building contains 40 units. Some of your pink zone properties are smaller and some larger. Statistically, if those 258 properties could average 40 units each (with the current 4 story height limit) wouldn't that create approximately 10,320 units? Your study projects an increase of 7000 4

residents on Queen Anne by the year 2035. Isn't the 10,320 units an ample future supply? Many of those units would have more than one occupant?

6. Did I understand that only 25% of the available property for development has occurred?

5

I understand I have met the September 1, 2017, deadline for my comments on your draft study, and will therefore have the right to question the final proposal at the City Council meetings.

6

Thank you for your efforts to find an environmental safe and satisfactory solution to the Lower Queen Anne redevelopment. Please place me on the list to be kept up to date on your proposal and public meetings.

7

Beverly Harrington

Bharrington43@gmail.com

500 Aloha St. #401, Seattle, WA 98109

Sent from my iPad

On Aug 29, 2016, at 8:22 AM, Holmes, Jim <Jim.Holmes@seattle.gov> wrote:

Attached is a link to the case, supporting documents, and details on how to participate. The proposal changes existing rules for Detached Accessory Dwelling Units and Attached Accessory Dwelling Units which are currently allowed in single family zones. I did not mention this at the meeting we had because it is not a rezone but rather a change in existing regulations and is not directly relevant to Uptown in that Uptown contains no single family zones.

<http://web6.seattle.gov/Examiner/case/W-16-004>

From: Bev [<mailto:bharrington43@gmail.com>]

Sent: Sunday, August 28, 2016 8:27 PM

To: Mike Email <har1site@aol.com>; Kelly Blake <kj_blake@hotmail.com>; chrislongston@hotmail.com; Penn Gheen <Penn.Gheen@bullivant.com>; Pam Longston <pclongston@yahoo.com>; bjrenfrow@gmail.com; Joan Johnson <aj Joan.johnson@comcast.net>; ceveatch1@gmail.com; Patti Hulvershorn <patti.hulvershorn@comcast.net>; Toni (Antoinette) French <tonifrench@comcast.net>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Marjorie Uwi <kealoha4831@gmail.com>; mispnutt45@gmail.com; Mary Lou Lapierre <mllapierre@comcast.net>; drwnutt@gmail.com; Dawn Mullarkey <dawn.mullarkey@gmail.com>; Claudia Campanile <campie2@outlook.com>; Burgess, Tim <Tim.Burgess@seattle.gov>; palomera239@comcast.net; sjmackle@msn.com; Jean Hall <halljr747@aol.com>; dwestneat@seattletimes.com; Holmes, Jim <Jim.Holmes@seattle.gov>; O'Brien, Mike <Mike.O'Brien@seattle.gov>; Herbold, Lisa <Lisa.Herbold@seattle.gov>; Juarez, Debora <Debora.Juarez@seattle.gov>; Sawant, Kshama <Kshama.Sawant@seattle.gov>; Sean Maloney <seanm2@hotmail.com>; Rob.Johnson@seattle.gov; bruce.harrell@seattle.gov; Gonzalez, Lorena <Lorena.Gonzalez@seattle.gov>; Deborah.Juarez@seattle.gov; dcerken@gmail.com; Rhonda Whitehead <rhonda.whitehead@outlook.com>; Karen Brown <jbrown1122@comcast.net>; Joanne.beyer@comcast.net; lamattox@msn.com; grubaughmj@comcast.net; Cynthia Sheridan <cs Sheridan01@gmail.com>; deramsey@comcast.net; deramsey@me.com; Margy Palo <MargyPalo@aol.com>; Dan Carey <careydscl@gmail.com>; Paul and JACKIE Hennes <jhennes46@gmail.com>; Paul and JACKIE Hennes <jachennes@icloud.com>; vel@bobgerth.org; Bill

Ritchie <ritchie@seanet.com>

Subject: Fwd: Update: Seattle Single Family Rezone Update(Mike O'Brien's input?)

Hi, All, I need to know what Mike O'Brien actually proposed? Or what is he proposing at this Wednesday meeting.? Maybe I misunderstand, but Councilman O'Brien doesn't seem to make sense?! (God forbid, and to think I voted for him!) Hope you all will attend this meeting. What surprises me is that after meeting with Jim Holmes last week at our building, I was unaware of any further rezoning proposals until November when Jim Holmes and his department make a final proposal? Why didn't Jim Holmes tell us about this meeting? Yet this meeting on Wednesday would seem to impact/influence Mr. Holmes's proposal?

8

Kelly, Mike asked me to have you send out this meeting notice to the residents in our building . My thanks to Bill Ritchie for notifying us about this meeting.

Hope to see many of you at the meeting, and remember, if you wish to challenge, or question, the final proposal, you must submit to Jim Holmes by September 1, 2016. Yes, you can fight City Hall; I believe a group at lower Lake Union stopped the building rezoning there.

Bev

Sent from my iPhone

Begin forwarded message:

From: "Bill Ritchie" <ritchie@seanet.com>

Date: August 28, 2016 at 7:47:58 PM PDT

To: <bharrington43@gmail.com>

Subject: FW: Update: Seattle Single Family Rezone Update

Reply-To: <ritchie@seanet.com>

Bev, I assume you got this, but in case you didn't – enjoy! - B

From: Martin Henry Kaplan [<mailto:mhk@martinhenrykaplan.com>]

Sent: Sunday, August 28, 2016 3:03 PM

To: undisclosed-recipients:

Subject: Update: Seattle Single Family Rezone Update

Seattle Neighborhoods - Call to Action

28 August 2016 Update

<http://www.queenanneappeal.org/>

The hearing is now 3 days away!

Good Afternoon Everyone,

Update from the Queen Anne SEPA/DNS Appeal Front:

I'd like to update you on our Queen Anne appeal of Mike O'Brien's legislation claiming that there are no environmental impacts and risks to every Seattle neighborhood by converting all single family zoned properties over 3,200 square feet in size to triplex zones, with no parking or ownership requirements among many other serious consequences.

Our hearing will take place this coming Wednesday and into Thursday if required by the Hearing Examiner. It will take place on the 40th floor of the Municipal Tower (700 5th Ave 98104) within the offices of the Hearing Examiner, room 4009, and begin promptly at 9:00am.

Many have asked if they can attend. Absolutely yes, the hearing is public and open to everyone so please attend if you wish. The hearing room has limited seating so consider arriving early.

In the last few weeks, the Seattle Times, NPR and others have continued to closely follow and report upon the many impacts created by advancing unstudied ideological policies that will greatly destroy the fabric and character of our single family neighborhoods and forever diminish the special qualities while actually amplifying Seattle's increasing housing costs.

Here are a few recent important editorials just in the last few weeks in case you missed them:

Today's front page story in the Seattle Times:

A teardown a day: Bulldozing the way for bigger homes in Seattle, suburbs (Mike Rosenberg)
<http://www.seattletimes.com/business/real-estate/a-teardown-a-day-bulldozing-the-way-for-bigger-homes-in-seattle-suburbs/>

For Seattleites, homeownership is still a foundation of the American dream (Brier Dudley)
<http://www.seattletimes.com/opinion/homeownership-is-still-the-path-to-the-american-dream/>

Get ready for a neighborhood rebellion (Jonathan Martin)
<http://www.seattletimes.com/opinion/get-ready-for-a-neighborhood-rebellion-against-mayor-murray/>

City Council should challenge Mayor Murray on neighborhood councils (Times Editorial Board)
<http://www.seattletimes.com/opinion/editorials/city-council-should-challenge-mayor-murray-on-neighborhood-councils/>

Neighborhoods need city's support, not a mayoral panel (Jim Diers)
<http://www.seattletimes.com/opinion/neighborhoods-need-citys-support-not-a-mayoral-panel/>

Neighborhoods deserve a say on backyard cottages (Marty's Op-Ed)
<http://www.seattletimes.com/opinion/neighborhoods-deserve-a-say-on-backyard-cottages/>

Our appeal directly challenges the intentional failure of O'Brien's legislation and in turn City Hall to address and actually professionally study, critically analyze, and transparently report to the public the true environment impacts of this ill-advised legislation. We propose instead that a full and comprehensive environmental impact study (EIS) must be completed.

It must include clear, compelling, and objective real data from unbiased professionals, a rich city-wide citizen engagement process, and transparent public hearings inviting critical and vigorous review by all Seattle neighborhood voices concerning the real environmental impacts surrounding our affordability crisis and the top-down one-size-fits-all re-zoning proclamations that generally benefits developers and investors at your expense.

Thanks again for all your support

Martin Henry Kaplan, AIA Chair
Queen Anne Community Council LURC

From: bharrington43@gmail.com [mailto:bharrington43@gmail.com]
Sent: Tuesday, September 06, 2016 9:17 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Bev <bharrington43@gmail.com>; mhk@martinhenry.kaplan.com; Penn Gheen <Penn.Gheen@bullivant.com>; Chris Longston <chrislongston@hotmail.com>; Sawant, Kshama <Kshama.Sawant@seattle.gov>; Kelly Blake <kj_blake@hotmail.com>; Marjorie Uwi <kealoha4831@gmail.com>
Subject: EIS Uptown/Queen Anne Rezoning Proposal

Jim, My wife Beverly Harrington has already responded to you and raised a number of issues about the EIS study, but an additional one I'd like to address is the detrimental impact that Rezoning would have on traffic in the area. If one were to use the analogy of water as traffic, we are already here at "flood stage." Unlike floods, which rise and dissipate, our traffic problems will not dissipate, but will continue to rise overtime. The solutions proposed in the presentation are not adequate to address the current problem, let alone increased traffic, which we all know will continue to build in our area. To continue the analogy of flood, any Rezoning increases would, in effect, be building in flood zones, something that would never be done in American cities that currently have major flooding problems with their rivers. Given Queen Anne's/Uptown's street infrastructure, there is no solution to the current problem, let alone the constant traffic. This reason alone, raises serious questions that the EIS proposal fails to address. 1

I, along with others here at Cornerstone, appreciated your willingness to meet here, explain the proposal and answer our questions. We see ourselves as a living neighborhood, referred to by the majority of residents in this area, as lower Queen Anne, not "Uptown," and would ask that you include "Lower Queen Anne" terminology in future proposals. 2

In your remarks to us, you mentioned that the September 1, 2016, comment date had some flexibility, so I would hope you would consider my comments here as well. Thank you for your interest. Michael Harrington 3

Sent from my iPad

From: Dorothy Harris [<mailto:79picara@gmail.com>]
Sent: Thursday, September 01, 2016 4:05 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Bagshaw, Sally <Sally.Bagshaw@seattle.gov>
Subject: Uptown DEIS Comments

Hi Jim,

I've attached my comment letter on the Uptown DEIS & will snail mail a copy to your office.

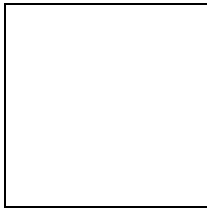
I have also copied my area's city council member, Sally Bagshaw.

Thank you,

Dorothy Harris

--

Cheers!



Dorothy Harris

509.760.2541

DOROTHY M. HARRIS

505 W Mercer Place #201 • Seattle WA 98119
79picara@gmail.com • 509-760-2541

Jim Holmes, Senior Planner
Seattle Department of Planning & Development
PO Box 94788
Seattle WA 98124

August 31, 2016

RE: Uptown Rezone – Draft EIS

Dear Mr. Holmes:

Thank you for the opportunity to comment on the draft EIS for rezoning Seattle's Uptown neighborhood.

While I support the guiding principles referenced on pages 8-10 of the DEIS, I strongly protest plan specifics. Greater density, affordable housing, open space, multimodal transportation & a vibrant arts & culture atmosphere can be achieved without destruction of property values, creation of significant urban shadows & the traffic nightmares the current plan creates. In addition, the City's lack of public outreach to date strongly suggests this step is merely a formality & upzoning will occur despite substantial DEIS flaws. 1

While I risk coming across as a NIMBY, I know my situation is mirrored by many Uptown & Queen Anne residents. In 2014, my spouse & I invested in a beautiful condominium overlooking Elliott Bay, West Seattle, Bainbridge Island & the Olympics. We love our new home, primarily for the wonderful Uptown neighborhood & the view we cherish. Realtors, the building HOA board members & area residents assured us then that the existing 40' height limit was solid & our future view & home value would be preserved. This summer I was astonished to learn you have been working with a very small number of residents, including land developers, since 2013 on this plan to raise heights to 160' west of us & throughout Uptown. Why Uptown realtors were not made aware of potential significant changes when we purchased, is deeply disturbing. It appears that some were participating on the advisory committee, despite an obvious conflict of interest. 2

Additionally, your department & the Uptown Alliance have shown little interest in public input. We knew nothing about the proposed changes until a neighbor informed us of the August 4, 2016 open house & public hearing. During your portion of the presentation, you referenced upcoming meetings at the new KEPX coffeehouse. You stated they were listed on the Planning Department's webpage. When I found no meetings posted there or on the Uptown Alliance Facebook page, I emailed you for more information. You shared some, but not all, upcoming dates by email, but still your department's webpage & UA's page showed 3

none of them. Throughout the city, I've seen effective publicity of meetings inviting public input on other projects, but nothing on the Uptown DEIS. If city staff had sufficient time to identify all properties that could redevelop at greater heights as shown on DEIS page 16, surely you could also post notices of the plan & meetings in affected buildings/neighborhoods. There are numerous bulletin board locations in grocery stores, churches, residential buildings, coffee shops, etc.

There are a number of problems with the DEIS, which you've also heard from other parties. 4

The City doesn't need to upzone to accommodate the increased density – All the density scenarios can be accommodated within the current zoning (<http://bit.ly/2bGylC9>).

The City also doesn't need to upzone in order add affordable housing requirements – State law allows the City to add affordable housing requirements and keep the current zoning (WAC 365-196-870 (§2) (<http://bit.ly/2bhUrqn>).

The upzoning alternatives being considered by the City far exceed the height increases the HALA advisory committee recommended to the Mayor and City Council – This excessive upzoning is not required by or called for under HALA (<http://bit.ly/2bOkzue>).

The upzoning alternatives do not advance the priorities residents and the City established in the Uptown Urban Design Framework. Upzoning would seem to detract from them (<http://bit.ly/2bPEhqU>).

We would all be much better served, if the City focused on mitigating the effects that greater density will have on current traffic and parking congestion and tried to address the neighborhood needs (including more affordable housing) outlined in the UDF priorities. Developers clearly do not need more incentives to develop in Uptown, as evidenced by all the current and recent projects in the neighborhood. Urban shadows will continue to increase, but will become New York-like if the DEIS is not seriously modified.

Again, thank you for the opportunity to participate in the process. I remain hopeful that public outreach will increase throughout Uptown as the plan progressed beyond draft status & goes before the city council. Please add me to your outreach list & instruct planning department staff to post notices of upcoming meetings to your website, UA's page & throughout Uptown neighborhood coffee shops, grocery stores, churches, etc.. 5

Sincerely,

Dorothy M. Harris

From: Dorothy Harris [mailto:79picara@gmail.com]
Sent: Saturday, August 13, 2016 2:58 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Bicknell, Lyle <Lyle.Bicknell@seattle.gov>
Subject: Uptown: Framework for the Future

Hello Jim,


We met at the Aug 4 open house/public hearing on the Uptown EIS. You mentioned there will be a few more meetings in August at the new KEPX building, but I don't see them listed on the webpage: <http://www.seattle.gov/dpd/cityplanning/completeprojectslist/uptown/whatwhy/default.htm>

Can you point me to where those dates/times are listed?

Thank you,
Dorothy Harris

--

Cheers!

 Dorothy Harris
509.760.2541

Letter: Harvey, George

From: George Harvey [mailto:georgebharvey@yahoo.com]
Sent: Sunday, July 24, 2016 4:17 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown height revisions

I've been following the Uptown height revision issue for a while and I have some comments. I should preface my remarks by saying I've lived at 500 West Olympic Place for the last 12+ years.

I understand that the city is growing and needs to grow denser, and Uptown is a good place to do it. I'm OK with increasing density, but no way 16 stories. I believe that 8 stories should be the maximum height for the Uptown neighborhood. We have 2 buildings on Mercer near 5th W that are 12 stories now and I think they're too tall. Having buildings 4 stories higher would totally change the neighborhood. Some growth is good, 16 stories is way too much. Stay with 8.

One exception to this could be the Broad-Denny-5th ave triangle.

Thank you,

George Harvey
Seattle, WA. or Palm Spings, CA.
(206) 251-5703

From: Kari Hatlen [mailto:kdhatlen@gmail.com]
Sent: Thursday, September 01, 2016 6:49 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Rezone Of Queen Anne

I am writing to express displeasure, if not outrage, with the proposed rezone of the upper Queenanne area – which would apparently allow for buildings up to 160 feet in height. As I understand it, there is no plan for transportation and traffic accommodations because no additional traffic is it expected? I know that must be an oversimplification, but the simple fact is that even the current population cannot be accommodated by the surface streets leaving from and arriving to the Queenanne area, namely Taylor, Mercer, Fremont, Elliott, and the 99 on and off exits near Canlis. The most congested of all these is the Fifth Avenue and Taylor to Mercer intersections, which are so bad throughout the day that people often divert and go up and over the hill in order to find ways around it, thereby further congesting those other entry and exit points.

I have lived on Queenanne for 20 years. My husband and I worked downtown for many years, and he continues to do so. His commute times both to and from work have almost tripled in the amount of time we have lived here. I often shop at that Mercer Street QFC, and I work out at a facility in that building - right in the center of this rezone. Sometimes the traffic on Taylor is so bad that it takes me five minutes to move one block and get into that parking lot. And I am not talking about rush-hour times either. The traffic that has been added to the Mercer corridor is bad enough without adding additional residences in the proposed rezone area. I urge you to not move forward with this recent proposal.

Kari Hatlen
23 W. Newell St., Seattle

Sent from my iPhone

From: Steve Hawes [mailto:stevhawes1950@mac.com]
Sent: Wednesday, August 31, 2016 8:13 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Bagshaw, Sally <Sally.Bagshaw@seattle.gov>
Subject: Uptown Rezone

Dear Jim,

As Queen Anne residents, we feel your office's EIS regarding the Uptown rezone/upzone misrepresents and ignores the traffic situation on lower Queen Anne. Mercer and Denny Streets are constantly impassable, and as such walls off QA from Downtown. Allowing more housing to be built without parking and traffic improvements is to make Seattle unlivable. Please consider this when finalizing the EIS and making changes to zoning on Lower Queen Anne.

Thank you,

Janise and Steve Hawes

From: Jeff Hawk [<mailto:ga722@yahoo.com>]

Sent: Monday, August 29, 2016 5:15 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>

Subject: Uptown draft EIS comment

Thank you for your efforts on behalf of the city both in preparing the draft EIS document and in presenting the alternatives and numerous public meetings. The civic process is always contentious and you both represented the city with an honest and open approach. 1

The primary takeaway from the 450 page EIS document is that, for each category discussed (transportation, water, sewer, power, schools, viewshed, environmental impact, etc) the study outlines deleterious impacts with little or no benefit from either proposed height restriction alternative. The study acknowledges that the existing legislated density if fully built out will impose severe constraints on an already burdened infrastructure. There's not a person in Seattle, the Mayor included I would submit, that enjoys transiting the Mercer Mess whether by foot, bike, bus, or car when it very often takes more than half an hour to go ten blocks. If the solution to that problem is fixing I5 then focus on fixing I5 rather than making Uptown's problem worse. 2

The goal of the city for Uptown is to embrace a ten minute walk concept but the transit infrastructure to make this viable is more than fifteen years away by the study's own estimates. To impose higher density beyond what is currently legislated will destroy the fabric of this modest residential neighborhood, replacing affordable apartment buildings with inevitably high-end units. For reasons of social justice alone this is a bad idea. 3

Those ten minute walks will be in dark shadows and intense traffic. The iconic and protected views of the Space Needle will be catastrophically lost forever from our waterfront, from the cruise ships, from the Sculpture Park, and from the streetscape of all those walkers and bike riders and proposed sidewalk cafes. 4

If increased density in the form of higher buildings, which represents a clear taking from the existing property owners, is to be imposed on this quiet neighborhood, it should at a minimum be limited to the zone between 1st West and 5th and Roy and Mercer. This section will capture the advantage of ST3 in 2030 or beyond. And this would limit the harsh impact on the older, quieter residential neighborhood west of 1st West and south of Mercer where your festival and green streets are envisioned. 5

For the city to become a living, breathing, functioning city of the future, the residents need to be able to live and breathe. Forcing increased density is no way to accomplish this. 6

Jeff Hawk
Uptown resident

From: Jane Hedberg [<mailto:janehedberg@yahoo.com>]
Sent: Friday, August 19, 2016 4:27 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: proposed lower Queen Anne zoning changes

Hello Jim,

I live on the south slope of Queen Anne, and I am concerned about the proposed height changes in zoning for lower Queen Anne. This area is SO congested, adding more residents will make traffic more unbearable. I already have people who don't want to visit me because of the atrocious traffic in the Mercer corridor, and going anywhere myself is more and more difficult. I believe the current height restrictions are fine. PLEASE do whatever you can to stop the proposed changes.

I'd appreciate knowing your thoughts on this.

Jane Hedberg
907 Warren Ave No, Apt 401
Seattle WA 98109

From: Caleb Heeringa [<mailto:heeringa@gmail.com>]

Sent: Thursday, August 04, 2016 9:25 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Uptown upzone DEIS comment

Jim-

I am writing to comment on the Draft Environmental Impact Statement and lend my support to the "High Rise" option. 1

As I'm sure you know, climate change is an intergenerational catastrophe playing out before our very eyes. Transportation (and, by extension, land use) recently passed the energy grid as the largest source of carbon emissions in the country. I'm proud to call myself a Seattle resident and be a part of a city and state that has taken bold political action and set the national conversation on issues such as the \$15 minimum wage, gay marriage and drug legalization. I'd like to see my city apply the same vision and bold action on the connections between the built environment, energy use and carbon emissions. 2

The "High Rise" option is the best of the three options for building housing and lowering regional carbon emissions. A question on the "Greenhouse Gas" Chapter 3.7 - is it possible that the final EIS could make more explicit the per-person GHG emissions that would be seen under each option? As I'm reading it, I only see flat numbers that measure the emissions that would come from more people living in Uptown under the denser zoning, but no actual numbers that illustrate what those extra residents' GHG emissions would be if they lived somewhere outside of Seattle and most likely had to commute into work. I see recognition in the narrative that this phenomena would happen if Uptown were not upzoned, but no hard numbers. Is that because it's a hard thing to measure? Apologies if this is a dumb question, I don't read DEIS documents by choice very often and just skimmed this one. It simply makes more sense to me to measure greenhouse gas emissions on a per-person metric rather than through flat numbers, and I think the Uptown community deserves the fullest possible picture on how these decisions will affect GHG emissions in the coming decades in a macro sense, not just a micro sense. 3

Uptown is a centrally located neighborhood in one of the hottest real estate markets in the country. Expedia will soon add 4,000+ jobs mere miles from Uptown. Our city is in the midst of an affordability crisis that shows no signs of stopping. As someone who has lived and worked in Seattle for close than a decade (including Uptown and Queen Anne for more than three years), it pains me to watch my friends leave town due to rising rents and every year have to fear a massive rent increase will force my wife and I to move. Uptown is located along one of the best-used transit lines in the state (D line) and if Sound Transit 3 passes in November, we'll eventually have a subway station in the city. It's imperative that the city maximize the utility of this massive public investment by encouraging people to live and work nearby. I do support efforts to protect views from public places such as Kerry Park, but don't believe that it's feasible for the city of Seattle to grow as it needs to while preserving every aesthetic preference of every existing property owner. 4

Please consider this an official comment for the record.

Cheers,
Caleb Heeringa
Queen Anne resident

Paul A. and Jacqueline Hennes
1133- 8th Ave W
Seattle, WA 98119

August 6, 2016

Jim Holmes, Senior Planner
Office of Planning & Community Development
P.O. Box 34019
Seattle, WA 98124-4019

Re: EIS for Uptown Rezone

Dear Mr. Holmes,

The subject draft document has given us very serious concerns about the adverse impacts which the mid-rise and high-rise alternatives would produce. While we are generally in favor of achieving more affordable housing, it should not be at the expense of the livability and the historical character of the Queen Anne and Uptown neighborhoods. There are other areas of the city which would actually benefit from urban renewal and rezoning (i.e. large area south of E. Yesler Way).

Both the mid-rise and high rise alternatives will exacerbate the Mercer Street-type grid lock that we are now enduring. The City has heretofore been unable to achieve sufficient mass transit in the Seattle area to serve the needs of daily commuters. Until this happens, sharply increasing density is only making an abysmal traffic situation worse.

Increasing building heights in the Uptown neighborhood undoubtedly will reduce available light and space to residents and visitors. The quality of life in the neighborhood will be reduced. High-rise will cut off existing views of Puget Sound, Mount Rainier and the Space Needle from Queen Anne Hill and Kerry Park—Seattle's landmark viewpoint.

The notion that affordable housing should be achieved without any heed to the interests of current residents is unfair and may have political consequences for elected officials supporting it.

Sincerely,

Paul A. Hennes

Jacqueline Hennes

From: Michael Herschensohn [mailto:mh982501@gmail.com]
Sent: Thursday, September 15, 2016 4:57 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown DEIS

I thought I had until tomorrow to submit comments and heard that the deadline might be today at 5, so broadly speaking, here briefly are my personal comments. 1

1. I tend to favor density. I would rather see a mix of Alternatives 2 and 3; however, if alternative 3 really means more open space and comparable density, I'd take that one. 2

2. The DEIS focuses (and this is commonplace) on the various historic registers. Unfortunately, this does not consider potential landmark buildings and even more significantly potential historic districts that might actually protect the historic character of the neighborhood. I would hate to lose all the one-story commercial buildings especially those concentrated to the north of Thomas Street between Queen Anne Ave and First Ave. N. 3

3. The concentration of early (before 1940) apartment buildings north of Denny to Aloha and west to Kinneer Park merits a historic district of detached buildings. Protecting those buildings is critical and should inspire the city to create such a district. There are an enormous number of structures that do not merit individual landmark status but which 'contribute' significantly to the historic character of Uptown. We need not lose them! 4

4. I regret that the DEIS requires such a broad sweep. I am not cheered by the license all of the alternatives create for the loss of historic neighborhood character. I am buoyed though by the acknowledgement of the Arts and Culture District and of the important role Seattle Center plays in the life of the neighborhood. 5

Thank you for this opportunity.

Michael Herschensohn, Ph.D. 6

These views are my own and do not reflect those of Historic Seattle which I serve as chair or the Queen Anne Historical Society which I serve as President.

Michael Herschensohn
c.206-412-0702
f. 888-412-9732

Consider the environment before printing this e-mail.

From: Patricia Hitchens [<mailto:pjhitchens@mac.com>]
Sent: Tuesday, August 30, 2016 3:39 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Fwd: [SWQAnews] Draft EIS for Uptown PLEASE READ

Greetings Again Mr. Holmes.

I previously mailed you a personal email. I would like to add that I concur with Irving Bertram's letter below.

Thank you again for the opportunity to express our opinions.

Pat Hitchens
367 Prospect Str.
Seattle, WA 98109

From: Irving Bertram [<mailto:irvbertram@comcast.net>]
Sent: Monday, August 29, 2016 11:14 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comments on Draft EIS for Uptown

Dear Mr. Holmes,

I am writing to advise you that I have reviewed the draft Uptown Environmental Impact Statement. While a significant amount of time and effort went into it, I am quite disappointed in what was not addressed that in my opinion should have been addressed. Secondly, numerous statements appear to me to lack adequate factual support. I also question whether the direction given to the authors of the EIS was appropriate. The question is, is the EIS intended to be a sales document to support some form of up-zoning, or a fair exploration of the facts in order to enable the City Council to make a reasoned decision? Unfortunately, it appears to be the former. 1.1 states that the purpose of the EIS is to support increasing the permitted building heights and density in the Uptown neighborhood. As a result, in my opinion, the draft EIS appears slanted to achieve this purpose, rather than examining the three alternatives in an even-handed manner and giving appropriate attention to the impact on the surrounding neighborhoods.

I have divided my concerns into two parts. The first deals with elements that I believe should be included in the EIS but were not. The second deals with what was addressed but, in my opinion lacks appropriate support.

1. The EIS limits itself, other than the discussion of view blockage, to Uptown. There is no attempt to analyze the effect of increased density on Queen Anne Hill or the South Slope of Queen Anne. A major impact not addressed is traffic problems that currently exist. The study should have included from Uptown to I-5 on both Mercer Street and Denny Way. Many residents and future residents of Uptown will commute by car for work and other tasks by going to I-5. At times, even reaching the north portal of the Hwy 99 Tunnel will be a problem due to gridlock. Moreover, the Viaduct will be gone replaced by a toll road, and Expedia will be moving into Interbay with 4500 employees in about 2 years.

Secondly, the view interference from Kerry Park refers primarily to the Space Needle. Kerry Park is the principal viewpoint in the City of Seattle and visitors flock to it to view Elliott Bay, Alki Point Puget Sound and the City skyline. The proposed impact of the Mid-Rise and High-Rise Alternative should be studied and reported with this in mind. Exhibits 3.4-40 through 3.4-42 are not easy to follow, and only focus on the Space Needle and City of Seattle. The inclusion of buildings in the pipeline in the foregoing exhibits makes it appear that the view of Key Arena from Kerry Park is already blocked. Yet these buildings have not been approved, so including them in the

exhibits leads the reader to be less inclined to look at the effect of the Mid and High-Rise options on the view of Key Arena. Tourism is very important to Seattle, and while the view of the Space Needle should be protected, shouldn't the overall view from this vantage point be considered and fairly discussed? Views from Kerry Park looking south and southwest should also be included in the analysis without including buildings in the pipeline for which building permits have not been issued.

Third, from personal experience, parking on the south slope of Queen Anne Hill, which is currently impacted by the lack of free parking in Uptown, will become more problematic. But the EIS doesn't address this effect. In fact, as addressed below, parking is not appropriately addressed at all. Using fee charging parking garages to gage free street parking places, or more convenient pay parking places, does not seem appropriate. In addition, since we have experience with Uptown residents parking on the streets of the south slope of Queen Anne during the week as well as during special events at the Seattle Center to avoid paying, it seems appropriate to expand the parking study to include the impact of additional Uptown residents on the south slope of Queen Anne within this area as well.

2. In examining the Mid-Rise and High-Rise alternatives there seems to be an assumption that all lots in Uptown are owned by the same party and that party would make a rational decision concerning which lot to develop with a High or Mid-Rise. This is erroneous. The only fair assumption is to assume, for the purpose of view impact, shadow impact, traffic patterns, etc., that full development to the maximum allowable height and density will occur on every available lot. The problem is that individual property owners will make development decisions for themselves without necessarily considering who else is developing other property in Uptown at the same time. In other words, one cannot predict the course of development. And the City should not be changing the rules over time to further City goals as it will lose credibility.

3. Up-zoning negatively affects surrounding property as it suffers all of the disadvantages of increased density without any of the benefits. Yet, other than limited view blockage from viewpoints, there is no attempt to address the effect of the alternatives on the adjacent south slope of Queen Anne Hill, or the top of Queen Anne Hill. The major way for Queen Anne residents to reach I-5 or the City is to use Queen Anne Ave, or Taylor Ave/ 5th Ave, although those on the north side of the hill use highway 99 to reach downtown. There should be a traffic study and the parking study of the effect of up zoning Uptown as it affects these areas. And, if studies are going to ignore everything before 2035, which seems ridiculous to me, why not include the anticipated changes in the number of residents to Queen Anne Hill in the projections? How can a fair study simply ignore the existence of the adjoining neighborhood when considering increases in traffic on Queen Anne Avenue, Mercer and Denny? It should be noted that Queen Anne Hill has few streets that go through, and those are steep.

4. Why was there no consideration of raising the zoning to 65 feet in areas like "The Heart of Uptown" or as an alternative to the existing zoning everywhere? Would that not have had a better chance to retain the character of the neighborhood and have less impact on surrounding neighborhoods? The EIS should contain a statement of why the particular alternatives to the current zoning were chosen and why a more modest choice of up-zoning was not considered. For example, in the Heart of Uptown, the EXPO Apartments were built at 65 feet. They were built so that the height is graduated and they are not overpowering to the other buildings in the neighborhood. Placing an 85' tall building across 1st Ave N from the EXPO Apartments is not fair to the owners of the building who expected to have view units protected by the existing zoning. In effect, those views units would be eliminated, decreasing their rental value. In addition, allowing 85' or taller buildings promotes the "canyon effect" since lots are small and streets are not wide boulevards.

The following are some specific problems that I note with the Draft EIS. I have tried to use headings and references where I could find them as the draft EIS contains no page numbers. It would be appreciated if the pages are consecutively numbered in the final EIS.

5. Mobility Proposals. The EIS assumes that the current plans will be adopted. There should be a study of what happens under each zoning proposal if these assumptions are incorrect. The analysis of the current traffic congestion problem is based upon an inadequate study. Exhibit D fails to reflect my experience as a Queen Anne Resident. I have spent over 15 minutes driving down Queen Anne Avenue from Mercer to Denny when traffic on Denny Way is backed up. In fact, once it took us over 30 minutes as only a few cars could enter Denny Way with each traffic light cycle due to traffic congestion on Denny Way. Driving in the opposite direction, I have spent more than 15 minutes to reach First Avenue North via First Avenue, or via Denny Way in order to begin to drive up 1st Ave

N. The EIS states that “Both Action Alternatives will result in **some minor increase** in vehicular trips and vehicle miles of travel on the network.” See Exhibit 1-10 (emphasis added). Where is the support for the emphasized words? The apparent source is the City of Seattle. Currently, traffic on the one-way portion of Queen Anne Avenue at certain hours of the day is highly congested requiring waits at Denny through two or three light cycles minimum and up to 10 minutes. So what is the baseline? The statement that “screenlines will operate with adequate capacity and corridors will operate similar for all action cases” seems to support not up-zoning until the current problems are resolved as it assumes that no problem currently exists, which my experience refutes. Adding “some minor increase” to the existing and projected future congestion is unfair to current residents. However, without supporting data that statement appears to deliberately significantly underestimate the problem. Exhibit D should be explained and supported by the dates that the study was made, as well as how it was made, or not included as it does not comport to the reality that I, a Queen Anne resident of almost 40 years, have come to expect.

Under 2.15, the draft EIS assumes that all the proposed mobility proposals “are assumed to occur.” The EIS should not count upon future plans alone that are not scheduled to occur with financing in place, but should address what will happen without implementation of those plans. As noted above, not only should the future Uptown residents be considered, but also future Queen Anne residents who will use the same roads. Given the current transportation problems, shouldn’t they be solved before any consideration of up-zoning? If not, shouldn’t the EIS address increases in residents in the adjoining neighborhoods? The addition of 4,500 Expedia employees to Interbay should also be included as many will undoubtedly drive Mercer St or Denny Way to I-5. Maybe Expedia has a reasonable idea of a rough number of additional vehicles that will be added to those roads. Shouldn’t Expedia be contacted and its information included?

6. Affordable Housing.

- A. The addition of affordable housing seems to be the basic reason behind the proposed up-zoning. Yet the EIS makes the following points: Exhibit 1-2 shows that without any change in zoning the proposed growth target is well under capacity. In fact, the Net Capacity of households without a zoning change (10,186) is never reached with a High-Rise zoning change as the target growth only grows to 3,745. In the case of jobs, there will be an increase with each of the rezone options, meaning increased traffic congestion (from an original capacity of 2,670 to 3,125 actual targeted growth). How about explaining why up-zoning is important when the study shows that current zoning is sufficient?
- B. Under 1.6 there is an affirmative statement that under higher zoning there will be more opportunity for development of affordable housing. Where are the facts to support this claim? Under the heading “What is different between the alternatives?” there is a statement that only 42 to 60 existing residential units would be torn down in redevelopment. This seems low as there currently exists a planned contract rezone at 203 W. Harrison that eliminates at least 19 units. However, the draft EIS goes on to say that 303 units could be displaced. So, if we assume 303 units, how many units of affordable housing will be added to replace them? Where is the analysis? Has the City pointed out how much developers are to pay to avoid providing affordable housing or why the percentage of units required in lieu of payment is so much lower than Boston and other cities require? Why is this not addressed? Exhibit B-1 refers to developers having a choice to pay a fee in lieu of providing affordable housing. I have heard for example, with the proposed contract rezone on W. Roy Street that will put the Intergenerational Child Care Centre in shadows, that the owner would make the payment instead of incorporating affordable housing. The proposed plan will actually block views at Bayview that are currently rented at higher rates in order to subsidize non-view units of this retirement home. Reducing the value of the view units will make it necessary to increase the cost of the current non-view units making those units less affordable.
- C. “Under the Action Alternatives, greater capacity for infill and redevelopment could be associated with loss of existing buildings that provide low-income housing. The future SM zone could be tailored to include measures identified in Housing Element goals and policies, such as replacement of occupied housing that is demolished or converted to non-residential use, using incentive programs to encourage the production and preservation of low-income housing, or requiring new developments to provide housing affordable to low-income households. As noted above, housing programs, regulatory measures, and incentives implemented by the City may influence, but not fully control, the housing products that the private market supplies.” See 3.59 -3.60. *Isn’t the EIS making an assumption here, but admitting that it may not be accurate?* Shouldn’t the EIS balance assumptions of future conduct with projections based upon those assumptions being erroneous? Shouldn’t the EIS address why

Uptown will benefit from the loss of the existing affordable housing and the number of affordable units that will be paid for by the developers in lieu of providing it and the location where such units will be built for the dollars allocated?

- D. There is a general statement that affordable housing is not likely to be built in Uptown, due to the cost of construction, land costs and marketability due to the proximity to downtown. See the analysis under 3.3-15 that almost provides an admission that up-zoning will permanently reduce affordable housing in Uptown. Should there not be a discussion of eliminating the right to buy out of providing affordable housing in order to preserve some in the neighborhood?
- E. 3.87 indicates that mandatory housing affordability attempts to impose requirements on mid-rise and high-rise rezoning, but doesn't indicate that such restrictions can be imposed under current rezoning. Why not? See WAC 365-196-870 (2) that provides that Affordable Housing incentives can be either required or optional. Hasn't the City of Seattle made changes to building codes and zoning requirements over the years without changing the underlying zoning? Shouldn't this option to obtain affordable housing be addressed as an alternative to up-zoning with all its detrimental effects?
- F. 3.3-15. Housing Affordability – There is an admission below the table that under all alternatives there is likely going to be a loss of affordable units with greater loss with high-rise construction due to the cost of steel and concrete structures. Isn't this also true with permitting mid-rise buildings? Note the current request for a contract rezone of 203 W. Harrison. It seeks to eliminate 19 existing units and replace them without including any affordable housing. Shouldn't the conclusion be that the best way to protect existing affordable housing for the longest possible time is to retain the existing zoning? If not, why not?
- G. Exhibit 3.3-16 indicates that under alternative 1 and alternative 2 the same number of existing units (66) would be demolished, but under the high-rise alternative only 44 units would be demolished. The explanation assumes that since a high-rise would add more units, fewer high-rises are needed. However, what property owner will not develop his property by building a high-rise since another owner is putting a high-rise on his property? If there are facts supporting this statement, provide them. If not, withdraw it. And, if more high-rises are actually built as permitted by up-zoning, isn't it likely that the potential additional residents will far surpass what has been projected? Why doesn't the EIS address the possibility of a full buildout under each zoning alternative and the effect upon traffic congestion and parking? I request that these possibilities be addressed.
- H. Exhibit 3.3-17 assumes a loss of 303 affordable units in a full buildout under each alternative. That makes sense and for the purpose of evaluation, a full build out should be assumed since no one will know what individual properties will be developed and when each of the properties will be developed. So, by 2035 all affordable units will be lost, but why encourage the early loss by rezoning to incentivize development? Why not just make those seeking contract rezones provide affordable housing in return? Why has the EIS failed to identify this alternative as a viable option to up-zoning Uptown? Please ask that this point be addressed in the final EIS.
- I. Exhibit B-1 purports to provide the number of affordable units that would be provided under each of the alternatives. Please support the numbers by explaining the methodology used to develop the table. Without supporting data one must assume that the table is bogus. And, as noted above, the EIS should include the cost of such units, the amount that the City is assuming that developers will pay it in lieu of providing affordable housing and the location in the City of the new affordable housing so that a reasonable person can determine probable accuracy of projections.

7. View blockage.

- A. Exhibit 3.4-10 through 3.4-14 purport to show view impact, but does not show the actual impact of full buildout from Kerry Park. As noted earlier, why is there no discussion of the effect on anything other than the Space Needle, Elliott Bay and downtown? Instead there is the statement that "new buildings are not anticipated to be tall enough to obstruct views of the Space Needle Elliott Bay or Downtown beyond current conditions." Views are in the eye of the beholder, making this value judgment of questionable merit. Depending upon the height of the buildings and their location, there is potential view degradation, isn't there? Why not address it? The EIS should not render opinions without providing the factual foundation to support them.
- B. Exhibits 3.4-17 and 3.4.18 show less view blockage under the high-rise alternative than under either the existing zoning or the mid-rise alternative. Why? The reasoning should be explained. What assumptions are being made to support these Exhibits? The same problem occurs with Exhibits 3.4-52

and 3.4-54. If the EIS is assuming that the City will adopt code limitations that do not currently exist, or that there are code requirements that support the assumptions, the EIS should address them. Otherwise, unless I have misinterpreted the Exhibits, they should be eliminated as unsupportable.

- C. Exhibits 3.4-40 through 3.4-42 are not very easy to follow, and only focus on the Space Needle. The view from Kerry Park should extend from the downtown skyline through all of Elliott Bay to Alki Point to be complete, and, I submit, that buildings in the pipeline that require City Council approval of a contract rezone or otherwise lack building permits should not be included as they may never be built.
- D. **“Queen Avenue N and Mercer Street—Facing South.** Height and scale impacts under Alternative 3 would be similar to existing conditions at this location, as shown in Exhibit 3.4–18. Greater height limits along Mercer Street would allow taller development to concentrate along that corridor, reducing impacts to the more sensitive pedestrian environment along Queen Anne Avenue N.” Is the intent of this statement to offer up high-rise zoning along Mercer Street and not along Queen Anne Avenue North? Shouldn’t this statement be balanced in the EIS with a statement indicating that no change in any zoning will achieve the same result of protecting the pedestrian environment along Queen Anne Avenue North while also protecting existing views from Kerry Park?
- E. At the end of the section, we find the following statement: “With the incorporation of proposed mitigation, all alternatives would be consistent with the City’s policies in SMC 25.05.675P and Q regarding protection of public views and shading of public parks and open spaces. Thus, based on thresholds of significance and proposed mitigation, no significant unavoidable adverse impacts are identified.” While some mitigation is proposed, there is no requirement that it be adopted by the city. Please have the EIS address what would happen if the mitigation doesn’t occur, and have the EIS provide support for the statement, or withdraw it.

8. Section 3.6 Transportation

- A. “In the future, with the anticipated increase of alternative modes due to several factors, including the completion of the SR 99 North Portal with additional roadway crossings, increased frequent transit service, dedicated bike and improved pedestrian facilities, and potential new Sound Transit stations the share of drive-alone trips decreases substantially.” Please have the EIS provide support for this opinion. Based upon my observation, the nice two lane separate bicycle path going under highway 99 adjacent to Mercer St is rarely used while the cars wait in gridlock for the signals to change. It should be noted that not everyone can ride a bicycle or walk long distances. Of course, if the result of eliminating affordable housing through up-zoning Uptown forces out the elderly or handicapped people who need automobiles to travel where public transportation does not go, the EIS should address this impact of the fabric of Uptown.
- B. Exhibit D and Corridor Analysis Information. Please provide the methodology used by Transpo Group in preparing this Exhibit, or withdraw it. Its statements, which provide the support for some of the statements of no or minor impact to upzoning, do not, in my experience as noted earlier, represent reality. I drive down Queen Anne Avenue and up 1st Avenue North fairly often, but try to avoid rush hour. The times reflected really reflect weekend travel, not what is purportedly reflected.
- C. Parking
 - The Seattle Center/ Uptown Strategic Parking Study is currently being conducted and explores in further detail the less frequent parking conditions with higher attendance levels. Shouldn’t the EIS wait until the study is completed instead of relying upon the parking garage study?
 - Exhibit 36-10 shows a study of parking spaces occupied on a weekday based upon a study of demand in Seattle Center garages on two dates. The EIS should either provide factual support for the use of paid garage parking to determine the availability of either free or more convenient hourly metered parking, or wait for the completion of the foregoing study, assuming that it is being done realistically. Few people park in a pay garage if there is street parking available at no cost. Also, many people may park under Metropolitan Market without shopping at the stores above to avoid pay parking. So indicating that 26% or more of the street parking is available does not appear to be factual.
 - The statement “The evaluation shows for the No Action Alternative with HCT parking impacts within the study area would generally be no worse than experienced today” is unsupported by facts, besides being limited to an erroneous study area as mentioned earlier. Expand the study

area to include the south slope of Queen Anne and other adjacent property where current Uptown residents park and do an honest objective study, or admit that one cannot be done and withdraw everything stated related to parking.

- D. Section 3.6.2 Impacts. This section evaluates transportation system operations in 2035 for the three zoning alternatives. Why not evaluate the current traffic problem properly and the immediate effect of a change to zoning occurring within three years? And, how can any assumption that ignores the population increase of the adjacent area, Queen Anne Hill, be of any value? Please revise the EIS to include the projected increase in the populations using the same major streets. Include increases in Queen Anne Hill residents, the known increase resulting from Expedia's relocation, and address the impact on the arterials leading out of Uptown that will be affected under each of the three zoning alternatives. Also, if one is going to really look at 2035, assume a full buildout and increase the number of residents accordingly.
9. Open Space. See 3.8.2 (and 3.277). The statement that Uptown doesn't currently have sufficient open space and Recreation Resources and the adoption of the zoning alternatives will make the shortfall greater due to population increase is followed by 3.8.4 stating that there is no significant unavoidable adverse impacts to open space and recreation services. Please provide factual support for this opinion that on its face appears unsupportable due to the prior statement.
10. It is noted that the proposed up-zoning is not uniform. Some areas receive much higher up-zones than others. While the idea is laudable as it avoids creating canyons and does allow some views, who determines what properties are going to increase in value over the adjoining properties? Is money changing hands? Are certain favored property owners and developers gaining a windfall? How does the City avoid adjoining property owners filing suit to seek equal treatment? How will the City respond to applications for a contract rezone based upon the heights allowed on adjoining properties? These issues should also be address in the EIS. Are they not a reasonable by-product of uneven up-zoning?

In Summary, I find that the draft EIS needs a great deal of work and I would appreciate seeing all of the foregoing requests addressed in another draft EIS. Failure to do so will just confirm my opinion that the current document is larded with unsupported assumptions and statements of "minimal impact" in favor of up-zoning and is intended to be a sales job to promote up-zoning, rather than a fair appraisal of the effects of each alternative on Uptown, as well as the effect on the surrounding affected neighborhoods. If I had the time I could raise other questions, but I do not.

Sincerely,

Irving Bertram
317 W. Prospect St.
Seattle, WA 98119

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You received this message because you are subscribed to the Google Groups "SWQAnews" group.

To unsubscribe from this group and stop receiving emails from it, send an email to swqanews+unsubscribe@googlegroups.com.

To post to this group, send email to swqanews@googlegroups.com.

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To view this discussion on the web visit

<https://groups.google.com/d/msgid/swqanews/E95C5B1A-9322-4A3D-9C3A-21DD9F24BA4B%40comcast.net>.

For more options, visit <https://groups.google.com/d/optout>.

From: Patricia Hitchens [<mailto:pjhitchens@mac.com>]
Sent: Thursday, August 25, 2016 8:56 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: uptownforpeople@gmail.com
Subject: Uptown Rezone - Draft EIS

Thank you for the opportunity to comment on the DEIS for Uptown.

I have lived on Queen Anne Hill over 50 years. While I understand the need for more affordable housing and greater density, I fear that our neighborly atmosphere will continue to be impacted. Responsible neighbors who love their community are becoming increasingly frustrated. 1

Parking is a major issue. In my block of 10 private homes, only two use street parking. Yet, it is often impossible to find parking within a block or two of home, a fact that becomes more concerning on dark and rainy evenings. I watch as people come and go to their cars. Most are from lower down the hill where apartments and condos have been built without adequate parking. They park wherever they can find space, whether or not it is legal. It is not unusual for cars to remain in one spot for several days. 2

Traffic is another major issue. If residents of South Queen Anne need to access I-5, we must allow at least 30-60 minutes extra to our commute just to get on the freeway. Traffic to and from the Seattle Center increases and new businesses play a major role. Our safety is jeopardized when emergency vehicles are forced to negotiate gridlock traffic.

Early afternoon traffic (not rush hour; good driving conditions) can take nearly a half hour to drive from Taylor to I-5 entrance (distance of approximately 1/2 mile). This is considered "breakneck speed" by locals. It is not unusual to spend 60 minutes on Mercer Street just trying to access the freeway. In contrast, once on the freeway, it takes under 10 min to drive to Northgate (7 miles). 3

There are very limited ways to avoid the "Mercer Mess", all of which involve going far out of our way, just to find ourselves in another traffic nightmare with others trying the same thing. We have very few choices. Now it is proposed that more high-density buildings be built??? We are already past the maximum. What are our city planners really thinking?

The problem goes back more than five decades. The web site "mercermess.com" reports that by 1994 Seattle had spent millions on eight major studies to try to fix Mercer Street. Early 2010 began a new phase, spending millions more. This gives us widened sidewalks and a bike path, but it does not alleviate the traffic problems -- and there's no clear solution in sight. Adding higher rise buildings will only add to a nearly impossible situation.

While we recognize the need for change, please give careful thought to the zoning issues. Please do not continue to adversely affect our quality of life and our safety. I strongly support Alternative #1. I would reluctantly accept #2. I am deeply concerned about Alternative #3. 4

Thank you,
Pat Hitchens
367 Prospect St.

September 14, 2016

Mr. Jim Holmes
City of Seattle – Office of Planning and Community Development
701 5th Avenue
Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Re: Comment – EIS Uptown Rezone

Dear Mr. Holmes:

I am pleased to let you know that I totally support Alternative 2 “Mid-Rise” in the EIS for the Uptown neighborhood.

Increased height and density for Uptown is long in coming and much needed to allow Seattle to provide sufficient housing during this unprecedented time of growth, and, quite importantly, to simultaneously increase the amount of affordable housing available to those less fortunate. And increased height and density will implement the neighborhood’s vision, developed after years of consultation with the community, as well the Queen Anne neighborhood and the City’s comprehensive plan.

More specifically, a height increase to at least 85 feet east of 2nd Avenue West is appropriate for this part of the East Roy corridor in terms of land use, and height, bulk and scale. Lastly, the newer buildings in the neighborhood show us how good urban design can contribute to neighborhood identity and provide amenities. By encouraging new development, the proposed Alternative 2 (Mid-Rise) upzone will have a positive effect on neighborhood character.

All in all, an upzone to at least 85 feet, and increased density that comes with it, will have very positive impacts on the city, its residents, and its housing options.

Sincerely,
John and Christina Hogan
517 Crockett Street
Seattle, WA 98109

From: Hogenson, Peter [mailto:phogenson@pthogenson.net]
Sent: Friday, September 16, 2016 9:02 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Theresa Hogenson <thogenson@pthogenson.net>
Subject: Uptown rezoning and future plans

Dear Jim,

I have been following the cities planned rezoning and changing building codes.

In particular the ones that impact the area I live in....Upper Queen Anne.

I want you to know my wife and I are strongly opposed to the proposal to build 16 story buildings (option 3 high rise). Several 'Mid Rise' buildings have begun to show up from Roy street and further south and they seem to fit in nicely but 'high rise' buildings would block views for the many SF zoned homes farther up on the hill and would , in my opinion, negatively effect all of upper Queen Anne as a great neighborhood to live in as it is now.

1

It seems in the quest for more units of housing the Mayor and DPD want to open up more land for developers to build huge and tall multi family projects. They claim this will help solve the Affordable Housing Crisis. Clearly, from what has happened thus far, this is not the case. Rezoning and up-sizing have built more units but they are not affordable to medium to low income families. Honestly, to me it seems this has been used as a cover to allow developers to rapidly build in more areas and bigger projects to line their own pockets.

2

Like Ballard, Shoreline, Wallingford, Capital Hill, UdistRICT, etc. the small, neighborhoods of bungalow style homes are a big reason Seattle is so desired by people who want to move here. These neighborhoods have a small town and unique feel about them that people, especially with young families want. Please don't destroy this in a quest to pack larger, taller and more dense housing into every potentially open lot in the city. This will be a mistake and bad for Seattle.

3

Sincerely,

Pete Hogenson
205 Prospect St
Seattle, Wa. 98109
206.226.3547

From: Beautiful Bike 2012 [mailto:beautifulbike@icloud.com]
Sent: Tuesday, September 13, 2016 6:09 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Queen Anne Traffic and building heights.

Hi Jim,

What I do not: push things through BEFORE the environmental impact statement is completed. The city and state have a history of making things work out for big money interests ahead of the people in the communities. 1

What I want: Develop buildings with a height limit of 7-8 stories around Seattle Center and QA Ave. 2

**ARE YOU TIRED OF ALL THE TRAFFIC AROUND QUEEN ANNE IN THE EVENINGS?
CANT FIND A PLACE TO PARK?**

Hi All,

This is your chance to have your voice heard. If you are tired of the traffic we are experiencing, along with the parking issues, now is your chance to write an email expressing your frustration to the city before they push through their development proposal.

The date for your comments to city advisor Jim Holmes jim.holmes@seattle.gov has been extended [until September 16th](#).

They are considering a choice of three options:

- 1) do nothing
- 2) Develop buildings with a height limit of 7-8 stories around Seattle Center and QA Ave,
- 3) Develop buildings with a height limit of 16 stories around Seattle Center and QA Ave (!!!)

These developments will really impact the uptown area of Queen Anne hill and they will also impact the top of the hill as well. We now have many people coming up and over the hill in order to avoid the "Mercer mess" creating long lines and almost 45 minutes to get off the hill (for those of us living on the North side). Parking is beginning to crawl its way up the hill as well, due to not enough parking available for the apartments and condos on Lower QA Hill.

The city wants to push things through BEFORE the environmental impact statement is completed.

Please consider having your voice included when the city decides. This is your right. I know it's easy to sit back and think that someone else will voice your opinion for you, but this is our chance to get the citizens of our fair city together and share our thoughts.

Again, the emails need to be addressed to Jim Holmes

jim.holmes@seattle.gov

Also, if you would like to have updates about this situation, please send me a private message here, providing your email address in the body of the message.

Many thanks,

Holly - another concerned neighbor....

for more info on what's happening go to:
[http://www.seattle.gov/dpd/cityplanning/...](http://www.seattle.gov/dpd/cityplanning/)

From: Harold G Holmberg [mailto:holmberg@cablespeed.com]
Sent: Monday, September 12, 2016 10:30 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown rezone

Dear sir

I own 201 & 211 valley st. And also 200 Aloha st. in the south slope of QA. We need new infrastructure In the Seattle core area. IT IS OVER 100 YEARS OLD ! The general rental population do not like concrete jungles. They do not like a small qube to live in. The city is building to the beat of the Amazon drum. The 75% employee churn will not last! The city will end up with a very high vacancy factor for many years when JB flips the switch.

Our normal rental population will not pay these new prices, nor can they afford them! Shops will be closed, apartments will be empty.

NO ACTION ON UPTOWN REZONE

LOW RISE BUILDING MAX.

WE NEED NEW INFRASTRUCTURE FIRST

SUN WILL BE OUR FUTURE ENERGY SOURCE. WE MUST PLAN FOR IT!

Sunshine is free if you can see it!

Thank you

Harold Holmberg

Property will be valued according to solar exposure, not the concrete reflection.

Sent from my iPad

From: Edie Hoppin [mailto:echoppin@yahoo.com]
Sent: Monday, September 05, 2016 11:14 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Emphatic NO to the Uptown Urban Center Rezone

Dear Mr. Holmes,

I must add my voice to those who are asking you to take consideration of the Uptown Urban Center Rezone completely off the table.

Having grown up on Queen Anne Hill (my mother still lives there), and living in Seattle for over 50 years, I have seen the impact of growth and development around Queen Anne and the Seattle Center. Adding density in this sensitive area will further impact anyone who uses Mercer street where traffic is already a nightmare. Adding thousands more people, just from this rezoning, will make an already bad situation worse. Please do not let the deep pockets of developers create a situation where you bypass the process of a through Environmental Impact Study. 1

Navigating Mercer street at almost any hour of the day has become a real hardship affecting everyone who uses it. Traffic congestion is intolerable as it is, and there are only promises of adequate infrastructure, especially along the Mercer Corridor. Given our topography and weather conditions, walking and bike riding are going to be the least favored mode of transportation. 2

I am also concerned that emergency vehicles (Medic One, Police, Fire, ambulance) are going to have life-altering difficulties trying to navigate the worsening traffic congestion. I have witnessed them try to navigate Mercer, even during off-peak hours, where they are forced to sit in traffic. Vehicles try to get out of the way but there's nowhere to go. All of our hospitals, including our primary trauma center, require transportation through often extremely congested streets. The increase in density could affect first responders' access to an emergency and patient transport to a medical facility. 3

Please don't jeopardize lives, in a rush to push through a deeply flawed development plan. Thank you for your time. 4

Edie Hoppin
206-949-6101
1616 15th Ave
Seattle WA, 98122

From: Sara Hoppin [mailto:sara@gbk.com]
Sent: Monday, September 05, 2016 5:21 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Bagshaw, Sally <Sally.Bagshaw@seattle.gov>
Subject: Queen Anne Hill Resident Comment on Uptown EIS Draft

Dear Mr. Holmes

Attached is my letter commenting on the Uptown Draft EIS which I wrote on Sept. 1st and, with the hard copies in the mail to both you and Sally Bagshaw, my City Council representative. I look forward to hearing the results of the citizen comments regarding the process going forward and future impact(s) on both the Uptown and Queen Anne Hill neighborhoods.

Thank you in advance for your consideration.
Sincerely

Sara Comings Hoppin

Sara C. Hoppin
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SARA COMINGS HOPPIN

108 WEST PROSPECT STREET
SEATTLE, WASHINGTON 98119

September 1, 2016

Mr. Jim Holmes, Senior Planner
City of Seattle Office of Planning and Community Development
700 5th Avenue, Suite 1900
Seattle, Washington 98124-7088

Dear Mr. Holmes:

Thank you for the opportunity for citizens to comment on the City of Seattle's July 18, 2016 Draft EIS for the Uptown Urban Center Rezone. I have read the letters from Luann and Irv Bertram, Jeff and Emily Schrock, Holly Allen and Alexandra Moore-Wulsin and know you have received others voicing similar sentiments so you are finally getting a good representation of the voices of a majority of concerned citizens. As you have seen, these letters have been carefully written after in-depth studies of the Uptown EIS before being drafted. Each letter expresses those individuals' knowledge of the neighborhood as it relates to that large and complex document and their strongly held feelings about any future plan(s) for growth and/or development. 1

I agree with all of the points presented in these letters and wish to add my voice to the tremendous concern I have of the negative impacts of Alternatives 2 and 3 on both the Uptown neighborhood itself and the adjoining Queen Anne Hill neighborhood. I cannot believe Alternatives 2 and 3 are the result of citizen input, but must be a "top down" approach to planning, which is not the "Seattle way"! 2

The special quality of life in Seattle is largely due to the vitality of the individual neighborhoods and the loyalty residents feel to their neighborhood and to the City as a whole. Increased density is a fact of our growing city but the planning for it must be done with thought to the pre-existing quality of life and the unique character of each neighborhood, or else the quality of life in the City as a whole will be diminished. 3

I have lived in this home for over 51 years and have seen many changes. I am not averse to growth, but as stated above, I AM concerned that it not be planned from the "top down" without regard for more citizen input, further planning and/or refining. We need further genuine citizen input before any plan is adopted. 4

Sincerely,



Sara Comings Hoppin
cc. Sally Bagshaw, City Council

From: Lynn Hubbard [<mailto:elynnhubbard@gmail.com>]
Sent: Thursday, September 01, 2016 3:56 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown draft EIS Comments

Dear Jim,

Re: Uptown EIS draft - comments

Thanks for taking the time to speak with me about the EIS. I can see you have put in work and been thoughtful in putting together this draft. 1

I think you are in the unenviable position of having heard a lot from the Uptown Alliance, which does not represent the community as a whole, and less from actual residents and stakeholders who are not involved for profit. Hopefully through this process, more items will be called to your attention that will be important to your review. 2

In drafting recommendations, I don't see any increase in height along the northern edge of Uptown as being sustainable for many reasons outlined by others. You could study 65 feet as an alternative for the "Heart of Queen Anne". 85 feet is too high and is not moderate. It is outside of human scale. The EXPO is 65 feet and was done in a way that makes it work pretty well with neighbors. Currently there is a contract rezone request on 1st Ave N for 85 feet from 40 feet between two historic brick buildings. It would be a disaster if a huge out of proportion building were allowed between those old brick buildings. It isn't necessary to meet the goals to increase density and does not benefit the neighborhood. A blanket rezone to 85 feet (or the higher option) is not in line with the current neighborhood. 3

Any height increases north of Republican endanger significant views and the historic character of neighborhoods. If you refer to the Queen Anne Neighborhood Plan, in their goals under land use, it is clear that the intent is to build within existing zoning. Queen Anne values its character and does not want to lose it. 4

If any height is approved, then there should be concessions from developers for the extra building. They can pay for parks, schools, more fire and police, etc. They can pay to upgrade utilities. Perhaps they can pay to speed up the light rail process, assuming ST3 passes. Otherwise I fear we will just have a mess on our hands and a few people making a big profit. However, I sincerely hope that you are able to recommend the no action alternative. 5

As Alec and Cathy Ramsay pointed out in their letter, we can reach the city's goals without adding height. The current heights zoned allow for building within this height that will add capacity. I concur with the points raised in their letter and attachments. 6

I drove along the southern boundary of Uptown wondering how it would be with 160 foot buildings. It is too high for the scale. It will not increase walkability. Maybe there is some middle 7

ground – 20 feet added? But not at the expense of neighbors' light and views. The southeastern corner has the Space Needle and Monorail, so it is hard to see how increased heights there would not have a significant impact.

I am also concerned that the representations in the draft EIS do not accurately depict view blockage. For example, the buildings that have not been permitted and are “in the pipeline” will have significant effects on views. Looking at the Kerry Park rendering, it looks like Key Arena is largely obscured from Kerry Park, even with no action. However, without the “pipeline” buildings, Key Arena is visible. So it can lull one into believing that view is already gone. Further, the views to the south and southwest from Kerry Park are also important and beautiful and deserve protection. In fact, in the UDF, the importance of protecting those views is emphasized in the chart that shows arrows pointing in all directions from Kerry Park, not only towards the Space Needle.

8

Do the building heights in the renderings include the things developers put on top of buildings? For example, if a builder has an 85 foot eight limit, they will also have elevator shafts, air conditioning units and other things on top of the buildings that block views. In your pictures, please show the proposed building heights, assuming that the developers will use every inch of available space on top of the buildings. Do the heights depicted on hills show the adjustments made that increase the total heights allowed developers?

9

If height increases are allowed along the northern edge of Uptown, which is a hill, it will be a loss for those on the lower part of the hill. The wealthiest people on top of the hill will not have too much view effect (especially to the west), but the renters and homeowners with lower and more minimal views will be impacted. These people paid for zone protected views. In some cases, the view is only in a small window – but is valuable and worthwhile. It can easily be taken away by one tall building.

10

I need to stress the importance of human scale and walkability. We want to encourage more walking and biking, but if we build taller buildings, then people will not want to be walking. Alternatives 2 and 3 will lead to more driving and less walking and then more traffic congestion. Our streets are too narrow to support tall buildings. In studying the human scale and livability, it is important to note that buildings over 7 stories are considered out of human scale. Some say 4 stories is the maximum height. Or you can lie (figuratively) a building on its side and if the top of the building went past the width of the road, it would be too tall.

11

I am concerned that affordable housing will not be added to Uptown, but that developers will pay the fee instead and we will only be adding homes for wealthier people. We won't get more diversity that way.

12

On page 1.39 Fire Services are mentioned. Did the fire department consider the greater fire danger posed by the oil trains that pass through Interbay and the fact that much of Uptown is in the “blast zone”?

13

On 1.40 there was a finding of no significant impacts to police services. I don't agree. When people live in taller buildings, there are fewer eyes on the ground. This was learned the hard way in highrise developments in NYC. The neighborhoods lost the friendly feel when people

14

moved up. Crime increased. I suspect that additional police would be needed. And we are short on police now.

The schools were covered next. My son was at John Hay Elementary three years ago. The facility was already stretched, as it included the areas south through Belltown. I suspect that an increase in population from highrise development would add a strain on schools. And if it doesn't, then we are not increasing our population in a diverse manner that includes families.

I am concerned that homelessness is not addressed as an important factor in the draft EIS. Homeless issues in Uptown are not the same as affordable housing for people with jobs. The homeless I am referring to appear to be more mentally ill or have addiction issues in the Uptown neighborhood. The operators of the Uptown Theater had a beautiful parklet installed (a public space). They want it moved away now because the homeless situation is making it too difficult to keep it clean. There is garbage there every morning. Security guards are required at buildings to continue asking the homeless to move out of doorways. The Counterbalance Park is also full of homeless people and usually you do not want to be in the same area because of the mental instability and addiction that is often (not always) an issue. On my walk from the Uptown Theater to the south slope in the evening, I invariably encounter intoxicated homeless men along the way.

It is important to address the homeless situation, because if you build tall in order to increase public spaces, that is not necessarily a good thing. The public spaces we do have are heavily used by the homeless population. Of course we need to find suitable places for the homeless, but that is not the point of this letter now. We know that the suitable places will not be in the 85 foot tall buildings. Public spaces need to be thoughtfully designed and should not be an end in themselves in the Uptown neighborhood in light of current uses by the homeless population.

We need shade and shadow diagrams that are in the "Heart of Queen Anne" and show the effect on buildings that are not ripe for redevelopment.

I concur and incorporate the opinions expressed by Alexandra Moore-Wulsin; Alec and Cathy Ramsay; Irv and Luann Bertram; and Jeff and Emily Schrock (attached below). I also incorporate comments submitted by Bayview.

Thanks for all of your time on this. I am hopeful that you will be able to make a reasoned recommendation after looking at all of the additional information. Please let me know if I can be of any assistance.

Best regards,

Lynn Hubbard
301 W Kinneer Pl.
Seattle, WA 98119
elynnhubbard@gmail.com

Uptown Rezone DRAFT EIS – Summary Comments

August 25, 2016

Dear Mr. Holmes,

Thank you for the opportunity to comment on the draft EIS (@ <http://bit.ly/2bm9Lr2>).

While we fully support greater density and more affordable housing, we strenuously object to the upzoning being considered. The proposals and draft EIS are deeply flawed:

- The City doesn't need to upzone to accommodate the increased density – All the density scenarios can be accommodated within the current zoning (analysis @ <http://bit.ly/2bGylC9>);
- The City also doesn't need to upzone in order add affordable housing requirements – State law allows the City to add affordable housing requirements and keep the current zoning (WAC 365-196-870 (§2) @ <http://bit.ly/2bhUrqn>);
- The upzoning alternatives being considered by the City far exceed the height increases the HALA advisory committee recommended to the Mayor and City Council – This excessive upzoning is not required by or called for under HALA (analysis @ <http://bit.ly/2bOkzue>); and
- The upzoning alternatives do not advance the priorities residents and the City established in the Uptown Urban Design Framework – In fact, at the margin, upzoning would seem to detract from them (analysis @ <http://bit.ly/2bPEhqU>).

We would be much better served, if the City focused on mitigating the effects that much greater density will have on already bad traffic and parking congestion and tried to address the neighborhood needs (including more affordable housing!) outlined in the UDF priorities. Developers clearly do not need more incentives to develop in Uptown, as evidenced by all the current and recent projects in the neighborhood.

A copy of this letter is posted online (@ <http://bit.ly/2c8UPxq>) along with the detailed supporting analyses noted above.

Thank you,

Alec & Cathy Ramsay
917 3rd AVE W

P.S. Neighbors – Please Reply All/Forward to Jim Holmes (Jim.Holmes@seattle.gov) and endorse the comments you agree with. Please forward this to other neighbors so they can too. Comments are due by September 1st. Thanks!

Comments on Draft EIS for Uptown

1 message

Irving Bertram <irvbertram@comcast.net>
To: Jim Holmes <jim.holmes@seattle.gov>

Mon, Aug 29, 2016 at 11:13 PM

Dear Mr. Holmes,

I am writing to advise you that I have reviewed the draft Uptown Environmental Impact Statement. While a significant amount of time and effort went into it, I am quite disappointed in what was not addressed that in my opinion should have been addressed. Secondly, numerous statements appear to me to lack adequate factual support. I also question whether the direction given to the authors of the EIS was appropriate. The question is, is the EIS intended to be a sales document to support some form of up-zoning, or a fair exploration of the facts in order to enable the City Council to make a reasoned decision? Unfortunately, it appears to be the former. 1.1 states that the purpose of the EIS is to support increasing the permitted building heights and density in the Uptown neighborhood. As a result, in my opinion, the draft EIS appears slanted to achieve this purpose, rather than examining the three alternatives in an even-handed manner and giving appropriate attention to the impact on the surrounding neighborhoods.

I have divided my concerns into two parts. The first deals with elements that I believe should be included in the EIS but were not. The second deals with what was addressed but, in my opinion lacks appropriate support.

1. The EIS limits itself, other than the discussion of view blockage, to Uptown. There is no attempt to analyze the effect of increased density on Queen Anne Hill or the South Slope of Queen Anne. A major impact not addressed is traffic problems that currently exist. The study should have included from Uptown to I-5 on both Mercer Street and Denny Way. Many residents and future residents of Uptown will commute by car for work and other tasks by going to I-5. At times, even reaching the north portal of the Hwy 99 Tunnel will be a problem due to gridlock. Moreover, the Viaduct will be gone replaced by a toll road, and Expedia will be moving into Interbay with 4500 employees in about 2 years.

Secondly, the view interference from Kerry Park refers primarily to the Space Needle. Kerry Park is the principal viewpoint in the City of Seattle and visitors flock to it to view Elliott Bay, Alki Point Puget Sound and the City skyline. The proposed impact of the Mid-Rise and High-Rise Alternative should be studied and reported with this in mind. Exhibits 3.4-40 through 3.4-42 are not easy to follow, and only focus on the Space Needle and City of Seattle. The inclusion of buildings in the pipeline in the foregoing exhibits makes it appear that the view of Key Arena from Kerry Park is already blocked. Yet these buildings have not been approved, so including them in the exhibits leads the reader to be less inclined to look at the effect of the Mid and High-Rise options on the view of Key Arena. Tourism is very important to Seattle, and while the view of the Space Needle should be protected, shouldn't the overall view from this vantage point be considered and fairly discussed? Views from Kerry Park looking south and southwest should also be included in the analysis without including buildings in the pipeline for which building permits have not been issued.

Third, from personal experience, parking on the south slope of Queen Anne Hill, which is currently impacted by the lack of free parking in Uptown, will become more problematic. But the EIS doesn't address this effect. In fact, as addressed below, parking is not appropriately addressed at all. Using fee charging parking garages to gage free street parking places, or more convenient pay parking places, does not seem appropriate. In addition, since we have experience with Uptown residents parking on the streets of the south slope of Queen Anne during the week as well as during special events at the Seattle Center to avoid paying, it seems appropriate to expand the parking study to include the impact of additional Uptown residents on the south slope of Queen Anne within this area as well.

2. In examining the Mid-Rise and High-Rise alternatives there seems to be an assumption that all lots in Uptown are owned by the same party and that party would make a rational decision concerning which lot to develop with a High or Mid-Rise. This is erroneous.

The only fair assumption is to assume, for the purpose of view impact, shadow impact, traffic patterns, etc., that full development to the maximum allowable height and density will occur on every available lot. The problem is that individual property owners will make development decisions for themselves without necessarily considering who else is developing other property in Uptown at the same time. In other words, one cannot predict the course of development. And the City should not be changing the rules over time to further City goals as it will lose credibility.

3. Up-zoning negatively affects surrounding property as it suffers all of the disadvantages of increased density without any of the benefits. Yet, other than limited view blockage from viewpoints, there is no attempt to address the effect of the alternatives on the adjacent south slope of Queen Anne Hill, or the top of Queen Anne Hill. The major way for Queen Anne residents to reach I-5 or the City is to use Queen Anne Ave, or Taylor Ave/ 5th Ave, although those on the north side of the hill use highway 99 to reach downtown. There should be a traffic study and the parking study of the effect of up zoning Uptown as it affects these areas. And, if studies are going to ignore everything before 2035, which seems ridiculous to me, why not include the anticipated changes in the number of residents to Queen Anne Hill in the projections? How can a fair study simply ignore the existence of the adjoining neighborhood when considering increases in traffic on Queen Anne Avenue, Mercer and Denny? It should be noted that Queen Anne Hill has few streets that go through, and those are steep.

4. Why was there no consideration of raising the zoning to 65 feet in areas like “The Heart of Uptown” or as an alternative to the existing zoning everywhere? Would that not have had a better chance to retain the character of the neighborhood and have less impact on surrounding neighborhoods? The EIS should contain a statement of why the particular alternatives to the current zoning were chosen and why a more modest choice of up-zoning was not considered. For example, in the Heart of Uptown, the EXPO Apartments were built at 65 feet. They were built so that the height is graduated and they are not overpowering to the other buildings in the neighborhood. Placing an 85’ tall building across 1st Ave N from the EXPO Apartments is not fair to the owners of the building who expected to have view units protected by the existing zoning. In effect, those view units would be eliminated, decreasing their rental value. In addition, allowing 85’ or taller buildings promotes the “canyon effect” since lots are small and streets are not wide boulevards.

The following are some specific problems that I note with the Draft EIS. I have tried to use headings and references where I could find them as the draft EIS contains no page numbers. It would be appreciated if the pages are consecutively numbered in the final EIS.

5. Mobility Proposals. The EIS assumes that the current plans will be adopted. There should be a study of what happens under each zoning proposal if these assumptions are incorrect. The analysis of the current traffic congestion problem is based upon an inadequate study. Exhibit D fails to reflect my experience as a Queen Anne Resident. I have spent over 15 minutes driving down Queen Anne Avenue from Mercer to Denny when traffic on Denny Way is backed up. In fact, once it took us over 30 minutes as only a few cars could enter Denny Way with each traffic light cycle due to traffic congestion on Denny Way. Driving in the opposite direction, I have spent more than 15 minutes to reach First Avenue North via First Avenue, or via Denny Way in order to begin to drive up 1st Ave N. The EIS states that “Both Action Alternatives will result in **some minor increase** in vehicular trips and vehicle miles of travel on the network.” See Exhibit 1-10 (emphasis added). Where is the support for the emphasized words? The apparent source is the City of Seattle. Currently, traffic on the one-way portion of Queen Anne Avenue at certain hours of the day is highly congested requiring waits at Denny through two or three light cycles minimum and up to 10 minutes. So what is the baseline? The statement that “screenlines will operate with adequate capacity and corridors will operate similar for all action cases” seems to support not up-zoning until the current problems are resolved as it assumes that no problem currently exists, which my experience refutes. Adding “some minor increase” to the existing and projected future congestion is unfair to current residents. However, without supporting data that statement appears to deliberately significantly underestimate the problem. Exhibit D should be explained and supported by the dates that the study was made, as well as how it was made, or not included as it does not comport to the reality that I, a Queen Anne resident of almost 40 years, have come to expect.

Under 2.15, the draft EIS assumes that all the proposed mobility proposals “are assumed to occur.” The EIS should not count upon future plans alone that are not scheduled to occur with financing in place, but should address what will happen without implementation of those plans. As noted above, not only should the future Uptown residents be considered, but also future Queen Anne residents who will use the same roads. Given the current transportation problems, shouldn’t they be solved before any consideration of up-zoning? If not, shouldn’t the EIS address increases in residents in the adjoining neighborhoods? The addition of 4,500 Expedia employees to Interbay should also be included as many will undoubtedly drive Mercer St or Denny Way to I-5. Maybe Expedia has a reasonable idea of a rough number of additional vehicles that will be added to those roads. Shouldn’t Expedia be contacted and its information included?

6. Affordable Housing.

A. The addition of affordable housing seems to be the basic reason behind the proposed up-zoning. Yet the EIS makes the following points: Exhibit 1-2 shows that without any change in zoning the proposed growth target is well under capacity. In fact, the Net Capacity of households without a zoning change (10,186) is never reached with a High-Rise zoning change as the target growth only grows to 3,745. In the case of jobs, there will be an increase with each of the rezone options, meaning increased traffic congestion (from an original capacity of 2,670 to 3,125 actual targeted growth). How about explaining why up-zoning is important when the study shows that current zoning is sufficient?

B. Under 1.6 there is an affirmative statement that under higher zoning there will be more opportunity for development of affordable housing. Where are the facts to support this claim? Under the heading “What is different between the alternatives?” there is a statement that only 42 to 60 existing residential units would be torn down in redevelopment. This seems low as there currently exists a planned contract rezone at 203 W. Harrison that eliminates at least 19 units. However, the draft EIS goes on to say that 303 units could be displaced. So, if we assume 303 units, how many units of affordable housing will be added to replace them? Where is the analysis? Has the City pointed out how much developers are to pay to avoid providing affordable housing or why the percentage of units required in lieu of payment is so much lower than Boston and other cities require? Why is this not addressed? Exhibit B-1 refers to developers having a choice to pay a fee in lieu of providing affordable housing. I have heard for example, with the proposed contract rezone on W. Roy Street that will put the Intergenerational Child Care Centre in shadows, that the owner would make the payment instead of incorporating affordable housing. The proposed plan will actually block views at Bayview that are currently rented at higher rates in order to subsidize non-view units of this re-rented home. Reducing the value of the view units will make it necessary to increase the cost of the current non-view units making those units less affordable.

C. “Under the Action Alternatives, greater capacity for infill and redevelopment could be associated with loss of existing buildings that provide low-income housing. The future SM zone could be tailored to include measures identified in Housing Element goals and policies, such as replacement of occupied housing that is demolished or converted to non-residential use, using incentive programs to encourage the production and preservation of low-income housing, or requiring new developments to provide housing affordable to low-income households. As noted above, housing programs, regulatory measures, and incentives implemented by the City may influence, but not fully control, the housing products that the private market supplies.” See 3.59 -3.60. *Isn't the EIS making an assumption here, but admitting that it may not be accurate?* Shouldn't the EIS balance assumptions of future conduct with projections based upon those assumptions being erroneous? Shouldn't the EIS address why Uptown will benefit from the loss of the existing affordable housing and the number of affordable units that will be paid for by the developers in lieu of providing it and the location where such units will be built for the dollars allocated?

D. There is a general statement that affordable housing is not likely to be built in Uptown, due to the cost of construction, land costs and marketability due to the proximity to downtown. See the analysis under 3.3-15 that almost provides an admission that up-zoning will permanently reduce affordable housing in Uptown. Should there not be a discussion of eliminating the right to buy out of providing affordable housing in order to preserve some in the neighborhood?

E. 3.87 indicates that mandatory housing affordability attempts to impose requirements on mid-rise and high-rise rezoning, but doesn't indicate that such restrictions can be imposed under current rezoning. Why not? See WAC 365-196-870 (2) that provides that Affordable Housing incentives can be either required or optional. Hasn't the City of Seattle made changes to building codes and zoning requirements over the years without changing the underlying zoning? Shouldn't this option to obtain affordable housing be addressed as an alternative to up-zoning with all its detrimental effects?

F. 3.3-15. Housing Affordability – There is an admission below the table that under all alternatives there is likely going to be a loss of affordable units with greater loss with high-rise construction due to the cost of steel and concrete structures. Isn't this also true with permitting mid-rise buildings? Note the current request for a contract rezone of 203 W. Harrison. It seeks to eliminate 19 existing units and replace them without including any affordable housing. Shouldn't the conclusion be that the best way to protect existing affordable housing for the longest possible time is to retain the existing zoning? If not, why not?

G. Exhibit 3.3-16 indicates that under alternative 1 and alternative 2 the same number of existing units (66) would be demolished, but under the high-rise alternative only 44 units would be demolished. The explanation assumes that since a high-rise would add more units, fewer high-rises are needed. However, what property owner will not develop his property by building a high-rise since another owner is putting a high-rise on his property? If there are facts supporting this statement, provide them. If not, withdraw it. And, if more high-rises are actually built as permitted by up-zoning, isn't it likely that the potential additional residents will far surpass what has been projected? Why doesn't the EIS address the possibility of a full buildout under each zoning alternative and the effect upon traffic congestion and parking? I request that these possibilities be addressed.

H. Exhibit 3.3-17 assumes a loss of 303 affordable units in a full buildout under each alternative. That makes sense and for the purpose of evaluation, a full build out should be assumed since no one will know what individual properties will be developed and when each of the properties will be developed. So, by 2035 all affordable units will be lost, but why encourage the early loss by rezoning to incentivize development? Why not just make those seeking contract rezones provide affordable housing in return? Why has the EIS failed to identify this alternative as a viable option to up-zoning Uptown? Please ask that this point be addressed in the final EIS.

I. Exhibit B-1 purports to provide the number of affordable units that would be provided under each of the alternatives. Please support the numbers by explaining the methodology used to develop the table. Without supporting data one must assume that the table is bogus. And, as noted above, the EIS should include the cost of such units, the amount that the City is assuming that developers will pay it in lieu of providing affordable housing and the location in the City of the new affordable housing so that a reasonable person can determine probable accuracy of projections.

7. View blockage.

A. Exhibit 3.4-10 through 3.4-14 purport to show view impact, but does not show the actual impact of full buildout from Kerry Park. As noted earlier, why is there no discussion of the effect on anything other than the Space Needle, Elliott Bay and downtown? Instead there is the statement that “new buildings are not anticipated to be tall enough to obstruct views of the Space Needle Elliott Bay or Downtown beyond current conditions.” Views are in the eye of the beholder, making this value judgment of questionable merit. Depending upon the height of the buildings and their location, there is potential view degradation, isn’t there? Why not address it? The EIS should not render opinions without providing the factual foundation to support them.

B. Exhibits 3.4-17 and 3.4.18 show less view blockage under the high-rise alternative than under either the existing zoning or the mid-rise alternative. Why? The reasoning should be explained. What assumptions are being made to support these Exhibits? The same problem occurs with Exhibits 3.4-52 and 3.4-54. If the EIS is assuming that the City will adopt code limitations that do not currently exist, or that there are code requirements that support the assumptions, the EIS should address them. Otherwise, unless I have misinterpreted the Exhibits, they should be eliminated as unsupportable.

C. Exhibits 3.4-40 through 3.4-42 are not very easy to follow, and only focus on the Space Needle. The view from Kerry Park should extend from the downtown skyline through all of Elliott Bay to Alki Point to be complete, and, I submit, that buildings in the pipeline that require City Council approval of a contract rezone or otherwise lack building permits should not be included as they may never be built.

D. **“Queen Avenue N and Mercer Street—Facing South.** Height and scale impacts under Alternative 3 would be similar to existing conditions at this location, as shown in Exhibit 3.4–18. Greater height limits along Mercer Street would allow taller development to concentrate along that corridor, reducing impacts to the more sensitive pedestrian environment along Queen Anne Avenue N.” Is the intent of this statement to offer up high-rise zoning along Mercer Street and not along Queen Anne Avenue North? Shouldn’t this statement be balanced in the EIS with a statement indicating that no change in any zoning will achieve the same result of protecting the pedestrian environment along Queen Anne Avenue North while also protecting existing views from Kerry Park?

E. At the end of the section, we find the following statement: “With the incorporation of proposed mitigation, all alternatives would be consistent with the City’s policies in SMC 25.05.675P and Q regarding protection of public views and shading of public parks and open spaces. Thus, based on thresholds of significance and proposed mitigation, no significant unavoidable adverse impacts are identified.” While some mitigation is proposed, there is no requirement that it be adopted by the city. Please have the EIS address what would happen if the mitigation doesn’t occur, and have the EIS provide support for the statement, or withdraw it.

8. Section 3.6 Transportation

A. “In the future, with the anticipated increase of alternative modes due to several factors, including the completion of the SR 99 North Portal with additional roadway crossings, increased frequent transit service, dedicated bike and improved pedestrian facilities, and potential new Sound Transit stations the share of drive-alone trips decreases substantially.” Please have the EIS provide support for this opinion. Based upon my observation, the nice two lane separate bicycle path going under highway 99 adjacent to Mercer St is rarely used while the cars wait in gridlock for the signals to change. It should be noted that not everyone can ride a bicycle or walk long distances. Of course, if the result of eliminating affordable housing through up-zoning Uptown forces out the elderly or handicapped people who need automobiles to travel where public transportation does not go, the EIS should address this impact of the fabric of Uptown.

B. Exhibit D and Corridor Analysis Information. Please provide the methodology used by Transpo Group in preparing this Exhibit, or withdraw it. Its statements, which provide the support for some of the statements of no or minor impact to upzoning, do not, in my experience as noted earlier, represent reality. I drive down Queen Anne Avenue and up 1st Avenue North fairly often, but try to avoid rush hour. The times reflected really reflect weekend travel, not what is purportedly reflected.

C. Parking

- The Seattle Center/ Uptown Strategic Parking Study is currently being conducted and explores in further detail the less frequent parking conditions with higher attendance levels. Shouldn't the EIS wait until the study is completed instead of relying upon the parking garage study?
- Exhibit 36-10 shows a study of parking spaces occupied on a weekday based upon a study of demand in Seale Center garages on two dates. The EIS should either provide factual support for the use of paid garage parking to determine the availability of either free or more convenient hourly metered parking, or wait for the completion of the foregoing study, assuming that it is being done realistically. Few people park in a pay garage if there is street parking available at no cost. Also, many people may park under Metropolitan Market without shopping at the stores above to avoid pay parking. So indicating that 26% or more of the street parking is available does not appear to be factual.
- The statement "The evaluation shows for the No Action Alternative with HCT parking impacts within the study area would generally be no worse than experienced today" is unsupported by facts, besides being limited to an erroneous study area as mentioned earlier. Expand the study area to include the south slope of Queen Anne and other adjacent property where current Uptown residents park and do an honest objective study, or admit that one cannot be done and withdraw everything stated related to parking.

D. Section 3.6.2 Impacts. This section evaluates transportation system operations in 2035 for the three zoning alternatives. Why not evaluate the current traffic problem properly and the immediate effect of a change to zoning occurring within three years? And, how can any assumption that ignores the population increase of the adjacent area, Queen Anne Hill, be of any value? Please revise the EIS to include the projected increase in the populations using the same major streets. Include increases in Queen Anne Hill residents, the known increase resulting from Expedia's relocation, and address the impact on the arterials leading out of Uptown that will be affected under each of the three zoning alternatives. Also, if one is going to really look at 2035, assume a full buildout and increase the number of residents accordingly.

9. Open Space. See 3.8.2 (and 3.277). The statement that Uptown doesn't currently have sufficient open space and Recreation Resources and the adoption of the zoning alternatives will make the shortfall greater due to population increase is followed by 3.8.4 stating that there is no significant unavoidable adverse impacts to open space and recreation services. Please provide factual support for this opinion that on its face appears unsupportable due to the prior statement.

10. It is noted that the proposed up-zoning is not uniform. Some areas receive much higher up-zones than others. While the idea is laudable as it avoids creating canyons and does allow some views, who determines what properties are going to increase in value over the adjoining properties? Is money changing hands? Are certain favored property owners and developers gaining a windfall? How does the City avoid adjoining property owners filing suit to seek equal treatment? How will the City respond to applications for a contract rezone based upon the heights allowed on adjoining properties? These issues should also be addressed in the EIS. Are they not a reasonable by-product of uneven up-zoning?

In Summary, I find that the draft EIS needs a great deal of work and I would appreciate seeing all of the foregoing requests addressed in another draft EIS. Failure to do so will just confirm my opinion that the current document is larded with unsupported assumptions and statements of "minimal impact" in favor of up-zoning and is intended to be a sales job to promote up-zoning, rather than a fair appraisal of the effects of each alternative on Uptown, as well as the effect on the surrounding affected neighborhoods. If I had the time I could raise other questions, but I do not.

Sincerely,

Irving Bertram

317 W. Prospect St.

Seattle, WA 98119

[SWQAnews] Uptown EIS

1 message

jschrock@gmail.com <jschrock@gmail.com>
Reply-To: swqanews@googlegroups.com
To: "Jim.Holmes@seattle.gov" <Jim.Holmes@seattle.gov>
Cc: Emily Schrock <emilywalkerschrock@gmail.com>

Wed, Aug 31, 2016 at 8:49 AM

Dear Mr. Holmes,

We are writing to you with our thoughts on the draft Uptown Environmental Impact Statement (EIS). Thank you for reviewing our comments.

We realize that growth is inevitable and support the project goal of increased density. We are, however, strongly opposed to the zoning changes being considered. It is our belief that the EIS is unfairly biased toward development and is deeply flawed in considering the impact of the zoning alternatives. Our primary concerns can be summarized as follows.

- Current zoning affords a significant amount of population growth and urban development. Why would we introduce all of this risk, change and inconvenience to the neighborhood and communities of Queen Anne and Uptown when there is already sufficient growth capacity in the current plan? These upzoning "remedies" are much worse than the growth challenges!
- The EIS dramatically underestimates the impacts to views, traffic, parking and other neighborhood characteristics. Due to the misguided decisions of previous City officials, huge portions of the City, in particular, the Queen Anne / Mercer traffic corridor suffer on a daily basis from tremendous traffic congestion. Nothing will materially alleviate congestion in the near future. But Upzoning will make this issue worse. Much worse.

Upzoning also negatively impacts views from the entire South Slope of Queen Anne, not just Kerry Park. Each evening locals and tourists celebrate the beauty of our City and the expansive views of Puget Sound, Mt. Rainier and downtown. While tourists tend to stick to Kerry Park, neighbors are walking all over the hill, enjoying peek-a-boo views of the water, downtown and our iconic Space Needle. Upzoning threatens this experience for tourists and neighbors alike.

Upzoning will also put much more pressure on street parking than the EIS estimates. Uptown cars in search of free parking are already deposited on a nightly basis on the South Slope streets. This benefits no one, except the car prowlers. Upzoning will exasperate this issue.

We feel these upzoning choices threaten the character of our urban neighborhood.

- The upzoning proposals appear to be biased toward development. The EIS presents readers with options which appear to be designed with a pro-development outcome in mind. To an average citizen, the EIS presents three choices: no-action, modest upzoning and outrageous upzoning (140 ft. bldgs!). Given that neither the Uptown Development Framework nor the HALA advisory committee recommended the height alternatives of option 3, it would appear this option was intentionally inserted into the choice architecture as a decoy. Results driven survey design can be quite effective. In this case, citizens focus on option 2 - the pro development option which appears much more reasonable in light of the drastic changes in option 3. In reality, the City does not need to choose between these discrete options. It is unfortunate that an Environmental Impact Statement which purports to present objective, unbiased facts, would be based on this false trichotomy of choices.

We chose to live in Queen Anne because it retains a neighborhood quality. We know that growth will occur but if it does at the cost of the neighborhood character, we will all lose.

Thank you

Jeff and Emily Schrock
342 W. Kinnear Pl.

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For more options, visit <https://groups.google.com/d/optout>.

ALEXANDRA MOORE-WULSIN
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29 August 2016

Mr. Jim Holmes, Senior Planner
City of Seattle Office of Planning and Community Development
700 - 5th Avenue, Suite 1900
Seattle, WA 98124-7088
Jim.holmes@seattle.gov

Re: Comments on July 18, 2016 Draft Environmental Impact
Statement for the Uptown Urban Center Rezone

Dear Mr. Holmes,

Thank you for this opportunity to comment on the City of Seattle's July 18, 2016 Draft Environmental Impact Statement (EIS) for the Uptown Urban Center Rezone. I support Alternative 1 with some modifications. I oppose Alternatives 2 and 3. I also endorse the letters written to you by Alex and Cathy Ramsey, by Luann and Irv Bertram, by Lynn Hubbard, by Tanya Carter, and by David Bricklin.

As a preliminary note, I wish to draw the City's attention to two errors in images provided in the Uptown Draft EIS. First, the photo on page 1.37 is reported to be from Kinnear Park. In fact, it is from lower Kerry Park. My son assisted in erecting the playground structures depicted in this image as part of a fellow Boy Scout's Eagle project. The current caption suggests that it comes from the small tract of parkland between Queen Anne Drive and Queen Anne Avenue West, just south of the Bayview Manor. This is inaccurate.

The second error is the graphing of public and private land in lower Kerry Park. The park portion of the land follows the western border of upper Kerry Park. The private portion of the land lies to the east of lower Kerry Park. This is flipped in the graphing.

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I also wish to draw attention to the fact that the Uptown Draft EIS makes no mention of the landslide potential of Kinnear Park (that portion that lies west of 5th Ave W, south of W Olympic, and north of Mercer). Currently, land is buckling in the eastern half of upper Kinnear Park, and when this land slides, it has the potential of impacting any development south of the slide. There is no mention of this in the Uptown Draft EIS.

Information gathered towards the Uptown Draft EIS.

As I understand it, the Draft EIS is built on prior input from Queen Anne in 1998, when Uptown was called "Lower Queen Anne," and from the Uptown Urban Design Framework (UDF). The 1998 input from Queen Anne envisioned Alternative 1 zoning for Uptown, and included much more green space.

The Uptown UDF was developed following the 2014 "charrettes" involving interested parties in the Uptown UDF process, including neighbors. As a neighbor, I do not recall notice of these charrettes.¹ The Uptown UDF, at page 11, notes the following regarding the charrettes: "Charrette topics included an overall evaluation of the neighborhood and how it functions, connections through Uptown and to adjacent neighborhoods, urban form and street character, transit oriented development, and neighborhood connections to the Seattle Center."

Regardless of these notice issues and looking to the notes from these charrettes, many concepts articulated there are watered down in the Uptown UDF and barely recognizable or minimized in the Uptown Draft EIS, including:

- The need for more green space;
- Incorporating lake to shore bicycle access/trails;
- The desire for the neighborhood to attract a diverse array of residents including cross age, race, income, family size, and work demographics;
- The need for schools and other infrastructure; and
- The need to address the transportation and parking issues plaguing the neighborhood.

Interestingly, the charrettes contain perhaps 2-3 references to upzoning Uptown. The Uptown UDF contains a few more references to upzoning, but these references are fairly oblique and discussed in unsupported and ambiguous statements of goals such as:

¹ I do recall notice of efforts to upzone Interbay, and I suspect had the Uptown charrettes and UDF process been publicized as well, including expressing an intention to go towards upzoning, I would have noticed it, and others would have too.

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3.3 Building Height. The guiding principles of this UDF call for a greater diversity of housing types. This means increased housing for families, singles, local artists of all income levels. An important variable to consider in advancing this principle is building height. Building height can influence diversity of housing opportunities and contribute to subarea character by achieving appropriate scale, affecting affordability through construction type, and in the case of taller buildings, requirement for affordable housing and other amenities."

Uptown UDF at page 19. And,

6.4 Building Height. Earlier in this UDF, locational criteria for building height were discussed. In addition to the urban form criteria set out in that discussion, height increases can advance important neighborhood goals. These goals include provisions of public amenities such as affordable housing, open space, historic preservation and in some case other vital public amenities.

Uptown UDF at page 40. This section proceeds to discuss the former requirements that taller buildings include affordable housing, the requirement replaced when Mayor Murray struck "the grand bargain" with developers.

The Uptown UDF's sole reference to potential building heights appears at page 46. The Uptown UDF at page 20, though, in discussing these heights states the following criteria for upzoning from the City of Seattle Municipal Code:

...
2. Preserve important views and land forms. **Seattle's hills, valleys,** and lakes give it identity – consider the impact of taller buildings.

3. Ensure new height limits are compatible with the neighborhood as it has developed already. Not all property will redevelop and compatibility between old and new should be considered.

Consider building heights of adjacent neighborhoods or provide a transition to a different scale rather than an abrupt drop or increase.

4. Advance goals established by the neighborhood through its neighborhood plan.

The Uptown Draft EIS does not appear to build upon the comments of the charrettes, the 1998 Queen Anne plan, or of the Uptown UDF when it comes to upzoning in general and to upzoning as it impacts views, neighborhood compatibility, transitioning to adjacent neighborhoods or

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advancing the objectives stated in the prior neighborhood plans. The Uptown Draft EIS should be re-written to factor in these variables.

Another focus in the charrettes and in the Uptown UDF is that of the historical aspects of the Uptown neighborhood, noted to be one of the oldest in the City of Seattle. The Uptown UDF notes, at pages 10 and 15, a desire to preserve brick buildings that are landmarks and to create a "conservation district" along Roy Street to retain the art deco influenced architecture there. This focus on conserving historic districts is glossed over in the Uptown Draft EIS, and suggested mitigation does little to assure that these historic districts and buildings will be preserved or integrated into an upzoned Uptown. This is error and should be corrected.

With regards to transportation, the Uptown UDF, at page 10, states that the neighborhood would be "best served by a strong multi-modal transportation system", yet the Uptown Draft EIS only provides this outcome if Alternative 2 or 3 is adopted – even after noting that Alternative 1 will increase traffic by 200% between now and 2035, and even after noting the problems with parking for one of Uptown's major attractions, a site that hosts many city-wide events – Seattle Center. As noted below, Sound Transit 3 has not restricted a high volume transit station in Uptown if Uptown does not upzone, and the Uptown Draft EIS should not do so either.

The Uptown Draft EIS almost mono-focus on upzoning is a major, bold, and unwelcome deviation from the considerations and the processes that have brought us to these crossroads. At page 1 of the Summary, it states, "The proposal is a non-project action to amend zoning in the Uptown Urban Center. The purpose of the proposal is to increase permitted height and density in the Uptown neighborhood" The Draft EIS reaches many wrong conclusions regarding the environment impacts of Alternatives 2 & 3. It does so in blatant disregard of the data before it and of the stated preferences of those few neighbors provided notice of the Uptown UDF. While it appears that the Uptown neighborhood may have been aware of the effort to move towards an EIS for Uptown, it also appears that adjoining neighborhoods were not considered or given notice and the opportunity to be heard on this effort. In fact, the July 18, 2016 letter signed by Samuel Assefa, Director of the City of Seattle Office of Planning and Community Development states, "The Uptown Urban Design Framework (UDF) is a summary of recent public input from the Uptown neighborhood." This phrase is repeated verbatim on page 1 of the Summary of the Uptown Draft EIS. The City of Seattle should have provided notice and the opportunity to be heard to all neighborhoods

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that would be directly impacted by changes in Uptown. The Uptown Draft EIS does not advance the articulated goals of the charrettes, of the Queen Anne 1998 plan, or of the Uptown UDF.

The Uptown Draft EIS.

I. *Giving Away Space without Consideration*. Through the Uptown Draft EIS, the City of Seattle gives away the space over the existing structures in Uptown without a *quid pro quo*. Through the changes proposed in the Uptown Draft EIS, the City has the opportunity to require developers to contribute towards the purchase of land for additional parks, schools, and low income housing, for example (all of which are identified priorities from the charrettes), but it fails to require these concessions in what has become one of the biggest airspace grabs in our state. Although the Queen Anne 1998 plan, the charrettes and the Uptown UDF all discuss the need for open space, for preservation of historic structures, and for amenities, the Uptown Draft EIS either makes no provisions for these goals and priorities or dismisses them outright. While I oppose Alternatives 2 and 3, if the City contemplates either of these alternatives, it should require these concessions.

II. *Bootstrapping and Disingenuous Conclusions on the Environmental Impact of Alternatives 2 and 3*. As one reads the Uptown Draft EIS, one reads multiple times disingenuous and boot strap conclusions regarding what should be seen as significant impacts from the proposed height changes but instead are consistently listed as “no significant adverse impacts” or “no significant unavoidable adverse impacts.”

- “This transition [growth and density; height, bulk and compatibility, job displacement] would be unavoidable but is not significant and adverse since this is an expected characteristic of a designated Urban Center . . . with the combination of existing and new development regulations, zoning requirements, and design guidelines, no significant adverse impacts are anticipated.” (page 1.17 - Land Use)
- “With mitigation [that is reviewing and re-writing inconsistent policy guidance and requirements to conform them with this Uptown Draft EIS], the proposal would be consistent with state, regional, and local policy guidance and requirements.” (page 1.18 – Relationship to Plans and Policies)
- “Uptown will continue to face housing affordability challenges . . . Uptown has the developmental capacity to add significant number

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- of new housing units . . . though it may still fall short of the **Comprehensive Plan goal.**" (page 1.21 – Housing)
- Regarding neighborhood character, protected views, and shading, "Under all alternatives, increased development . . . public spaces would experience increased shading . . . More intense development . . . would affect neighborhood character . . . With the incorporation of proposed mitigation, all alternatives would be **consistent with the City's policies . . . regarding protection of public views and shading of public parks and open spaces.** Thus, based on threshold of significance and proposed mitigation, no significant unavoidable adverse impacts are identified. . . . Under all alternatives, some private territorial views could change . . . **City view protection policies focus on public views.**" (page 1.27 – Aesthetics and Urban Design)
 - "Both Alternatives 2 and 3 establish height increases and other zoning changes that could result in significant unavoidable adverse impacts to above-ground historic properties." (page 1.30 – Historic and Cultural Resources)
 - "No significant unavoidable adverse impacts are anticipated." (page 1.32 – Transportation)
 - "No significant unavoidable adverse impacts are anticipated." (page 1.37 – Greenhouse Gas Emissions)²
 - "No significant unavoidable adverse impacts are anticipated." (page 1.39 – Open Space and Recreation)
 - "No significant unavoidable adverse impacts are anticipated." (pages 1.40, 1.41, 1.42, 1.44, 1.46, 1.47, 1.49 – Public Services – Fire (endeavor to maintain response times and may require increased staffing), law enforcement (department identified need to increase staffing and improve facilities), Schools (capital facilities management anticipated to be sufficient to address increases), Utilities (SPU will need to plan to meet the demand))

In fact, the adverse impacts are significant and a full environmental impact statement should be issued addressing the concerns raised in this and other letters. Furthermore, the City can best mitigate and minimize these adverse impacts by adopting Alternative 1.

² The City has the ability to further mitigate carbon emissions by requiring green roofs for the structures to be built in the future – along the lines of what Chicago has begun to require. This is an added aesthetic for those looking at those rooftops from view spots and other sites above Uptown.

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III. Seattle Does Not Need to Upzone Uptown to Accomplish Its Objectives. Many of the following comments are paraphrased from a letter drafted by Alec and Cathy Ramsey in response to the Uptown Draft EIS.

A. The City of Seattle does not need to upzone Uptown to accomplish the priorities of Uptown residents, businesses, and neighbors as outlined in the Uptown UDF and listed on page viii of the Uptown Draft EIS. As stated earlier, aside from lip service, these priorities are glaringly absent in the Uptown Draft EIS, a fundamental flaw of the document.

- Affordable Housing. In fact, Alternatives 2 and 3 detract from these priorities. The City of Seattle can impose new affordable housing requirements, consistent with HALA, without upzoning a neighborhood (see WAC 365-196-870(2)), and the City can attain the same affordable housing benefits in Alternative 1 as in Alternatives 2 & 3.

Flooding the market with expensive market rate units will not trickle down to provide affordable housing absent an intervention by the City of Seattle. Low income individuals are being evicted in the upzoned neighborhoods to make way for market rate units, which are being demolished City-wide. The Uptown Draft EIS merely queues up Uptown to join the neighborhood lemmings jumping into the no affordable housing waters. As a result of the failure to preserve affordable housing, Seattle suffers the highest rate of rent inflation in the nation.

As implemented, HALA and the grand bargain will result in a net loss of affordable housing in exchange for developers' rights to push for increased density. Per the Seattle Displacement Coalition, "Housing preservation is only given lip service, and the plan [HALA] identifies no specific strategies to achieve it" "[N]o net loss' policy. No developer fees." Queen Anne News, Is Ed Murray 'America's most progressive mayor?' Not by a long shot," Fox, John V. and Colter, Carolee, page 5, August 24, 2016.

Alternative 1 best furthers the City's objectives of retaining (and creating additional) affordable housing.

- Multi-modal Transportation System. The City presents no credible evidence to support its contention that this benefit will inure solely under Alternatives 2 & 3. Sound Transit 3 service to Uptown is not contingent upon upzoning under Alternatives 2 or 3.

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Irv and Luann Betram eloquently articulate the experience of Queen Anne residents going through Uptown to commute to work, attend cultural events, transport children to activities, and more.

Seattle Center continues to coordinate major city events that draw large crowds from around the greater Seattle metropolitan community. These events will suffer if parking and if public transportation issues are not addressed. The City of Seattle will fail its objective to decrease the use of vehicles in Uptown if it does not provide alternatives.

- Community Amenities (community center, new schools, open space). The City does not talk about a community center, deflects on new schools to Seattle Public increasing staffing and facilities after stating that it could not gauge the increase in demand, page 1.41 and specifically states that there will be no new open spaces, aside from sidewalks, courtyards, and alleys, p 1.37. The City offers nothing to advance these goals and priorities as stated in the 1998 Queen Anne Plan, the charrettes, and/or the Uptown UDF under any of the three alternatives. The Uptown UDF included these goals and advanced increased height to accomplish them. This is a total disconnect with the historical documents leading towards the development of the Uptown Draft EIS.

The City has the capacity to study the impact of the Uptown Draft EIS on new schools and open spaces now by looking to the effect of development in Belltown, the Pike/Pine corridor, and South Lake Union. The City should also mandate floor ratios so as to limit a building's footprint to 75% or less of the lot size in order to preserve the historic grassy strips found around the current and historic structures of the neighborhood. Additional open space is a must if children and dogs are not to compete for the use of the only greenspace available at Seattle Center.

The City has the ability to address this now to require quid pro quos from developers to provide these amenities. This is a significant environmental (and tax i.e. raising new revenue through levies) impact that the Uptown Draft EIS fails to address.

- An Arts and Cultural Hub. The Uptown Draft EIS provides no credible evidence for its assertion that Alternatives 2 & 3 better support this priority. Arts and culture hinge upon affordable retail, studio and

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housing. As previously stated, Alternative 1 best supports affordability and thus best supports this priority.

- A Strong Retail Core. This priority is not discussed in any of the three Alternatives proposed. Alternative 1 can presumably meet this as well as any Alternative.
- A Welcoming Urban Gateway to Seattle Center. This priority is not discussed in any of the three Alternatives proposed. Alternative 1 can presumably meet this as well as any Alternative.

B. The City of Seattle does not need to upzone Uptown to accomplish its increased density objectives. Additionally, the discretionary adverse impacts of the upzone flow from Alternatives 2 and 3. The City's stated objectives are to increase households by 3,000 and jobs by 2,500 in Uptown over the next twenty years. The Uptown Draft EIS then states that it also considers a 12% increase under Alternative 2 and a 25% increase under Alternative 3, neither of which are required to achieve the City's goals. The City can meet its goals under Alternative 1, and it can also meet its 12% and 25% stretch under Alternative 1 as Uptown is currently at 60% density capacity today. The City can also meet its goals under HALA under Alternative 1 and without any upzoning.

IV. The Uptown Draft EIS Completely Fails to Address the Impact of the Upzone on the Surrounding Community. There are 14 identified street view, parks and other areas of protected public site lines to various structures or natural features per the Seattle Municipal Code and/or protected from building shadows. This letter uses the term "obstruction," as the EIS does not delineate between "shadows" and "obstructions;" the term is used here to mean obstructed views and shadowing. The Uptown Draft EIS analysis looks at "no obstruction," "partial obstruction," and "full obstruction."

There are 14 identified street view, parks and other areas of protected public site lines to various structures or natural features per the Seattle Municipal Code and/or protected from building shadows.

- Under Alternative 1, 11 out of the 14 views have no obstruction, 3 out of the 14 views have partial obstruction, and 0 out of 14 views have full obstruction.
- Under Alternative 2, 6 out of 14 views have no obstruction, 6 out of 14 views have partial obstruction, and 1 out of 14 views have full obstruction.

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- Under Alternative 3, 6 out of 14 views have no obstruction, 4 out of 14 views have partial obstruction, and 4 out of 14 views have full obstruction.

Only Alternative 1 complies with the Seattle Municipal Code's requirements regarding obstructions (and shadows) from the viewpoints identified in the Seattle Municipal Code.

Per the Uptown Draft EIS, private views are addressed through mitigation (meaning after the upzoning has occurred and on a permit by permit basis, I believe). However, per SMC 23.60.060 & .220, height, bulk, and scale of development projects should be reasonably compatible with . . . the adopted land use regulations for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning.

SMC 23.60.060 & .220. This is consistent with the Uptown UDF paraphrase of the Seattle Municipal Code regarding views, which is provided on page 3 above. It is also consistent with the charrettes topic of exploring "connections through Uptown and to adjacent neighborhoods." Unless this topic was introduced to lull adjacent neighborhoods into complacency, the Uptown Draft EIS must explore and develop that now.

Irv and Luann Bertram have submitted a letter which eloquently points out the mistaken assumptions regarding both public and private views, and I adopt and endorse their arguments here. The Uptown Draft EIS fails to provide for a reasonable transition between Uptown and its northern neighbor under Alternatives 2 & 3. Alternative 1 does provide for reasonable transitions.

Queen Anne is one of the City's hills, and to obscure it behind the mid rises and the high rises envisioned in Alternatives 2 & 3 respectively, begins to erase the City's identity. The taller buildings are incompatible with Uptown's northern neighbor, Queen Anne, and any height increases should transition slowly moving south from the base of Queen Anne hill. Queen Anne residents relied upon the commitment of the City in making those statements in the Uptown UDF. The City disregards its own Code at its own financial peril, and it creates a rift of distrust between adjacent neighborhoods which have historically supported each other.

Irv and Luann Bertram, among others, clearly articulate the traffic concerns from the Uptown Draft EIS. I adopt their arguments.

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As a final point, the Uptown Draft EIS, despite its efforts to create a pedestrian friendly vehicle sparse neighborhood, fails to factor in human scale when it discusses alternatives. Alternatives 2 and 3 will forever change Uptown into canyons of brick and corrugated steel filled with shadows and devoid of all but the bare minimum skyline. We live in a City that is dark and dreary for most of the year. Alternatives 2 and 3 make that worse. Alternative 1 retains buildings at a human scale, one that invites pedestrians to walk, to shop, and to enjoy the arts that only Alternative 1 can support.

Listening to the Voices of Seattle Voters speaking out on the Uptown Draft EIS.

Mayor Murray has, thus far, disregarded comments such as those found in this letter by calling them unrepresentational, or some such term. These comments marginalize the concerns of citizens who are willing to engage in dialogue with him regarding what the future of our City looks like. He needs to identify the demographic whose voices are absent and then figure out how to get them to the table, if he wants them heard. Otherwise, we citizens are without a clue as to what demographic he believes is missing and what the voice of that demographic is. He creates a double bind – a voice is missing, and because that voice is missing, no one will be heard.

In conclusion, I thank you for your hard work on crafting the Uptown Draft EIS and appreciate your open-mindedness as you read my and other comments. Alternative 1 furthers the City's objectives, and it should be fleshed out the same way that Alternatives 2 and 3 are fleshed out in the final EIS. It is not fleshed out adequately at this time. Not to do so suggests that it is only listed as an Alternative because the Washington State Growth Management Act requires the City to list it. A final EIS should be issued factoring in all of the points raised in this and other letters drafted by concerned citizens.

Sincerely,

Alexandra Moore-Wulsin

Alexandra Moore-Wulsin (signed electronically to avoid delay)

amw

cc Sally Bradshaw, City Counsel

From: Lynn Hubbard [mailto:elynnhubbard@gmail.com]
Sent: Thursday, July 21, 2016 12:36 PM
To: Hursey, Aaron <Aaron.Hursey@seattle.gov>
Cc: Holmes, Jim <Jim.Holmes@seattle.gov>; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>
Subject: Re: Uptown DEIS meeting

Thanks Aaron. And thanks to all of you for meeting with me Tues.
Lynn
206-251-3658

Sent from my iPhone

On Jul 20, 2016, at 9:42 AM, Hursey, Aaron <Aaron.Hursey@seattle.gov> wrote:

Hi Lynn,

Thanks again for meeting with us yesterday. I have attached several views of the potential build-out scenarios that we reviewed during yesterday's meeting. Please let us know if you have any questions.

Best,
Aaron

Aaron Hursey | Urban Planner
City of Seattle | [Office of Planning and Community Development](#)
P.O. Box 94788, Seattle, WA 98124-7088
P: 206.386.9132 | aaron.hursey@seattle.gov

<Kerry Park - Mid Rise full buildout.jpg> <Kerry Park - No Action full buildout.jpg> <Kerry Park - Tower full buildout.jpg> <Views - Alt 1 -no action full buildout.jpg> <Views - Alt 2 -Mid Rise full buildout.jpg> <Views - Alt 3 -Tower full buildout.jpg> <Views - bldgs in pipeline.jpg> <Views - existing.jpg>

<Kerry Park - Mid Rise full buildout.jpg>
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<Views - Alt 2 -Mid Rise full buildout.jpg>
<Views - Alt 3 -Tower full buildout.jpg>
<Views - bldgs in pipeline.jpg>
<Views - existing.jpg>

From: Lynn Hubbard [mailto:elynnhubbard@gmail.com]
Sent: Friday, September 02, 2016 1:55 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezone EIS review - another question

Hi Jim,

I was thinking about the No Action Alternative. Does it already take into account HALA and the possible 10 foot height increase? In other words, if we take no action on the upzone proposed by the Uptown Alliance for consideration, would the No Action proposal still mean, for example, a 40 foot height limit (if that is the current limit), or would No Action plus HALA mean a 50 foot height limit?

If you know the answer, could you please let me know? And it is something that I hope you can comment on in the EIS as well.

Thanks agin!
Lynn Hubbard

--

elynnhubbard@gmail.com
c 206-251-3658

Comments on Draft EIS for Uptown

1 message

Irving Bertram <irvbertram@comcast.net>
To: Jim Holmes <jim.holmes@seattle.gov>

Mon, Aug 29, 2016 at 11:13 PM

Dear Mr. Holmes,

I am writing to advise you that I have reviewed the draft Uptown Environmental Impact Statement. While a significant amount of time and effort went into it, I am quite disappointed in what was not addressed that in my opinion should have been addressed. Secondly, numerous statements appear to me to lack adequate factual support. I also question whether the direction given to the authors of the EIS was appropriate. The question is, is the EIS intended to be a sales document to support some form of up-zoning, or a fair exploration of the facts in order to enable the City Council to make a reasoned decision? Unfortunately, it appears to be the former. 1.1 states that the purpose of the EIS is to support increasing the permitted building heights and density in the Uptown neighborhood. As a result, in my opinion, the draft EIS appears slanted to achieve this purpose, rather than examining the three alternatives in an even-handed manner and giving appropriate attention to the impact on the surrounding neighborhoods.

I have divided my concerns into two parts. The first deals with elements that I believe should be included in the EIS but were not. The second deals with what was addressed but, in my opinion lacks appropriate support.

1. The EIS limits itself, other than the discussion of view blockage, to Uptown. There is no attempt to analyze the effect of increased density on Queen Anne Hill or the South Slope of Queen Anne. A major impact not addressed is traffic problems that currently exist. The study should have included from Uptown to I-5 on both Mercer Street and Denny Way. Many residents and future residents of Uptown will commute by car for work and other tasks by going to I-5. At times, even reaching the north portal of the Hwy 99 Tunnel will be a problem due to gridlock. Moreover, the Viaduct will be gone replaced by a toll road, and Expedia will be moving into Interbay with 4500 employees in about 2 years.

Secondly, the view interference from Kerry Park refers primarily to the Space Needle. Kerry Park is the principal viewpoint in the City of Seattle and visitors flock to it to view Elliott Bay, Alki Point Puget Sound and the City skyline. The proposed impact of the Mid-Rise and High-Rise Alternative should be studied and reported with this in mind. Exhibits 3.4-40 through 3.4-42 are not easy to follow, and only focus on the Space Needle and City of Seattle. The inclusion of buildings in the pipeline in the foregoing exhibits makes it appear that the view of Key Arena from Kerry Park is already blocked. Yet these buildings have not been approved, so including them in the exhibits leads the reader to be less inclined to look at the effect of the Mid and High-Rise options on the view of Key Arena. Tourism is very important to Seattle, and while the view of the Space Needle should be protected, shouldn't the overall view from this vantage point be considered and fairly discussed? Views from Kerry Park looking south and southwest should also be included in the analysis without including buildings in the pipeline for which building permits have not been issued.

Third, from personal experience, parking on the south slope of Queen Anne Hill, which is currently impacted by the lack of free parking in Uptown, will become more problematic. But the EIS doesn't address this effect. In fact, as addressed below, parking is not appropriately addressed at all. Using fee charging parking garages to gage free street parking places, or more convenient pay parking places, does not seem appropriate. In addition, since we have experience with Uptown residents parking on the streets of the south slope of Queen Anne during the week as well as during special events at the Seattle Center to avoid paying, it seems appropriate to expand the parking study to include the impact of additional Uptown residents on the south slope of Queen Anne within this area as well.

2. In examining the Mid-Rise and High-Rise alternatives there seems to be an assumption that all lots in Uptown are owned by the same party and that party would make a rational decision concerning which lot to develop with a High or Mid-Rise. This is erroneous.

The only fair assumption is to assume, for the purpose of view impact, shadow impact, traffic patterns, etc., that full development to the maximum allowable height and density will occur on every available lot. The problem is that individual property owners will make development decisions for themselves without necessarily considering who else is developing other property in Uptown at the same time. In other words, one cannot predict the course of development. And the City should not be changing the rules over time to further City goals as it will lose credibility.

3. Up-zoning negatively affects surrounding property as it suffers all of the disadvantages of increased density without any of the benefits. Yet, other than limited view blockage from viewpoints, there is no attempt to address the effect of the alternatives on the adjacent south slope of Queen Anne Hill, or the top of Queen Anne Hill. The major way for Queen Anne residents to reach I-5 or the City is to use Queen Anne Ave, or Taylor Ave/ 5th Ave, although those on the north side of the hill use highway 99 to reach downtown. There should be a traffic study and the parking study of the effect of up zoning Uptown as it affects these areas. And, if studies are going to ignore everything before 2035, which seems ridiculous to me, why not include the anticipated changes in the number of residents to Queen Anne Hill in the projections? How can a fair study simply ignore the existence of the adjoining neighborhood when considering increases in traffic on Queen Anne Avenue, Mercer and Denny? It should be noted that Queen Anne Hill has few streets that go through, and those are steep.

4. Why was there no consideration of raising the zoning to 65 feet in areas like “The Heart of Uptown” or as an alternative to the existing zoning everywhere? Would that not have had a better chance to retain the character of the neighborhood and have less impact on surrounding neighborhoods? The EIS should contain a statement of why the particular alternatives to the current zoning were chosen and why a more modest choice of up-zoning was not considered. For example, in the Heart of Uptown, the EXPO Apartments were built at 65 feet. They were built so that the height is graduated and they are not overpowering to the other buildings in the neighborhood. Placing an 85’ tall building across 1st Ave N from the EXPO Apartments is not fair to the owners of the building who expected to have view units protected by the existing zoning. In effect, those view units would be eliminated, decreasing their rental value. In addition, allowing 85’ or taller buildings promotes the “canyon effect” since lots are small and streets are not wide boulevards.

The following are some specific problems that I note with the Draft EIS. I have tried to use headings and references where I could find them as the draft EIS contains no page numbers. It would be appreciated if the pages are consecutively numbered in the final EIS.

5. Mobility Proposals. The EIS assumes that the current plans will be adopted. There should be a study of what happens under each zoning proposal if these assumptions are incorrect. The analysis of the current traffic congestion problem is based upon an inadequate study. Exhibit D fails to reflect my experience as a Queen Anne Resident. I have spent over 15 minutes driving down Queen Anne Avenue from Mercer to Denny when traffic on Denny Way is backed up. In fact, once it took us over 30 minutes as only a few cars could enter Denny Way with each traffic light cycle due to traffic congestion on Denny Way. Driving in the opposite direction, I have spent more than 15 minutes to reach First Avenue North via First Avenue, or via Denny Way in order to begin to drive up 1st Ave N. The EIS states that “Both Action Alternatives will result in **some minor increase** in vehicular trips and vehicle miles of travel on the network.” See Exhibit 1-10 (emphasis added). Where is the support for the emphasized words? The apparent source is the City of Seattle. Currently, traffic on the one-way portion of Queen Anne Avenue at certain hours of the day is highly congested requiring waits at Denny through two or three light cycles minimum and up to 10 minutes. So what is the baseline? The statement that “screenlines will operate with adequate capacity and corridors will operate similar for all action cases” seems to support not up-zoning until the current problems are resolved as it assumes that no problem currently exists, which my experience refutes. Adding “some minor increase” to the existing and projected future congestion is unfair to current residents. However, without supporting data that statement appears to deliberately significantly underestimate the problem. Exhibit D should be explained and supported by the dates that the study was made, as well as how it was made, or not included as it does not comport to the reality that I, a Queen Anne resident of almost 40 years, have come to expect.

Under 2.15, the draft EIS assumes that all the proposed mobility proposals “are assumed to occur.” The EIS should not count upon future plans alone that are not scheduled to occur with financing in place, but should address what will happen without implementation of those plans. As noted above, not only should the future Uptown residents be considered, but also future Queen Anne residents who will use the same roads. Given the current transportation problems, shouldn’t they be solved before any consideration of up-zoning? If not, shouldn’t the EIS address increases in residents in the adjoining neighborhoods? The addition of 4,500 Expedia employees to Interbay should also be included as many will undoubtedly drive Mercer St or Denny Way to I-5. Maybe Expedia has a reasonable idea of a rough number of additional vehicles that will be added to those roads. Shouldn’t Expedia be contacted and its information included?

6. Affordable Housing.

A. The addition of affordable housing seems to be the basic reason behind the proposed up-zoning. Yet the EIS makes the following points: Exhibit 1-2 shows that without any change in zoning the proposed growth target is well under capacity. In fact, the Net Capacity of households without a zoning change (10,186) is never reached with a High-Rise zoning change as the target growth only grows to 3,745. In the case of jobs, there will be an increase with each of the rezone options, meaning increased traffic congestion (from an original capacity of 2,670 to 3,125 actual targeted growth). How about explaining why up-zoning is important when the study shows that current zoning is sufficient?

B. Under 1.6 there is an affirmative statement that under higher zoning there will be more opportunity for development of affordable housing. Where are the facts to support this claim? Under the heading “What is different between the alternatives?” there is a statement that only 42 to 60 existing residential units would be torn down in redevelopment. This seems low as there currently exists a planned contract rezone at 203 W. Harrison that eliminates at least 19 units. However, the draft EIS goes on to say that 303 units could be displaced. So, if we assume 303 units, how many units of affordable housing will be added to replace them? Where is the analysis? Has the City pointed out how much developers are to pay to avoid providing affordable housing or why the percentage of units required in lieu of payment is so much lower than Boston and other cities require? Why is this not addressed? Exhibit B-1 refers to developers having a choice to pay a fee in lieu of providing affordable housing. I have heard for example, with the proposed contract rezone on W. Roy Street that will put the Intergenerational Child Care Centre in shadows, that the owner would make the payment instead of incorporating affordable housing. The proposed plan will actually block views at Bayview that are currently rented at higher rates in order to subsidize non-view units of this re-rental home. Reducing the value of the view units will make it necessary to increase the cost of the current non-view units making those units less affordable.

C. “Under the Action Alternatives, greater capacity for infill and redevelopment could be associated with loss of existing buildings that provide low-income housing. The future SM zone could be tailored to include measures identified in Housing Element goals and policies, such as replacement of occupied housing that is demolished or converted to non-residential use, using incentive programs to encourage the production and preservation of low-income housing, or requiring new developments to provide housing affordable to low-income households. As noted above, housing programs, regulatory measures, and incentives implemented by the City may influence, but not fully control, the housing products that the private market supplies.” See 3.59 -3.60. *Isn't the EIS making an assumption here, but admitting that it may not be accurate?* Shouldn't the EIS balance assumptions of future conduct with projections based upon those assumptions being erroneous? Shouldn't the EIS address why Uptown will benefit from the loss of the existing affordable housing and the number of affordable units that will be paid for by the developers in lieu of providing it and the location where such units will be built for the dollars allocated?

D. There is a general statement that affordable housing is not likely to be built in Uptown, due to the cost of construction, land costs and marketability due to the proximity to downtown. See the analysis under 3.3-15 that almost provides an admission that up-zoning will permanently reduce affordable housing in Uptown. Should there not be a discussion of eliminating the right to buy out of providing affordable housing in order to preserve some in the neighborhood?

E. 3.87 indicates that mandatory housing affordability attempts to impose requirements on mid-rise and high-rise rezoning, but doesn't indicate that such restrictions can be imposed under current rezoning. Why not? See WAC 365-196-870 (2) that provides that Affordable Housing incentives can be either required or optional. Hasn't the City of Seattle made changes to building codes and zoning requirements over the years without changing the underlying zoning? Shouldn't this option to obtain affordable housing be addressed as an alternative to up-zoning with all its detrimental effects?

F. 3.3-15. Housing Affordability – There is an admission below the table that under all alternatives there is likely going to be a loss of affordable units with greater loss with high-rise construction due to the cost of steel and concrete structures. Isn't this also true with permitting mid-rise buildings? Note the current request for a contract rezone of 203 W. Harrison. It seeks to eliminate 19 existing units and replace them without including any affordable housing. Shouldn't the conclusion be that the best way to protect existing affordable housing for the longest possible time is to retain the existing zoning? If not, why not?

G. Exhibit 3.3-16 indicates that under alternative 1 and alternative 2 the same number of existing units (66) would be demolished, but under the high-rise alternative only 44 units would be demolished. The explanation assumes that since a high-rise would add more units, fewer high-rises are needed. However, what property owner will not develop his property by building a high-rise since another owner is putting a high-rise on his property? If there are facts supporting this statement, provide them. If not, withdraw it. And, if more high-rises are actually built as permitted by up-zoning, isn't it likely that the potential additional residents will far surpass what has been projected? Why doesn't the EIS address the possibility of a full buildout under each zoning alternative and the effect upon traffic congestion and parking? I request that these possibilities be addressed.

H. Exhibit 3.3-17 assumes a loss of 303 affordable units in a full buildout under each alternative. That makes sense and for the purpose of evaluation, a full build out should be assumed since no one will know what individual properties will be developed and when each of the properties will be developed. So, by 2035 all affordable units will be lost, but why encourage the early loss by rezoning to incentivize development? Why not just make those seeking contract rezones provide affordable housing in return? Why has the EIS failed to identify this alternative as a viable option to up-zoning Uptown? Please ask that this point be addressed in the final EIS.

I. Exhibit B-1 purports to provide the number of affordable units that would be provided under each of the alternatives. Please support the numbers by explaining the methodology used to develop the table. Without supporting data one must assume that the table is bogus. And, as noted above, the EIS should include the cost of such units, the amount that the City is assuming that developers will pay it in lieu of providing affordable housing and the location in the City of the new affordable housing so that a reasonable person can determine probable accuracy of projections.

7. View blockage.

A. Exhibit 3.4-10 through 3.4-14 purport to show view impact, but does not show the actual impact of full buildout from Kerry Park. As noted earlier, why is there no discussion of the effect on anything other than the Space Needle, Elliott Bay and downtown? Instead there is the statement that “new buildings are not anticipated to be tall enough to obstruct views of the Space Needle Elliott Bay or Downtown beyond current conditions.” Views are in the eye of the beholder, making this value judgment of questionable merit. Depending upon the height of the buildings and their location, there is potential view degradation, isn’t there? Why not address it? The EIS should not render opinions without providing the factual foundation to support them.

B. Exhibits 3.4-17 and 3.4.18 show less view blockage under the high-rise alternative than under either the existing zoning or the mid-rise alternative. Why? The reasoning should be explained. What assumptions are being made to support these Exhibits? The same problem occurs with Exhibits 3.4-52 and 3.4-54. If the EIS is assuming that the City will adopt code limitations that do not currently exist, or that there are code requirements that support the assumptions, the EIS should address them. Otherwise, unless I have misinterpreted the Exhibits, they should be eliminated as unsupportable.

C. Exhibits 3.4-40 through 3.4-42 are not very easy to follow, and only focus on the Space Needle. The view from Kerry Park should extend from the downtown skyline through all of Elliott Bay to Alki Point to be complete, and, I submit, that buildings in the pipeline that require City Council approval of a contract rezone or otherwise lack building permits should not be included as they may never be built.

D. **“Queen Avenue N and Mercer Street—Facing South.** Height and scale impacts under Alternative 3 would be similar to existing conditions at this location, as shown in Exhibit 3.4–18. Greater height limits along Mercer Street would allow taller development to concentrate along that corridor, reducing impacts to the more sensitive pedestrian environment along Queen Anne Avenue N.” Is the intent of this statement to offer up high-rise zoning along Mercer Street and not along Queen Anne Avenue North? Shouldn’t this statement be balanced in the EIS with a statement indicating that no change in any zoning will achieve the same result of protecting the pedestrian environment along Queen Anne Avenue North while also protecting existing views from Kerry Park?

E. At the end of the section, we find the following statement: “With the incorporation of proposed mitigation, all alternatives would be consistent with the City’s policies in SMC 25.05.675P and Q regarding protection of public views and shading of public parks and open spaces. Thus, based on thresholds of significance and proposed mitigation, no significant unavoidable adverse impacts are identified.” While some mitigation is proposed, there is no requirement that it be adopted by the city. Please have the EIS address what would happen if the mitigation doesn’t occur, and have the EIS provide support for the statement, or withdraw it.

8. Section 3.6 Transportation

A. “In the future, with the anticipated increase of alternative modes due to several factors, including the completion of the SR 99 North Portal with additional roadway crossings, increased frequent transit service, dedicated bike and improved pedestrian facilities, and potential new Sound Transit stations the share of drive-alone trips decreases substantially.” Please have the EIS provide support for this opinion. Based upon my observation, the nice two lane separate bicycle path going under highway 99 adjacent to Mercer St is rarely used while the cars wait in gridlock for the signals to change. It should be noted that not everyone can ride a bicycle or walk long distances. Of course, if the result of eliminating affordable housing through up-zoning Uptown forces out the elderly or handicapped people who need automobiles to travel where public transportation does not go, the EIS should address this impact of the fabric of Uptown.

B. Exhibit D and Corridor Analysis Information. Please provide the methodology used by Transpo Group in preparing this Exhibit, or withdraw it. Its statements, which provide the support for some of the statements of no or minor impact to upzoning, do not, in my experience as noted earlier, represent reality. I drive down Queen Anne Avenue and up 1st Avenue North fairly often, but try to avoid rush hour. The times reflected really reflect weekend travel, not what is purportedly reflected.

C. Parking

- The Seattle Center/ Uptown Strategic Parking Study is currently being conducted and explores in further detail the less frequent parking conditions with higher attendance levels. Shouldn't the EIS wait until the study is completed instead of relying upon the parking garage study?
- Exhibit 36-10 shows a study of parking spaces occupied on a weekday based upon a study of demand in Seale Center garages on two dates. The EIS should either provide factual support for the use of paid garage parking to determine the availability of either free or more convenient hourly metered parking, or wait for the completion of the foregoing study, assuming that it is being done realistically. Few people park in a pay garage if there is street parking available at no cost. Also, many people may park under Metropolitan Market without shopping at the stores above to avoid pay parking. So indicating that 26% or more of the street parking is available does not appear to be factual.
- The statement "The evaluation shows for the No Action Alternative with HCT parking impacts within the study area would generally be no worse than experienced today" is unsupported by facts, besides being limited to an erroneous study area as mentioned earlier. Expand the study area to include the south slope of Queen Anne and other adjacent property where current Uptown residents park and do an honest objective study, or admit that one cannot be done and withdraw everything stated related to parking.

D. Section 3.6.2 Impacts. This section evaluates transportation system operations in 2035 for the three zoning alternatives. Why not evaluate the current traffic problem properly and the immediate effect of a change to zoning occurring within three years? And, how can any assumption that ignores the population increase of the adjacent area, Queen Anne Hill, be of any value? Please revise the EIS to include the projected increase in the populations using the same major streets. Include increases in Queen Anne Hill residents, the known increase resulting from Expedia's relocation, and address the impact on the arterials leading out of Uptown that will be affected under each of the three zoning alternatives. Also, if one is going to really look at 2035, assume a full buildout and increase the number of residents accordingly.

9. Open Space. See 3.8.2 (and 3.277). The statement that Uptown doesn't currently have sufficient open space and Recreation Resources and the adoption of the zoning alternatives will make the shortfall greater due to population increase is followed by 3.8.4 stating that there is no significant unavoidable adverse impacts to open space and recreation services. Please provide factual support for this opinion that on its face appears unsupportable due to the prior statement.

10. It is noted that the proposed up-zoning is not uniform. Some areas receive much higher up-zones than others. While the idea is laudable as it avoids creating canyons and does allow some views, who determines what properties are going to increase in value over the adjoining properties? Is money changing hands? Are certain favored property owners and developers gaining a windfall? How does the City avoid adjoining property owners filing suit to seek equal treatment? How will the City respond to applications for a contract rezone based upon the heights allowed on adjoining properties? These issues should also be addressed in the EIS. Are they not a reasonable by-product of uneven up-zoning?

In Summary, I find that the draft EIS needs a great deal of work and I would appreciate seeing all of the foregoing requests addressed in another draft EIS. Failure to do so will just confirm my opinion that the current document is larded with unsupported assumptions and statements of "minimal impact" in favor of up-zoning and is intended to be a sales job to promote up-zoning, rather than a fair appraisal of the effects of each alternative on Uptown, as well as the effect on the surrounding affected neighborhoods. If I had the time I could raise other questions, but I do not.

Sincerely,

Irving Bertram

317 W. Prospect St.

Seattle, WA 98119

From: Mark Huck [<mailto:mark@depthanalytics.onmicrosoft.com>]
Sent: Monday, July 25, 2016 5:24 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Re-zone

Hi, Jim,

I'm a home-owner at 912 2nd Ave W. While I'm strongly in favor of the proposed Mid-rise up-zone for Uptown, I have the following 2 questions regarding the High-rise option:

- Why does the 3rd option jump from a maximum 7-story building (Mid-rise option) to 16-stories? Was an intermediate jump – say, to 12-stories -- considered? Why the doubling (or more) in height between the alternatives?
- Why isn't there a consistent "buffer" around the base of Queen Anne Hill? In other words, why doesn't the zoning move from 40' to 65' for a couple blocks, then to 85' for a couple more, then finally to a maximum height? It looks as though there are areas where the jump is from 40' to 120'. Isn't this jolting? A building 3-times as high as an existing 40' building?

Thanks,
Mark

Mark Huck
206-852-2682

From: Ray Huey [mailto:heliobolus@gmail.com]
Sent: Friday, September 02, 2016 7:28 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: I support NO ACTION of the Uptown Proposal for Rezoning

Dear Mr Holmes

I have lived in Seattle since 1977, and currently live on Queen Anne.

I've seen the erosion of life style (traffic, crime, parking, crowding) associated with overdevelopment.

I strongly support the No Action alternative of the Uptown Proposal for Rezoning

Sincerely,

Raymond Huey, PhD

From: Jennifer Humann [mailto:jennhu02@gmail.com]
Sent: Thursday, September 01, 2016 5:54 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Plans for Lower Queen Anne

Hello Mr. Holmes,

It has come to my attention that Seattle's plans for the Lower Queen Anne neighborhood are to allow rezoning to take place, for parking lots to become non-existent, and for only 7% of housing to be considered affordable housing. I'm writing to state my wholehearted disapproval of the majority of this plan. 1

As I understand it, the three rezoning options on the table for discussion are: 1) allow buildings to be built up to 40 feet (4 stories), 2) allow buildings to be built up to 85 feet (8 stories), or 3) allow buildings to extend to 160 feet tall (16 stories). While I know there are a few buildings in the area which are already at four and possibly 8 stories, letting structures be constructed to 16 stories tall in the neighborhood is unacceptable. 2

With so much of our once great city being parted out to major development, we're losing our beloved culture neighborhood by neighborhood. Seattle culture has always been viewed as quaint, quiet and quirky, particularly in Lower Queen Anne. The cultures of our city and neighborhoods are being quickly and coldly destroyed and allowing new developments to be over 8-16 stories tall will destroy the feel of our neighborhood. 3

Couple that with the eradication of parking lots and it will be a nightmare for anyone to spend time in Lower Queen Anne - especially for residents. Mercer street is already a cluster of unimaginable proportions, adding bigger buildings to the neighborhood (and thus more people) will only make the current situation far, far worse. 4

I realize that tourism is important to our city and for that reason it feels completely illogical for there to be no space for visitors to park in the area. Although street parking may be the next logical answer, street parking has become unreliable at best with the influx of so many new people to the area. 5

Additionally, with an incredible amount of transplants moving to Seattle and a staggering amount of condos being built - most of which are sitting empty due to the exorbitant rent - there needs to be a focus on creating affordable housing for everyone. Our city has been in a state of emergency in regard to our rising homeless population. I understand that homelessness occurs for many reasons but it's no coincidence that the rate of homelessness has increased dramatically as new, unreasonably expensive condos are being built in the place of once affordable housing. 6

As a very concerned citizen, a long-time resident of Lower Queen Anne and a native Seattlite, I'm writing to say that the selling off of our neighborhoods is utterly unacceptable. This is not about how much money the City of Seattle can make on development. This is about the moral 7

obligation the City has to provide reasonably affordable housing and living conditions for its citizens.

Please, please stop this bullshit.

Sincerely,

Jennifer Humann

From: Celeste Hyde [mailto:celeste@strangeandwonderful.co]
Sent: Thursday, September 01, 2016 7:04 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown EIS comments

August 31, 2016

Dear Mr. Holmes,

We are writing to you with our thoughts on the draft Uptown Environmental Impact Statement (EIS).

Thank you for reviewing our comments.

While we realize that growth is inevitable and support the project goal of thoughtful increased density in the city, we are strongly opposed to the current zoning changes being considered. It is our belief that the EIS is unfairly biased toward development and is deeply flawed in considering the impact of the zoning alternatives. 1

Most concerning are:

- Current zoning already affords a significant amount of population growth and urban development and has not been allowed to fully unfold. Why not give more time for population of current projects and then to consider the impact they will have on traffic, strain on public services and safety, etc.. Why would we introduce all of this **risk**, change and inconvenience to the neighborhood and communities of Queen Anne and Uptown when there is already sufficient growth capacity in the current plan? These upzoning "remedies" are much worse than the growth challenges! 2

The EIS dramatically underestimates the impacts to views, traffic, parking and other neighborhood characteristics. Due to the misguided decisions of previous City officials, huge portions of the City, in particular, the Queen Anne / Mercer traffic corridor suffer on a daily basis from tremendous traffic congestion. Nothing will materially alleviate congestion in the near future. But Upzoning will make this issue worse. Much worse. Upzoning also negatively impacts views from the entire South Slope of Queen Anne, not just Kerry Park. Each evening locals and tourists celebrate the beauty of our City and the expansive views of Puget Sound, Mt. Rainier and downtown. While tourists tend to stick to Kerry Park, neighbors are walking all over the hill, enjoying peek-a-boo views of the water, downtown and our iconic Space Needle. Upzoning threatens this experience for tourists and neighbors alike. This vantage should be protected and cherished. 3

Upzoning will also put much more pressure on street parking than the EIS estimates. Uptown cars in search of free parking are already deposited on a nightly basis on the South Slope streets. This benefits no one, except the car prowlers. Upzoning will exasperate this issue. We feel these upzoning choices threaten the character of our urban neighborhood. The impact on 4

maintenance and surveillance for parking should be considered as a taxpayer cost as well.

The upzoning proposals appear to be biased toward development. The EIS presents readers with options which appear to be designed with a pro-development outcome in mind. To an average citizen, the EIS presents three choices: no-action, modest upzoning and outrageous upzoning (140 ft. bldgs!). Given that neither the Uptown Development Framework nor the HALA advisory committee recommended the height alternatives of option 3, it would appear this option was intentionally inserted into the choice architecture as a decoy. Results driven survey design can be quite effective. In this case, citizens focus on option 2 - the pro development option which appears much more reasonable in light of the drastic changes in option 3. In reality, the City does not need to choose between these discrete options. It is unfortunate that an Environmental Impact Statement which purports to present objective, unbiased facts, would be based on this false trichotomy of choices.

For 20 years, we have chosen to invest in and live on Queen Anne because it retains a neighborhood quality yet has an urban, socioeconomic balance. In the city, it is a unique jewel in the crown for being able to manage both an urban and neighborhood balance. Even as it grows, the city should also preserve some quality of life, views and vantage, convenience, and safety for the long term residents, newcomers, and city overall, to keep this spirit alive.

Many thanks for your fair and thoughtful review of all sides of this issue.

Celeste and Will Hyde

309 West Prospect Street

From: Chris Jacobson [<mailto:chrisjacobson92@gmail.com>]
Sent: Thursday, September 01, 2016 1:52 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comments and concerns with Uptown Rezone EIS

Dear Jim,

While I support greater density and affordable housing, I see the EIS flawed in that it ignores abilities at achieving these goals under current zoning heights. The City already has this analysis. 1

Additionally, the City Upzone is not needed to achieve affordable housing. State law accommodates affordability requirements under current zoning. 2

The upzoning alternatives proposed to the City far exceed prior height increases the HALA advisory committee recommended to the Mayor and City council at an earlier time. 3

The upzoning alternatives do not advance the earlier priorities residents and the City already established in the Uptown Urban Design Framework. 4

Increase heights mostly serve developer profit margins. And as one can see from the on-going construction, additional incentives are not needed to more fully develop under existing zoning capabilities. 5

Thank You
Chris Jacobson
505 W Mercer Place, 201
Seattle, Wa. 98119

From: Chris Jacobson [<mailto:chrisjacobson92@gmail.com>]
Sent: Monday, August 08, 2016 9:13 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Dorothy Harris <79picara@gmail.com>
Subject: Uptown Rezone

Dear Jim,

I'm writing to inquire about parcel # 1990200005(Chen Village 544 Elliot Ave W, Chinese restaurant). The uptown plan shows this property included in the 40-85-160 range of potential building heights. I'm at 505 w mercer place(parcel 1532000000).

I do not understand why this would be considered for increased heights considering that the new apartment building to the north(Canvas at 600 Elliot ave w) was limited to 45'(and currently shown in the Uptown plan profile limited to 45' north, along Elliot, for some distance).

A 45' height building limitation for this location, at a minimum, will destroy views and increased to 160' will be devastating to many in our neighborhood.

I would appreciate your response.

Thank you,

Chris Jacobson/Dorothy Harris
509-750-7009

From: Dawn Jacobson [<mailto:chezjake@msn.com>]
Sent: Saturday, August 27, 2016 8:19 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Queen Anne Hill

When my husband and I moved to Queen Anne forty-two years ago we chose the location for in-city living, proximity to downtown, so he could walk or take the bus to work, and for the view. We immediately had to join the battle to keep the neighborhood school open but that battle was lost and our kids were bused 45 minutes one-way to the South end of town. Still, Queen Anne Hill was special.

Now the city wants to "use" Queen Anne for high rise dwellings which will impede our views, add to the congestion and, of course, lower our property values. Enough! It's bad enough that downtown, the Denny Regrade and the area around Lake Union are turning into dark tunnels. We've seen that in New York and don't want to see it happen to our entire city. Leave Queen Anne alone and let Seattle preserve what is left of its unique character.

Dawn Jacobson
Discouraged Citizen

From: Joseph R. Jenkins [mailto:jjenkins@uw.edu]
Sent: Friday, September 16, 2016 11:52 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Density plans for Lower Queen Anne

Dear Jim,

We've just become aware of the City's plan to rezone Lower Queen Anne and the options under consideration.

Of course, we have serious objections including effects on traffic, parking, the small percent set-aside for low income residents, and city views.

We strongly recommend the City restrict building heights to no more than four stories and the area to only that below Roy.

Thank you for your consideration and please keep us informed of planning.

Joseph Jenkins
105 W. Highland Dr.
Seattle 981119

From: kjenkins [mailto:kjenkins105@gmail.com]
Sent: Friday, September 16, 2016 12:03 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: QA Density proposal

I am strongly in favor of densification of lower Queen Anne and approve of Option #1 (4 story buildings). However, I'd like to see a little more than a 7% set aside for low income families, given the high real estate costs in Seattle as well as requirements for parking and additional mass transit options.

Thank you for adding my voice to the decision process.

Kathy Jenkins
206-281-9619

Letter: Jensen, Gary

From: Gary Jensen [mailto:garystevenjensen@gmail.com]
Sent: Tuesday, September 13, 2016 5:24 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Queen Anne area rezone

I strongly object to any change in height requirements to our Queen Anne neighborhood. 4 stories is high enough. 7 or 8 stories at Roy in front of the Bayview retirement complex is totally wrong in so many, many ways. Please do not ruin our neighborhood and the views we all enjoy.

On a side note, our Mayor was so,so wrong to eliminate representation. He lost my vote forever on that decision.

GaryStevenJensen@gmail.com

From: Kelly Jensen [mailto:kellyannjensen@gmail.com]

Sent: Tuesday, September 13, 2016 5:23 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Queen Anne Area RE-Zone

I strongly object to any change in height requirement in the Queen Anne area ! 4 stories is tall enough!

Thank you,
Kelly Jensen

From: Curt Johnson [<mailto:curtjo@icloud.com>]

Sent: Wednesday, August 31, 2016 2:57 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>

Subject: Please Vote No Action for Lower Queen Anne

Dear Councilmembers Holmes and Bagshaw:

I'm writing to express my concern about a proposal to build yet again more highrises on Lower Queen Anne. The traffic is bad enough, if you haven't noticed. And with all the construction that has gone on and continues to drag on, haven't we suffered enough? What used to be a fine livable mid-sized city is turning into a little Manhattan.

Besides, if one promotes global warming, one should be against highrises, which contribute to it, as well as being an eyesore, judging by the new ones that have sprung up.

Sincerely,

Curtis W. Johnson
114 Highland Drive

From: Kathy Johnston [mailto:katjohnston@mac.com]
Sent: Thursday, September 01, 2016 9:30 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown EIS Comment

Dear Mr. Holmes,

I live on West Prospect Street and I am a gardener. I have only lived here for 3 years but I worked for Holland America Line at 300 Elliott Avenue West from 1995-2002. There have been some wonderful changes-the Thomas street bridge, Key Arena, McCaw Hall and the EMP are shining examples.

Unfortunately there are a good number of poorly built mid-rise apartments and condominiums that are already showing signs of defective construction and water intrusion. I lived through this in a house in Magnolia.

The construction issues in lower Queen Anne have been challenging. Imagine having to erect scaffolding and wrap even half of the mid-rise buildings constructed in Lower Queen Anne/Uptown since 2007. Construction codes are not being enforced. Permitting codes are not being enforced. I will tell you a story that I tell every single person I meet.

The house next door to me went up for sale. I came home to find my driveway and garage blocked by a moving truck, who would not allow me access to my property and there was no street parking for an 8 block radius. The moving truck did not have a permit to block off the street and never posted the 72 hour notifications. Three weeks later I am leaving my house and another moving truck is blocking my driveway and garage.

"Couldn't you at least ask first?" I query.

"Let me tell you a story" the crew boss replies. "The police or parking enforcement will only come to ticket me if they get more than 5 calls. The ticket for illegally blocking the street is \$43. The permit to do it legally is \$90."

"Fair enough" I shrug and shake my head over all the times I legally paid for moving permits.

As I mentioned, I am a gardener. I understand the city is enthusiastic about including Urban Farming as a piece of the proposed redevelopment of lower Queen Anne. Increased building heights, or possible areas of future development would negatively impact an urban farm currently in existence. I planted a peach tree three years ago. Last year I had 3 dozen peaches. This year I had over 100. A peach tree producing magnificent peaches in almost downtown Seattle. Imagine that.

I have a Blood Orange tree, Apples, Persimmons, blueberries, raspberries, a plum, about 50 tomato plants this year and bushels of basil. It is completely organic, utilizing principles of companion planting and permaculture. I give away most of what I grow and would be happy to bring you some Japanese Trifele or Cherokee Purple heirloom tomatoes. My little urban farm is completely dependent on maximizing growing conditions for our cool PNW evenings and as much daylight as I can get out of our long summer nights. A parcel marked for possible future development on West Highland and 4th West would directly impact the amount of light I receive in my back garden and on the sidewalk planting strip. People stop and take pictures of my planting strip every day, all day long. My intention was to spark people's imagination into thinking "Gee, I could do that, too." A true urban farm.

Please think about a peach tree growing in sight of Key Arena and the Space Needle.

Thank you.

Kathy Marchioro Johnston
314 W Prospect St
Seattle, WA 98119



From: Kaplan, Martin [mailto:mhk@martinhenrykaplan.com]
Sent: Friday, September 16, 2016 2:43 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: elmonrad@gmail.com; GRAvery@gmail.com; wayne.winder@comcast.net
Subject: Queen Anne LURC Comments - Uptown DEIS

Hi Jim;

Please find attached our QA LURC Comment letter.

Thanks,
Marty

■
Martin Henry Kaplan, Architects AIA
Seattle Office
360 Highland Drive, Seattle WA 98109
T.206.682.8600 F.206.284.4400
Sun Valley Idaho Office
251 Hillside Drive, PO 482, Ketchum, ID 83340
T.208.725.0014 F.208.725.0014

www.MartinHenryKaplan.com

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Queen Anne Community Council
Land Use Review Committee
Planning Committee



16 September 2016

Mr. Jim Holmes, Senior Planner

City of Seattle Office of Planning and Community Development
700 - 5th Avenue, Suite 1900
Seattle, WA 98124-7088

Re: Comments on July 18, 2016 Draft Environmental Impact Statement for the Uptown Urban Center Rezone

Dear Mr. Holmes,

Thank you for this opportunity to comment on the City of Seattle's July 18, 2016 Draft Environmental Impact Statement (EIS) for the Uptown Urban Center Rezone. As you know, our Queen Anne Community Council and our Land Use Review and Planning Committee have been involved with you and your staff from the City for many years as we have partnered to help plan for growth and density in Uptown. 1

We recognize that this major undertaking began many years ago as a few of us approached City Hall seeking to annex the Denny-Broad-Aurora Triangle as we recognized the approaching wave of development growth. This extremely critical triangle of land was neither claimed by Queen Anne nor South Lake Union. The City was very supportive of our plan to bring it into the Queen Anne Planning Area and we immediately initiated a public planning process to best define the growth and density issues and opportunities together with establishing a framework for future land use planning. And as we advanced with your help and that of your city staff, it became obvious that our limited triangle planning should logically grow to include all of the Uptown Urban Center. 2

After all these years, scores of committee meetings, public meetings, charrettes and detailed analysis of the many issues outlined in the DEIS, we appreciate your dedication to our community and the resultant DEIS that we will continue to review. Even though the Urban Design Framework study and the resultant DEIS focuses upon Uptown and the Uptown Urban Center, many within our overall community planning area are concerned about proposed changes outlined within the alternatives presented within the DEIS. Specifically, many neighbors are concerned about the issues surrounding proposed changes in building height and traffic and parking impacts. 3

As we realize that there is currently no proposed plan but an outline of three alternatives, we encourage you to consider carefully these consequential impacts that may provide serious concerns to all of us on Queen Anne, not just those living and working in Uptown. For instance, hundreds of neighbors uphill from the northern boundary of the Uptown Urban Center are concerned when they see zoning alternatives on Valley and Roy streets of 160' potential heights. We expect that among serious considerations of height, bulk and scale there will include careful and nuanced consideration of topography and other factors that will influence views, light, and shadows.

4

Others everywhere within our planning area are concerned about the traffic impacts exacerbated by increases in density absent parking requirements and required concurrency planning. As you know, the limited traffic alternatives surrounding Seattle Center provide almost constant congestion now, and forecasting and accommodating increased growth must also include robust concurrent solutions to the crisis that will only worsen over a short period of time.

5

The Uptown Alliance, Uptown Urban Design Framework Committee, and many other concerned organizations and neighbors have forwarded comment letters and we support your careful consideration of their considerate analysis. We look forward to engaging in the next round of public input as you continue to develop the plans.

6

Thanks again for considering the concerns of our Queen Anne Neighborhood Planning Area and visiting our meetings often to help all of us clearly understand the process and our ability to partner with the City in help to determine the best future outcomes.

7

Martin Henry Kaplan, AIA Chair
Queen Anne Community Council
Land Use Review and Planning Committee

From: Pamela Karais [mailto:pamela.karais@gmail.com]
Sent: Thursday, September 01, 2016 10:07 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Carolyn Mawbey <cmawbeyc@gmail.com>; Tony Karais <tony.karais@gmail.com>
Subject: Uptown Building Height Rezoning/Carolyn Mawby email

Hello,

I am an owner of a unit at 511 W Mercer Place, #204 and would like to communicate agreement with letter sent by Carolyn Mawby regarding concerns to impact of our residence of proposed zoning changes on building heights.

Pamela Karais

511 W Mercer PL #204

Seattle, WA 98119

206.446.8754

From: Marcus Kauffman [<mailto:marcuskauffman1@gmail.com>]
Sent: Wednesday, August 24, 2016 9:24 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Upzone

Dear Mr. Holmes,

I am writing to express my concerns regarding the potential uptown upzone. Alternative 2 and especially alternative 3 would forever change one of seattle's great traditional neighborhoods in a negative way. I understand the need for affordable housing but this proposal will wall off queen anne from the city and worsen the congestion and traffic problems. I hope that you will consider the concerns of the community members living in this area as you make these recommendations.

Thank you,

Marcus Kauffman

Letter: Kavi, Kirti



August 31, 2016

Mr. Jim Holmes
City of Seattle – Office of Planning and Community Development
701 5th Avenue
Suite 2000
PO Box 34019
Seattle, WA 98124-4019

Dear Mr. Holmes:

I am writing to voice my strong support for Alternative 2 Mid-Rise, as proposed in the EIS for the Uptown neighborhood.

I support increased height and density in Uptown because:

- (a) it will enable our city to provide adequate housing in the areas we most need it;
- (b) a height of at least 85 feet is appropriate for this part of the East Roy corridor (east of 2nd Avenue West) in terms of land use, height, bulk, and scale; and
- (c) the newer buildings in the Uptown neighborhood show us how good urban design can contribute to neighborhood identity and provide amenities. By encouraging new development, the proposed upzone will have a positive effect on neighborhood character.

Alternative 2 Mid-Rise is the best action for the City of Seattle to take to accomplish smart growth and affordable and accessible housing.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "Kirti Kavi".

Kirti Kavi
kjkavi@yahoo.com

From: Hans Kemp [mailto:Hans@flinnferguson.com]
Sent: Thursday, September 01, 2016 9:14 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Kelly Kemp (kellykempkelly@gmail.com) <kellykempkelly@gmail.com>;
uptownforpeople@gmail.com; elynnhubbard@gmail.com
Subject: Uptown EIS Kemp

Mr. Holmes,

In unanimity with our neighbors, we are writing to express our strong opposition to the proposed height increases and other zoning changes being considered under the Uptown Environmental Impact Statement (EIS). While we welcome increased density and affordable housing, the height increases contemplated by the City are totally unnecessary, completely out of scale, and seem to mostly benefit developers. Furthermore, the EIS is misleading, inaccurately depicting the view blockages. It also underestimates the impact to traffic and parking.

Please take responsible action to protect our City and our neighborhood.

Hans & Kelly Kemp
300 W. Prospect Street

Uptown Rezone DRAFT EIS – Summary Comments

August 25, 2016

Dear Mr. Holmes,

Thank you for the opportunity to comment on the draft EIS (@ <http://bit.ly/2bm9Lr2>).

While we fully support greater density and more affordable housing, we strenuously object to the upzoning being considered. The proposals and draft EIS are deeply flawed:

- The City doesn't need to upzone to accommodate the increased density – All the density scenarios can be accommodated within the current zoning (analysis @ <http://bit.ly/2bGylC9>);
- The City also doesn't need to upzone in order add affordable housing requirements – State law allows the City to add affordable housing requirements and keep the current zoning (WAC 365-196-870 (§2) @ <http://bit.ly/2bhUrqn>);
- The upzoning alternatives being considered by the City far exceed the height increases the HALA advisory committee recommended to the Mayor and City Council – This excessive upzoning is not required by or called for under HALA (analysis @ <http://bit.ly/2bOkzue>); and
- The upzoning alternatives do not advance the priorities residents and the City established in the Uptown Urban Design Framework – In fact, at the margin, upzoning would seem to detract from them (analysis @ <http://bit.ly/2bPEhqU>).

We would be much better served, if the City focused on mitigating the effects that much greater density will have on already bad traffic and parking congestion and tried to address the neighborhood needs (including more affordable housing!) outlined in the UDF priorities. Developers clearly do not need more incentives to develop in Uptown, as evidenced by all the current and recent projects in the neighborhood.

A copy of this letter is posted online (@ <http://bit.ly/2c8UPxq>) along with the detailed supporting analyses noted above.

Thank you,

Alec & Cathy Ramsay
917 3rd AVE W

P.S. Neighbors – Please Reply All/Forward to Jim Holmes (Jim.Holmes@seattle.gov) and endorse the comments you agree with. Please forward this to other neighbors so they can too. Comments are due by September 1st. Thanks!

Comments on Draft EIS for Uptown

1 message

Irving Bertram <irvbertram@comcast.net>
To: Jim Holmes <jim.holmes@seattle.gov>

Mon, Aug 29, 2016 at 11:13 PM

Dear Mr. Holmes,

I am writing to advise you that I have reviewed the draft Uptown Environmental Impact Statement. While a significant amount of time and effort went into it, I am quite disappointed in what was not addressed that in my opinion should have been addressed. Secondly, numerous statements appear to me to lack adequate factual support. I also question whether the direction given to the authors of the EIS was appropriate. The question is, is the EIS intended to be a sales document to support some form of up-zoning, or a fair exploration of the facts in order to enable the City Council to make a reasoned decision? Unfortunately, it appears to be the former. 1.1 states that the purpose of the EIS is to support increasing the permitted building heights and density in the Uptown neighborhood. As a result, in my opinion, the draft EIS appears slanted to achieve this purpose, rather than examining the three alternatives in an even-handed manner and giving appropriate attention to the impact on the surrounding neighborhoods.

I have divided my concerns into two parts. The first deals with elements that I believe should be included in the EIS but were not. The second deals with what was addressed but, in my opinion lacks appropriate support.

1. The EIS limits itself, other than the discussion of view blockage, to Uptown. There is no attempt to analyze the effect of increased density on Queen Anne Hill or the South Slope of Queen Anne. A major impact not addressed is traffic problems that currently exist. The study should have included from Uptown to I-5 on both Mercer Street and Denny Way. Many residents and future residents of Uptown will commute by car for work and other tasks by going to I-5. At times, even reaching the north portal of the Hwy 99 Tunnel will be a problem due to gridlock. Moreover, the Viaduct will be gone replaced by a toll road, and Expedia will be moving into Interbay with 4500 employees in about 2 years.

Secondly, the view interference from Kerry Park refers primarily to the Space Needle. Kerry Park is the principal viewpoint in the City of Seattle and visitors flock to it to view Elliott Bay, Alki Point Puget Sound and the City skyline. The proposed impact of the Mid-Rise and High-Rise Alternative should be studied and reported with this in mind. Exhibits 3.4-40 through 3.4-42 are not easy to follow, and only focus on the Space Needle and City of Seattle. The inclusion of buildings in the pipeline in the foregoing exhibits makes it appear that the view of Key Arena from Kerry Park is already blocked. Yet these buildings have not been approved, so including them in the exhibits leads the reader to be less inclined to look at the effect of the Mid and High-Rise options on the view of Key Arena. Tourism is very important to Seattle, and while the view of the Space Needle should be protected, shouldn't the overall view from this vantage point be considered and fairly discussed? Views from Kerry Park looking south and southwest should also be included in the analysis without including buildings in the pipeline for which building permits have not been issued.

Third, from personal experience, parking on the south slope of Queen Anne Hill, which is currently impacted by the lack of free parking in Uptown, will become more problematic. But the EIS doesn't address this effect. In fact, as addressed below, parking is not appropriately addressed at all. Using fee charging parking garages to gage free street parking places, or more convenient pay parking places, does not seem appropriate. In addition, since we have experience with Uptown residents parking on the streets of the south slope of Queen Anne during the week as well as during special events at the Seattle Center to avoid paying, it seems appropriate to expand the parking study to include the impact of additional Uptown residents on the south slope of Queen Anne within this area as well.

2. In examining the Mid-Rise and High-Rise alternatives there seems to be an assumption that all lots in Uptown are owned by the same party and that party would make a rational decision concerning which lot to develop with a High or Mid-Rise. This is erroneous.

The only fair assumption is to assume, for the purpose of view impact, shadow impact, traffic patterns, etc., that full development to the maximum allowable height and density will occur on every available lot. The problem is that individual property owners will make development decisions for themselves without necessarily considering who else is developing other property in Uptown at the same time. In other words, one cannot predict the course of development. And the City should not be changing the rules over time to further City goals as it will lose credibility.

3. Up-zoning negatively affects surrounding property as it suffers all of the disadvantages of increased density without any of the benefits. Yet, other than limited view blockage from viewpoints, there is no attempt to address the effect of the alternatives on the adjacent south slope of Queen Anne Hill, or the top of Queen Anne Hill. The major way for Queen Anne residents to reach I-5 or the City is to use Queen Anne Ave, or Taylor Ave/ 5th Ave, although those on the north side of the hill use highway 99 to reach downtown. There should be a traffic study and the parking study of the effect of up zoning Uptown as it affects these areas. And, if studies are going to ignore everything before 2035, which seems ridiculous to me, why not include the anticipated changes in the number of residents to Queen Anne Hill in the projections? How can a fair study simply ignore the existence of the adjoining neighborhood when considering increases in traffic on Queen Anne Avenue, Mercer and Denny? It should be noted that Queen Anne Hill has few streets that go through, and those are steep.

4. Why was there no consideration of raising the zoning to 65 feet in areas like “The Heart of Uptown” or as an alternative to the existing zoning everywhere? Would that not have had a better chance to retain the character of the neighborhood and have less impact on surrounding neighborhoods? The EIS should contain a statement of why the particular alternatives to the current zoning were chosen and why a more modest choice of up-zoning was not considered. For example, in the Heart of Uptown, the EXPO Apartments were built at 65 feet. They were built so that the height is graduated and they are not overpowering to the other buildings in the neighborhood. Placing an 85’ tall building across 1st Ave N from the EXPO Apartments is not fair to the owners of the building who expected to have view units protected by the existing zoning. In effect, those view units would be eliminated, decreasing their rental value. In addition, allowing 85’ or taller buildings promotes the “canyon effect” since lots are small and streets are not wide boulevards.

The following are some specific problems that I note with the Draft EIS. I have tried to use headings and references where I could find them as the draft EIS contains no page numbers. It would be appreciated if the pages are consecutively numbered in the final EIS.

5. Mobility Proposals. The EIS assumes that the current plans will be adopted. There should be a study of what happens under each zoning proposal if these assumptions are incorrect. The analysis of the current traffic congestion problem is based upon an inadequate study. Exhibit D fails to reflect my experience as a Queen Anne Resident. I have spent over 15 minutes driving down Queen Anne Avenue from Mercer to Denny when traffic on Denny Way is backed up. In fact, once it took us over 30 minutes as only a few cars could enter Denny Way with each traffic light cycle due to traffic congestion on Denny Way. Driving in the opposite direction, I have spent more than 15 minutes to reach First Avenue North via First Avenue, or via Denny Way in order to begin to drive up 1st Ave N. The EIS states that “Both Action Alternatives will result in **some minor increase** in vehicular trips and vehicle miles of travel on the network.” See Exhibit 1-10 (emphasis added). Where is the support for the emphasized words? The apparent source is the City of Seattle. Currently, traffic on the one-way portion of Queen Anne Avenue at certain hours of the day is highly congested requiring waits at Denny through two or three light cycles minimum and up to 10 minutes. So what is the baseline? The statement that “screenlines will operate with adequate capacity and corridors will operate similar for all action cases” seems to support not up-zoning until the current problems are resolved as it assumes that no problem currently exists, which my experience refutes. Adding “some minor increase” to the existing and projected future congestion is unfair to current residents. However, without supporting data that statement appears to deliberately significantly underestimate the problem. Exhibit D should be explained and supported by the dates that the study was made, as well as how it was made, or not included as it does not comport to the reality that I, a Queen Anne resident of almost 40 years, have come to expect.

Under 2.15, the draft EIS assumes that all the proposed mobility proposals “are assumed to occur.” The EIS should not count upon future plans alone that are not scheduled to occur with financing in place, but should address what will happen without implementation of those plans. As noted above, not only should the future Uptown residents be considered, but also future Queen Anne residents who will use the same roads. Given the current transportation problems, shouldn’t they be solved before any consideration of up-zoning? If not, shouldn’t the EIS address increases in residents in the adjoining neighborhoods? The addition of 4,500 Expedia employees to Interbay should also be included as many will undoubtedly drive Mercer St or Denny Way to I-5. Maybe Expedia has a reasonable idea of a rough number of additional vehicles that will be added to those roads. Shouldn’t Expedia be contacted and its information included?

6. Affordable Housing.

A. The addition of affordable housing seems to be the basic reason behind the proposed up-zoning. Yet the EIS makes the following points: Exhibit 1-2 shows that without any change in zoning the proposed growth target is well under capacity. In fact, the Net Capacity of households without a zoning change (10,186) is never reached with a High-Rise zoning change as the target growth only grows to 3,745. In the case of jobs, there will be an increase with each of the rezone options, meaning increased traffic congestion (from an original capacity of 2,670 to 3,125 actual targeted growth). How about explaining why up-zoning is important when the study shows that current zoning is sufficient?

B. Under 1.6 there is an affirmative statement that under higher zoning there will be more opportunity for development of affordable housing. Where are the facts to support this claim? Under the heading “What is different between the alternatives?” there is a statement that only 42 to 60 existing residential units would be torn down in redevelopment. This seems low as there currently exists a planned contract rezone at 203 W. Harrison that eliminates at least 19 units. However, the draft EIS goes on to say that 303 units could be displaced. So, if we assume 303 units, how many units of affordable housing will be added to replace them? Where is the analysis? Has the City pointed out how much developers are to pay to avoid providing affordable housing or why the percentage of units required in lieu of payment is so much lower than Boston and other cities require? Why is this not addressed? Exhibit B-1 refers to developers having a choice to pay a fee in lieu of providing affordable housing. I have heard for example, with the proposed contract rezone on W. Roy Street that will put the Intergenerational Child Care Centre in shadows, that the owner would make the payment instead of incorporating affordable housing. The proposed plan will actually block views at Bayview that are currently rented at higher rates in order to subsidize non-view units of this re-rented home. Reducing the value of the view units will make it necessary to increase the cost of the current non-view units making those units less affordable.

C. “Under the Action Alternatives, greater capacity for infill and redevelopment could be associated with loss of existing buildings that provide low-income housing. The future SM zone could be tailored to include measures identified in Housing Element goals and policies, such as replacement of occupied housing that is demolished or converted to non-residential use, using incentive programs to encourage the production and preservation of low-income housing, or requiring new developments to provide housing affordable to low-income households. As noted above, housing programs, regulatory measures, and incentives implemented by the City may influence, but not fully control, the housing products that the private market supplies.” See 3.59 -3.60. *Isn't the EIS making an assumption here, but admitting that it may not be accurate?* Shouldn't the EIS balance assumptions of future conduct with projections based upon those assumptions being erroneous? Shouldn't the EIS address why Uptown will benefit from the loss of the existing affordable housing and the number of affordable units that will be paid for by the developers in lieu of providing it and the location where such units will be built for the dollars allocated?

D. There is a general statement that affordable housing is not likely to be built in Uptown, due to the cost of construction, land costs and marketability due to the proximity to downtown. See the analysis under 3.3-15 that almost provides an admission that up-zoning will permanently reduce affordable housing in Uptown. Should there not be a discussion of eliminating the right to buy out of providing affordable housing in order to preserve some in the neighborhood?

E. 3.87 indicates that mandatory housing affordability attempts to impose requirements on mid-rise and high-rise rezoning, but doesn't indicate that such restrictions can be imposed under current rezoning. Why not? See WAC 365-196-870 (2) that provides that Affordable Housing incentives can be either required or optional. Hasn't the City of Seattle made changes to building codes and zoning requirements over the years without changing the underlying zoning? Shouldn't this option to obtain affordable housing be addressed as an alternative to up-zoning with all its detrimental effects?

F. 3.3-15. Housing Affordability – There is an admission below the table that under all alternatives there is likely going to be a loss of affordable units with greater loss with high-rise construction due to the cost of steel and concrete structures. Isn't this also true with permitting mid-rise buildings? Note the current request for a contract rezone of 203 W. Harrison. It seeks to eliminate 19 existing units and replace them without including any affordable housing. Shouldn't the conclusion be that the best way to protect existing affordable housing for the longest possible time is to retain the existing zoning? If not, why not?

G. Exhibit 3.3-16 indicates that under alternative 1 and alternative 2 the same number of existing units (66) would be demolished, but under the high-rise alternative only 44 units would be demolished. The explanation assumes that since a high-rise would add more units, fewer high-rises are needed. However, what property owner will not develop his property by building a high-rise since another owner is putting a high-rise on his property? If there are facts supporting this statement, provide them. If not, withdraw it. And, if more high-rises are actually built as permitted by up-zoning, isn't it likely that the potential additional residents will far surpass what has been projected? Why doesn't the EIS address the possibility of a full buildout under each zoning alternative and the effect upon traffic congestion and parking? I request that these possibilities be addressed.

H. Exhibit 3.3-17 assumes a loss of 303 affordable units in a full buildout under each alternative. That makes sense and for the purpose of evaluation, a full build out should be assumed since no one will know what individual properties will be developed and when each of the properties will be developed. So, by 2035 all affordable units will be lost, but why encourage the early loss by rezoning to incentivize development? Why not just make those seeking contract rezones provide affordable housing in return? Why has the EIS failed to identify this alternative as a viable option to up-zoning Uptown? Please ask that this point be addressed in the final EIS.

I. Exhibit B-1 purports to provide the number of affordable units that would be provided under each of the alternatives. Please support the numbers by explaining the methodology used to develop the table. Without supporting data one must assume that the table is bogus. And, as noted above, the EIS should include the cost of such units, the amount that the City is assuming that developers will pay it in lieu of providing affordable housing and the location in the City of the new affordable housing so that a reasonable person can determine probable accuracy of projections.

7. View blockage.

A. Exhibit 3.4-10 through 3.4-14 purport to show view impact, but does not show the actual impact of full buildout from Kerry Park. As noted earlier, why is there no discussion of the effect on anything other than the Space Needle, Elliott Bay and downtown? Instead there is the statement that “new buildings are not anticipated to be tall enough to obstruct views of the Space Needle Elliott Bay or Downtown beyond current conditions.” Views are in the eye of the beholder, making this value judgment of questionable merit. Depending upon the height of the buildings and their location, there is potential view degradation, isn’t there? Why not address it? The EIS should not render opinions without providing the factual foundation to support them.

B. Exhibits 3.4-17 and 3.4.18 show less view blockage under the high-rise alternative than under either the existing zoning or the mid-rise alternative. Why? The reasoning should be explained. What assumptions are being made to support these Exhibits? The same problem occurs with Exhibits 3.4-52 and 3.4-54. If the EIS is assuming that the City will adopt code limitations that do not currently exist, or that there are code requirements that support the assumptions, the EIS should address them. Otherwise, unless I have misinterpreted the Exhibits, they should be eliminated as unsupportable.

C. Exhibits 3.4-40 through 3.4-42 are not very easy to follow, and only focus on the Space Needle. The view from Kerry Park should extend from the downtown skyline through all of Elliott Bay to Alki Point to be complete, and, I submit, that buildings in the pipeline that require City Council approval of a contract rezone or otherwise lack building permits should not be included as they may never be built.

D. **“Queen Avenue N and Mercer Street—Facing South.** Height and scale impacts under Alternative 3 would be similar to existing conditions at this location, as shown in Exhibit 3.4–18. Greater height limits along Mercer Street would allow taller development to concentrate along that corridor, reducing impacts to the more sensitive pedestrian environment along Queen Anne Avenue N.” Is the intent of this statement to offer up high-rise zoning along Mercer Street and not along Queen Anne Avenue North? Shouldn’t this statement be balanced in the EIS with a statement indicating that no change in any zoning will achieve the same result of protecting the pedestrian environment along Queen Anne Avenue North while also protecting existing views from Kerry Park?

E. At the end of the section, we find the following statement: “With the incorporation of proposed mitigation, all alternatives would be consistent with the City’s policies in SMC 25.05.675P and Q regarding protection of public views and shading of public parks and open spaces. Thus, based on thresholds of significance and proposed mitigation, no significant unavoidable adverse impacts are identified.” While some mitigation is proposed, there is no requirement that it be adopted by the city. Please have the EIS address what would happen if the mitigation doesn’t occur, and have the EIS provide support for the statement, or withdraw it.

8. Section 3.6 Transportation

A. “In the future, with the anticipated increase of alternative modes due to several factors, including the completion of the SR 99 North Portal with additional roadway crossings, increased frequent transit service, dedicated bike and improved pedestrian facilities, and potential new Sound Transit stations the share of drive-alone trips decreases substantially.” Please have the EIS provide support for this opinion. Based upon my observation, the nice two lane separate bicycle path going under highway 99 adjacent to Mercer St is rarely used while the cars wait in gridlock for the signals to change. It should be noted that not everyone can ride a bicycle or walk long distances. Of course, if the result of eliminating affordable housing through up-zoning Uptown forces out the elderly or handicapped people who need automobiles to travel where public transportation does not go, the EIS should address this impact of the fabric of Uptown.

B. Exhibit D and Corridor Analysis Information. Please provide the methodology used by Transpo Group in preparing this Exhibit, or withdraw it. Its statements, which provide the support for some of the statements of no or minor impact to upzoning, do not, in my experience as noted earlier, represent reality. I drive down Queen Anne Avenue and up 1st Avenue North fairly often, but try to avoid rush hour. The times reflected really reflect weekend travel, not what is purportedly reflected.

C. Parking

- The Seattle Center/ Uptown Strategic Parking Study is currently being conducted and explores in further detail the less frequent parking conditions with higher attendance levels. Shouldn't the EIS wait until the study is completed instead of relying upon the parking garage study?
- Exhibit 36-10 shows a study of parking spaces occupied on a weekday based upon a study of demand in Seale Center garages on two dates. The EIS should either provide factual support for the use of paid garage parking to determine the availability of either free or more convenient hourly metered parking, or wait for the completion of the foregoing study, assuming that it is being done realistically. Few people park in a pay garage if there is street parking available at no cost. Also, many people may park under Metropolitan Market without shopping at the stores above to avoid pay parking. So indicating that 26% or more of the street parking is available does not appear to be factual.
- The statement "The evaluation shows for the No Action Alternative with HCT parking impacts within the study area would generally be no worse than experienced today" is unsupported by facts, besides being limited to an erroneous study area as mentioned earlier. Expand the study area to include the south slope of Queen Anne and other adjacent property where current Uptown residents park and do an honest objective study, or admit that one cannot be done and withdraw everything stated related to parking.

D. Section 3.6.2 Impacts. This section evaluates transportation system operations in 2035 for the three zoning alternatives. Why not evaluate the current traffic problem properly and the immediate effect of a change to zoning occurring within three years? And, how can any assumption that ignores the population increase of the adjacent area, Queen Anne Hill, be of any value? Please revise the EIS to include the projected increase in the populations using the same major streets. Include increases in Queen Anne Hill residents, the known increase resulting from Expedia's relocation, and address the impact on the arterials leading out of Uptown that will be affected under each of the three zoning alternatives. Also, if one is going to really look at 2035, assume a full buildout and increase the number of residents accordingly.

9. Open Space. See 3.8.2 (and 3.277). The statement that Uptown doesn't currently have sufficient open space and Recreation Resources and the adoption of the zoning alternatives will make the shortfall greater due to population increase is followed by 3.8.4 stating that there is no significant unavoidable adverse impacts to open space and recreation services. Please provide factual support for this opinion that on its face appears unsupportable due to the prior statement.

10. It is noted that the proposed up-zoning is not uniform. Some areas receive much higher up-zones than others. While the idea is laudable as it avoids creating canyons and does allow some views, who determines what properties are going to increase in value over the adjoining properties? Is money changing hands? Are certain favored property owners and developers gaining a windfall? How does the City avoid adjoining property owners filing suit to seek equal treatment? How will the City respond to applications for a contract rezone based upon the heights allowed on adjoining properties? These issues should also be addressed in the EIS. Are they not a reasonable by-product of uneven up-zoning?

In Summary, I find that the draft EIS needs a great deal of work and I would appreciate seeing all of the foregoing requests addressed in another draft EIS. Failure to do so will just confirm my opinion that the current document is larded with unsupported assumptions and statements of "minimal impact" in favor of up-zoning and is intended to be a sales job to promote up-zoning, rather than a fair appraisal of the effects of each alternative on Uptown, as well as the effect on the surrounding affected neighborhoods. If I had the time I could raise other questions, but I do not.

Sincerely,

Irving Bertram

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29 August 2016

Mr. Jim Holmes, Senior Planner
City of Seattle Office of Planning and Community Development
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Seattle, WA 98124-7088
Jim.holmes@seattle.gov

Re: Comments on July 18, 2016 Draft Environmental Impact
Statement for the Uptown Urban Center Rezone

Dear Mr. Holmes,

Thank you for this opportunity to comment on the City of Seattle's July 18, 2016 Draft Environmental Impact Statement (EIS) for the Uptown Urban Center Rezone. I support Alternative 1 with some modifications. I oppose Alternatives 2 and 3. I also endorse the letters written to you by Alex and Cathy Ramsey, by Luann and Irv Bertram, by Lynn Hubbard, by Tanya Carter, and by David Bricklin.

As a preliminary note, I wish to draw the City's attention to two errors in images provided in the Uptown Draft EIS. First, the photo on page 1.37 is reported to be from Kinnear Park. In fact, it is from lower Kerry Park. My son assisted in erecting the playground structures depicted in this image as part of a fellow Boy Scout's Eagle project. The current caption suggests that it comes from the small tract of parkland between Queen Anne Drive and Queen Anne Avenue West, just south of the Bayview Manor. This is inaccurate.

The second error is the graphing of public and private land in lower Kerry Park. The park portion of the land follows the western border of upper Kerry Park. The private portion of the land lies to the east of lower Kerry Park. This is flipped in the graphing.

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I also wish to draw attention to the fact that the Uptown Draft EIS makes no mention of the landslide potential of Kinnear Park (that portion that lies west of 5th Ave W, south of W Olympic, and north of Mercer). Currently, land is buckling in the eastern half of upper Kinnear Park, and when this land slides, it has the potential of impacting any development south of the slide. There is no mention of this in the Uptown Draft EIS.

Information gathered towards the Uptown Draft EIS.

As I understand it, the Draft EIS is built on prior input from Queen Anne in 1998, when Uptown was called "**Lower Queen Anne,**" and from the Uptown Urban Design Framework (UDF). The 1998 input from Queen Anne envisioned Alternative 1 zoning for Uptown, and included much more green space.

The Uptown UDF was developed following the 2014 "**charrettes**" involving interested parties in the Uptown UDF process, including neighbors. As a neighbor, I do not recall notice of these charrettes.¹ The Uptown UDF, at page 11, notes the following regarding the charrettes: "**Charrette topics included an overall evaluation of the neighborhood and how it functions, connections through Uptown and to adjacent neighborhoods, urban form and street character, transit oriented development, and neighborhood connections to the Seattle Center.**"

Regardless of these notice issues and looking to the notes from these charrettes, many concepts articulated there are watered down in the Uptown UDF and barely recognizable or minimized in the Uptown Draft EIS, including:

- The need for more green space;
- Incorporating lake to shore bicycle access/trails;
- The desire for the neighborhood to attract a diverse array of residents including cross age, race, income, family size, and work demographics;
- The need for schools and other infrastructure; and
- The need to address the transportation and parking issues plaguing the neighborhood.

Interestingly, the charrettes contain perhaps 2-3 references to upzoning Uptown. The Uptown UDF contains a few more references to upzoning, but these references are fairly oblique and discussed in unsupported and ambiguous statements of goals such as:

¹ I do recall notice of efforts to upzone Interbay, and I suspect had the Uptown charrettes and UDF process been publicized as well, including expressing an intention to go towards upzoning, I would have noticed it, and others would have too.

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3.3 Building Height. The guiding principles of this UDF call for a greater diversity of housing types. This means increased housing for families, singles, local artists of all income levels. An important variable to consider in advancing this principle is building height. Building height can influence diversity of housing opportunities and contribute to subarea character by achieving appropriate scale, affecting affordability through construction type, and in the case of taller buildings, requirement for affordable housing and other amenities."

Uptown UDF at page 19. And,

6.4 Building Height. Earlier in this UDF, locational criteria for building height were discussed. In addition to the urban form criteria set out in that discussion, height increases can advance important neighborhood goals. These goals include provisions of public amenities such as affordable housing, open space, historic preservation and in some case other vital public amenities.

Uptown UDF at page 40. This section proceeds to discuss the former requirements that taller buildings include affordable housing, the requirement replaced when Mayor Murray struck "the grand bargain" with developers.

The Uptown UDF's sole reference to potential building heights appears at page 46. The Uptown UDF at page 20, though, in discussing these heights states the following criteria for upzoning from the City of Seattle Municipal Code:

...
2. Preserve important views and land forms. **Seattle's hills, valleys,** and lakes give it identity – consider the impact of taller buildings.

3. Ensure new height limits are compatible with the neighborhood as it has developed already. Not all property will redevelop and compatibility between old and new should be considered.

Consider building heights of adjacent neighborhoods or provide a transition to a different scale rather than an abrupt drop or increase.

4. Advance goals established by the neighborhood through its neighborhood plan.

The Uptown Draft EIS does not appear to build upon the comments of the charrettes, the 1998 Queen Anne plan, or of the Uptown UDF when it comes to upzoning in general and to upzoning as it impacts views, neighborhood compatibility, transitioning to adjacent neighborhoods or

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advancing the objectives stated in the prior neighborhood plans. The Uptown Draft EIS should be re-written to factor in these variables.

Another focus in the charrettes and in the Uptown UDF is that of the historical aspects of the Uptown neighborhood, noted to be one of the oldest in the City of Seattle. The Uptown UDF notes, at pages 10 and 15, a desire to preserve brick buildings that are landmarks and to create a "conservation district" along Roy Street to retain the art deco influenced architecture there. This focus on conserving historic districts is glossed over in the Uptown Draft EIS, and suggested mitigation does little to assure that these historic districts and buildings will be preserved or integrated into an upzoned Uptown. This is error and should be corrected.

With regards to transportation, the Uptown UDF, at page 10, states that the neighborhood would be "best served by a strong multi-modal transportation system", yet the Uptown Draft EIS only provides this outcome if Alternative 2 or 3 is adopted – even after noting that Alternative 1 will increase traffic by 200% between now and 2035, and even after noting the problems with parking for one of Uptown's major attractions, a site that hosts many city-wide events – Seattle Center. As noted below, Sound Transit 3 has not restricted a high volume transit station in Uptown if Uptown does not upzone, and the Uptown Draft EIS should not do so either.

The Uptown Draft EIS almost mono-focus on upzoning is a major, bold, and unwelcome deviation from the considerations and the processes that have brought us to these crossroads. At page 1 of the Summary, it states, "The proposal is a non-project action to amend zoning in the Uptown Urban Center. The purpose of the proposal is to increase permitted height and density in the Uptown neighborhood" The Draft EIS reaches many wrong conclusions regarding the environment impacts of Alternatives 2 & 3. It does so in blatant disregard of the data before it and of the stated preferences of those few neighbors provided notice of the Uptown UDF. While it appears that the Uptown neighborhood may have been aware of the effort to move towards an EIS for Uptown, it also appears that adjoining neighborhoods were not considered or given notice and the opportunity to be heard on this effort. In fact, the July 18, 2016 letter signed by Samuel Assefa, Director of the City of Seattle Office of Planning and Community Development states, "The Uptown Urban Design Framework (UDF) is a summary of recent public input from the Uptown neighborhood." This phrase is repeated verbatim on page 1 of the Summary of the Uptown Draft EIS. The City of Seattle should have provided notice and the opportunity to be heard to all neighborhoods

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that would be directly impacted by changes in Uptown. The Uptown Draft EIS does not advance the articulated goals of the charrettes, of the Queen Anne 1998 plan, or of the Uptown UDF.

The Uptown Draft EIS.

I. *Giving Away Space without Consideration*. Through the Uptown Draft EIS, the City of Seattle gives away the space over the existing structures in Uptown without a *quid pro quo*. Through the changes proposed in the Uptown Draft EIS, the City has the opportunity to require developers to contribute towards the purchase of land for additional parks, schools, and low income housing, for example (all of which are identified priorities from the charrettes), but it fails to require these concessions in what has become one of the biggest airspace grabs in our state. Although the Queen Anne 1998 plan, the charrettes and the Uptown UDF all discuss the need for open space, for preservation of historic structures, and for amenities, the Uptown Draft EIS either makes no provisions for these goals and priorities or dismisses them outright. While I oppose Alternatives 2 and 3, if the City contemplates either of these alternatives, it should require these concessions.

II. *Bootstrapping and Disingenuous Conclusions on the Environmental Impact of Alternatives 2 and 3*. As one reads the Uptown Draft EIS, one reads multiple times disingenuous and boot strap conclusions regarding what should be seen as significant impacts from the proposed height changes but instead are consistently listed as “no significant adverse impacts” or “no significant unavoidable adverse impacts.”

- “This transition [growth and density; height, bulk and compatibility, job displacement] would be unavoidable but is not significant and adverse since this is an expected characteristic of a designated Urban Center . . . with the combination of existing and new development regulations, zoning requirements, and design guidelines, no significant adverse impacts are anticipated.” (page 1.17 - Land Use)
- “With mitigation [that is reviewing and re-writing inconsistent policy guidance and requirements to conform them with this Uptown Draft EIS], the proposal would be consistent with state, regional, and local policy guidance and requirements.” (page 1.18 – Relationship to Plans and Policies)
- “Uptown will continue to face housing affordability challenges . . . Uptown has the developmental capacity to add significant number

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- of new housing units . . . though it may still fall short of the **Comprehensive Plan goal.**" (page 1.21 – Housing)
- Regarding neighborhood character, protected views, and shading, "Under all alternatives, increased development . . . public spaces would experience increased shading . . . More intense development . . . would affect neighborhood character . . . With the incorporation of proposed mitigation, all alternatives would be **consistent with the City's policies . . . regarding protection of public views and shading of public parks and open spaces.** Thus, based on threshold of significance and proposed mitigation, no significant unavoidable adverse impacts are identified. . . . Under all alternatives, some private territorial views could change . . . **City view protection policies focus on public views.**" (page 1.27 – Aesthetics and Urban Design)
 - "Both Alternatives 2 and 3 establish height increases and other zoning changes that could result in significant unavoidable adverse impacts to above-ground historic properties." (page 1.30 – Historic and Cultural Resources)
 - "No significant unavoidable adverse impacts are anticipated." (page 1.32 – Transportation)
 - "No significant unavoidable adverse impacts are anticipated." (page 1.37 – Greenhouse Gas Emissions)²
 - "No significant unavoidable adverse impacts are anticipated." (page 1.39 – Open Space and Recreation)
 - "No significant unavoidable adverse impacts are anticipated." (pages 1.40, 1.41, 1.42, 1.44, 1.46, 1.47, 1.49 – Public Services – Fire (endeavor to maintain response times and may require increased staffing), law enforcement (department identified need to increase staffing and improve facilities), Schools (capital facilities management anticipated to be sufficient to address increases), Utilities (SPU will need to plan to meet the demand))

In fact, the adverse impacts are significant and a full environmental impact statement should be issued addressing the concerns raised in this and other letters. Furthermore, the City can best mitigate and minimize these adverse impacts by adopting Alternative 1.

² The City has the ability to further mitigate carbon emissions by requiring green roofs for the structures to be built in the future – along the lines of what Chicago has begun to require. This is an added aesthetic for those looking at those rooftops from view spots and other sites above Uptown.

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III. Seattle Does Not Need to Upzone Uptown to Accomplish Its Objectives. Many of the following comments are paraphrased from a letter drafted by Alec and Cathy Ramsey in response to the Uptown Draft EIS.

A. The City of Seattle does not need to upzone Uptown to accomplish the priorities of Uptown residents, businesses, and neighbors as outlined in the Uptown UDF and listed on page viii of the Uptown Draft EIS. As stated earlier, aside from lip service, these priorities are glaringly absent in the Uptown Draft EIS, a fundamental flaw of the document.

- Affordable Housing. In fact, Alternatives 2 and 3 detract from these priorities. The City of Seattle can impose new affordable housing requirements, consistent with HALA, without upzoning a neighborhood (see WAC 365-196-870(2)), and the City can attain the same affordable housing benefits in Alternative 1 as in Alternatives 2 & 3.

Flooding the market with expensive market rate units will not trickle down to provide affordable housing absent an intervention by the City of Seattle. Low income individuals are being evicted in the upzoned neighborhoods to make way for market rate units, which are being demolished City-wide. The Uptown Draft EIS merely queues up Uptown to join the neighborhood lemmings jumping into the no affordable housing waters. As a result of the failure to preserve affordable housing, Seattle suffers the highest rate of rent inflation in the nation.

As implemented, HALA and the grand bargain will result in a net loss of affordable housing in exchange for developers' rights to push for increased density. Per the Seattle Displacement Coalition, "Housing preservation is only given lip service, and the plan [HALA] identifies no specific strategies to achieve it" "[N]o net loss' policy. No developer fees." Queen Anne News, Is Ed Murray 'America's most progressive mayor?' Not by a long shot," Fox, John V. and Colter, Carolee, page 5, August 24, 2016.

Alternative 1 best furthers the City's objectives of retaining (and creating additional) affordable housing.

- Multi-modal Transportation System. The City presents no credible evidence to support its contention that this benefit will inure solely under Alternatives 2 & 3. Sound Transit 3 service to Uptown is not contingent upon upzoning under Alternatives 2 or 3.

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Irv and Luann Betram eloquently articulate the experience of Queen Anne residents going through Uptown to commute to work, attend cultural events, transport children to activities, and more.

Seattle Center continues to coordinate major city events that draw large crowds from around the greater Seattle metropolitan community. These events will suffer if parking and if public transportation issues are not addressed. The City of Seattle will fail its objective to decrease the use of vehicles in Uptown if it does not provide alternatives.

- Community Amenities (community center, new schools, open space). The City does not talk about a community center, deflects on new schools to Seattle Public increasing staffing and facilities after stating that it could not gauge the increase in demand, page 1.41 and specifically states that there will be no new open spaces, aside from sidewalks, courtyards, and alleys, p 1.37. The City offers nothing to advance these goals and priorities as stated in the 1998 Queen Anne Plan, the charrettes, and/or the Uptown UDF under any of the three alternatives. The Uptown UDF included these goals and advanced increased height to accomplish them. This is a total disconnect with the historical documents leading towards the development of the Uptown Draft EIS.

The City has the capacity to study the impact of the Uptown Draft EIS on new schools and open spaces now by looking to the effect of development in Belltown, the Pike/Pine corridor, and South Lake Union. The City should also mandate floor ratios so as to limit a building's footprint to 75% or less of the lot size in order to preserve the historic grassy strips found around the current and historic structures of the neighborhood. Additional open space is a must if children and dogs are not to compete for the use of the only greenspace available at Seattle Center.

The City has the ability to address this now to require quid pro quos from developers to provide these amenities. This is a significant environmental (and tax i.e. raising new revenue through levies) impact that the Uptown Draft EIS fails to address.

- An Arts and Cultural Hub. The Uptown Draft EIS provides no credible evidence for its assertion that Alternatives 2 & 3 better support this priority. Arts and culture hinge upon affordable retail, studio and

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housing. As previously stated, Alternative 1 best supports affordability and thus best supports this priority.

- A Strong Retail Core. This priority is not discussed in any of the three Alternatives proposed. Alternative 1 can presumably meet this as well as any Alternative.
- A Welcoming Urban Gateway to Seattle Center. This priority is not discussed in any of the three Alternatives proposed. Alternative 1 can presumably meet this as well as any Alternative.

B. The City of Seattle does not need to upzone Uptown to accomplish its increased density objectives. Additionally, the discretionary adverse impacts of the upzone flow from Alternatives 2 and 3. The City's stated objectives are to increase households by 3,000 and jobs by 2,500 in Uptown over the next twenty years. The Uptown Draft EIS then states that it also considers a 12% increase under Alternative 2 and a 25% increase under Alternative 3, neither of which are required to achieve the City's goals. The City can meet its goals under Alternative 1, and it can also meet its 12% and 25% stretch under Alternative 1 as Uptown is currently at 60% density capacity today. The City can also meet its goals under HALA under Alternative 1 and without any upzoning.

IV. The Uptown Draft EIS Completely Fails to Address the Impact of the Upzone on the Surrounding Community. There are 14 identified street view, parks and other areas of protected public site lines to various structures or natural features per the Seattle Municipal Code and/or protected from building shadows. This letter uses the term "obstruction," as the EIS does not delineate between "shadows" and "obstructions;" the term is used here to mean obstructed views and shadowing. The Uptown Draft EIS analysis looks at "no obstruction," "partial obstruction," and "full obstruction."

There are 14 identified street view, parks and other areas of protected public site lines to various structures or natural features per the Seattle Municipal Code and/or protected from building shadows.

- Under Alternative 1, 11 out of the 14 views have no obstruction, 3 out of the 14 views have partial obstruction, and 0 out of 14 views have full obstruction.
- Under Alternative 2, 6 out of 14 views have no obstruction, 6 out of 14 views have partial obstruction, and 1 out of 14 views have full obstruction.

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- Under Alternative 3, 6 out of 14 views have no obstruction, 4 out of 14 views have partial obstruction, and 4 out of 14 views have full obstruction.

Only Alternative 1 complies with the Seattle Municipal Code's requirements regarding obstructions (and shadows) from the viewpoints identified in the Seattle Municipal Code.

Per the Uptown Draft EIS, private views are addressed through mitigation (meaning after the upzoning has occurred and on a permit by permit basis, I believe). However, per SMC 23.60.060 & .220, height, bulk, and scale of development projects should be reasonably compatible with . . . the adopted land use regulations for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning.

SMC 23.60.060 & .220. This is consistent with the Uptown UDF paraphrase of the Seattle Municipal Code regarding views, which is provided on page 3 above. It is also consistent with the charrettes topic of exploring "connections through Uptown and to adjacent neighborhoods." Unless this topic was introduced to lull adjacent neighborhoods into complacency, the Uptown Draft EIS must explore and develop that now.

Irv and Luann Bertram have submitted a letter which eloquently points out the mistaken assumptions regarding both public and private views, and I adopt and endorse their arguments here. The Uptown Draft EIS fails to provide for a reasonable transition between Uptown and its northern neighbor under Alternatives 2 & 3. Alternative 1 does provide for reasonable transitions.

Queen Anne is one of the City's hills, and to obscure it behind the mid rises and the high rises envisioned in Alternatives 2 & 3 respectively, begins to erase the City's identity. The taller buildings are incompatible with Uptown's northern neighbor, Queen Anne, and any height increases should transition slowly moving south from the base of Queen Anne hill. Queen Anne residents relied upon the commitment of the City in making those statements in the Uptown UDF. The City disregards its own Code at its own financial peril, and it creates a rift of distrust between adjacent neighborhoods which have historically supported each other.

Irv and Luann Bertram, among others, clearly articulate the traffic concerns from the Uptown Draft EIS. I adopt their arguments.

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As a final point, the Uptown Draft EIS, despite its efforts to create a pedestrian friendly vehicle sparse neighborhood, fails to factor in human scale when it discusses alternatives. Alternatives 2 and 3 will forever change Uptown into canyons of brick and corrugated steel filled with shadows and devoid of all but the bare minimum skyline. We live in a City that is dark and dreary for most of the year. Alternatives 2 and 3 make that worse. Alternative 1 retains buildings at a human scale, one that invites pedestrians to walk, to shop, and to enjoy the arts that only Alternative 1 can support.

Listening to the Voices of Seattle Voters speaking out on the Uptown Draft EIS.

Mayor Murray has, thus far, disregarded comments such as those found in this letter by calling them unrepresentational, or some such term. These comments marginalize the concerns of citizens who are willing to engage in dialogue with him regarding what the future of our City looks like. He needs to identify the demographic whose voices are absent and then figure out how to get them to the table, if he wants them heard. Otherwise, we citizens are without a clue as to what demographic he believes is missing and what the voice of that demographic is. He creates a double bind – a voice is missing, and because that voice is missing, no one will be heard.

In conclusion, I thank you for your hard work on crafting the Uptown Draft EIS and appreciate your open-mindedness as you read my and other comments. Alternative 1 furthers the City's objectives, and it should be fleshed out the same way that Alternatives 2 and 3 are fleshed out in the final EIS. It is not fleshed out adequately at this time. Not to do so suggests that it is only listed as an Alternative because the Washington State Growth Management Act requires the City to list it. A final EIS should be issued factoring in all of the points raised in this and other letters drafted by concerned citizens.

Sincerely,

Alexandra Moore-Wulsin

Alexandra Moore-Wulsin (signed electronically to avoid delay)

amw

cc Sally Bradshaw, City Counsel

[SWQAnews] Uptown EIS

1 message

jschrock@gmail.com <jschrock@gmail.com>
Reply-To: swqanews@googlegroups.com
To: "Jim.Holmes@seattle.gov" <Jim.Holmes@seattle.gov>
Cc: Emily Schrock <emilywalkerschrock@gmail.com>

Wed, Aug 31, 2016 at 8:49 AM

Dear Mr. Holmes,

We are writing to you with our thoughts on the draft Uptown Environmental Impact Statement (EIS). Thank you for reviewing our comments.

We realize that growth is inevitable and support the project goal of increased density. We are, however, strongly opposed to the zoning changes being considered. It is our belief that the EIS is unfairly biased toward development and is deeply flawed in considering the impact of the zoning alternatives. Our primary concerns can be summarized as follows.

- Current zoning affords a significant amount of population growth and urban development. Why would we introduce all of this risk, change and inconvenience to the neighborhood and communities of Queen Anne and Uptown when there is already sufficient growth capacity in the current plan? These upzoning "remedies" are much worse than the growth challenges!
- The EIS dramatically underestimates the impacts to views, traffic, parking and other neighborhood characteristics. Due to the misguided decisions of previous City officials, huge portions of the City, in particular, the Queen Anne / Mercer traffic corridor suffer on a daily basis from tremendous traffic congestion. Nothing will materially alleviate congestion in the near future. But Upzoning will make this issue worse. Much worse.

Upzoning also negatively impacts views from the entire South Slope of Queen Anne, not just Kerry Park. Each evening locals and tourists celebrate the beauty of our City and the expansive views of Puget Sound, Mt. Rainier and downtown. While tourists tend to stick to Kerry Park, neighbors are walking all over the hill, enjoying peek-a-boo views of the water, downtown and our iconic Space Needle. Upzoning threatens this experience for tourists and neighbors alike.

Upzoning will also put much more pressure on street parking than the EIS estimates. Uptown cars in search of free parking are already deposited on a nightly basis on the South Slope streets. This benefits no one, except the car prowlers. Upzoning will exasperate this issue.

We feel these upzoning choices threaten the character of our urban neighborhood.

- The upzoning proposals appear to be biased toward development. The EIS presents readers with options which appear to be designed with a pro-development outcome in mind. To an average citizen, the EIS presents three choices: no-action, modest upzoning and outrageous upzoning (140 ft. bldgs!). Given that neither the Uptown Development Framework nor the HALA advisory committee recommended the height alternatives of option 3, it would appear this option was intentionally inserted into the choice architecture as a decoy. Results driven survey design can be quite effective. In this case, citizens focus on option 2 - the pro development option which appears much more reasonable in light of the drastic changes in option 3. In reality, the City does not need to choose between these discrete options. It is unfortunate that an Environmental Impact Statement which purports to present objective, unbiased facts, would be based on this false trichotomy of choices.

We chose to live in Queen Anne because it retains a neighborhood quality. We know that growth will occur but if it does at the cost of the neighborhood character, we will all lose.

Thank you

Jeff and Emily Schrock
342 W. Kinnear Pl.

--

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To view this discussion on the web visit <https://groups.google.com/d/msgid/swqanews/SN2PR04MB233549CE2EE9EC23993D0A73ACE30%40SN2PR04MB2335.namprd04.prod.outlook.com>.
For more options, visit <https://groups.google.com/d/optout>.

From: Meghan Kiefer [mailto:meghankiefer@gmail.com]
Sent: Thursday, September 01, 2016 8:59 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: No alternative or mid-rise

Hi Jim, I am a Queen Anne resident and have reviewed the Uptown DEIS. I think the high-rise plan doesn't fit with the uptown character. I think the no alternative or mid-rise choices are better.
Thanks,
Meghan Kiefer

From: Scott Kirkwall [<mailto:skirkwall@gmail.com>]
Sent: Wednesday, August 31, 2016 3:35 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Proposal

Hello Jim Holmes,

Just wanted to weigh in on this stealth proposal that flew under the radar until I read about it on a telephone pole.

How can you even consider such a bad idea? There is absolutely no upside to pursuing this developer driven scheme any further. Enough taxpayer money has been wasted cobbling together this obviously bias report. To actually claim you are doing this to help with affordable housing while allowing this to destroy existing affordable housing stock is shameful. Stand up for once to these greedy developers who are just using the affordable housing crisis to line their pockets and ruin yet another neighborhood. Yes to alternative 1.

Sincerely,

Scott Kirkwall

From: Dianne Knapp [mailto:dknapp@wini.com]
Sent: Monday, September 12, 2016 4:19 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: traffic

I don't know what happened to Seattle. It now takes 45 minutes to get from Dexter avenue North to I-5. This only happened since Mercer was completed.

The city is taking away 2 lanes and changing them to 1 lane and 1 bike. The traffic is gridlocked going towards Mercer (on all streets) to get on the freeway. I mean gridlocked. Only 1 or 2 cars get through on each light change and then it is 5 minutes until the light turns green again as it is 4 way.

Please help us! Ask the engineers to drive from the queen anne turnaround to I-5 at 4:30 in the afternoon. Maybe they can come up with some solutions... please help!!

Dianne Knapp
2464 Dexter Avenue North
Seattle, WA 98109

From: S Kolpa [<mailto:susankolpa@yahoo.com>]

Sent: Monday, August 29, 2016 6:08 PM

To: Terry Gilliland <terrygailgilliland@gmail.com>; Holmes, Jim <Jim.Holmes@seattle.gov>; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>

Cc: Daryl Schlick <schlickd@msn.com>; George Dignan <gdignan@msn.com>; Rob Ernst <robjernst@gmail.com>; Steve Hansen <stephenhansen1@comcast.net>; Judie Johnson -Harbor House <judie007@comcast.net>; Suzi Ward-Webb <skw5761@msn.com>; Mason Killebrew <amkwa66@msn.com>

Subject: Re: EIS Proposal Comment / 5th Avenue West - Documented Landslide Events & 40% Slope Conditions

Thank you, Terry.

That is new information for me; I do not remember any mention of this problem in either of the presentations.

Sue Kolpa

On Monday, August 29, 2016 5:20 PM, Terry Gilliland <terrygailgilliland@gmail.com> wrote:

Jim,

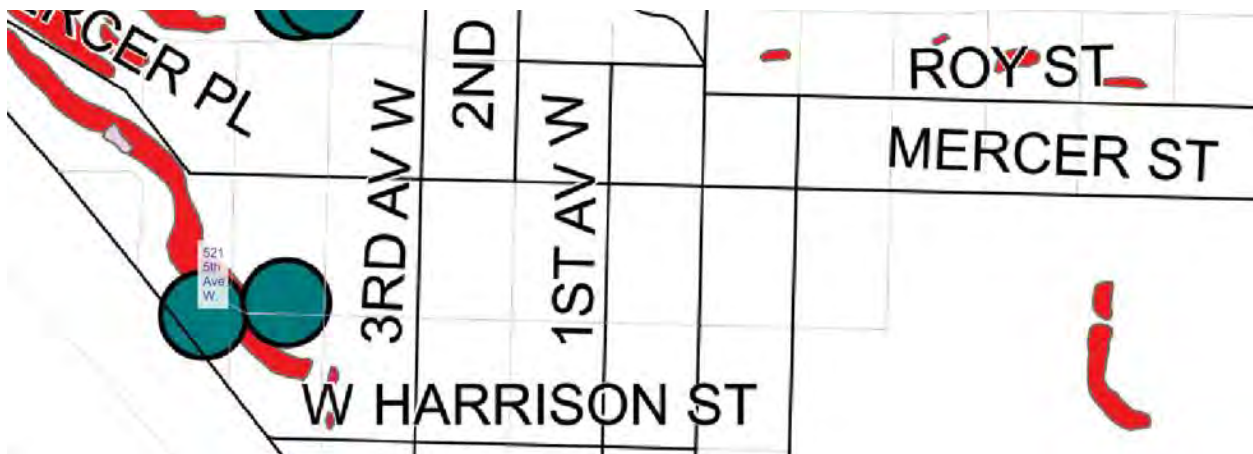
Thanks again for the opportunity to meet with you and Lyle to review the proposed zoning draft.

I am formally submitting a comment regarding the proposed development site that is located directly south of Harbor House Condominiums that are located at 521 5th Avenue West. Here is a screen shot of the proposed development site that I am referring to:



The area that is proposed as a "Development Zone" as pictured below 521 5th Ave. W. has two documented landslide events and is designated as a 40% slope per the City of Seattle Landslide Prone Areas map. The residents of Harbor House are very concerned about the potential for damage to the foundation and structural integrity of our building should the substantial excavation that would be required to construct an 85' to 160' structure on this site be allowed under the proposed zoning changes.

The City of Seattle Landslide Prone Areas map documents that there have been two known slide events in the area where Harbor House is located. I have provided you with a screenshot below that details the location of the two documented landslide events.



Here is a link to the "City of Seattle Landslide Prone Areas" PDF that I have referenced in this email. http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/dpdd017622.pdf

This is a larger screenshot of the City of Seattle Landslide Prone Areas that includes the legend that documents the known slide events and the 40% slope conditions.



What are the current building permit requirements to build an 85' to 160' high rise buildings on a site that has documented slide events and a 40% slope condition? Can you please provide me with the building code provisions that would allow construction in the designated "Development Zone" as proposed in the current EIS document?

Due to the documented slide events and severe sloop conditions I propose that the "Development Zone" located in this unstable area as currently proposed in the EIS draft be eliminated.

Please confirm your receipt of this email and provide me with your feedback. I look forward to receiving your reply and feedback.

Best regards,

Terry Gilliland
Unit 901 - Harbor House Condominiums
206.919.5637 cell

Letter: Kolpa, Sue-2

From: S Kolpa [<mailto:susankolpa@yahoo.com>]

Sent: Wednesday, August 31, 2016 1:20 PM

To: Terry Gilliland <terrygailgilliland@gmail.com>; Holmes, Jim <Jim.Holmes@seattle.gov>; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>

Cc: Mason Killebrew <amkwa66@msn.com>; George Dignan <gdignan@msn.com>; Judie Johnson - Harbor House <judie007@comcast.net>; Rob Ernst <robjernst@gmail.com>; Daryl Schlick <schlickd@msn.com>; Suzi Ward-Webb <skw5761@msn.com>; Steve Hansen <stephenhansen1@comcast.net>

Subject: Re: EIS Proposal Comment / Inadequate Emergency Vehicle Access - 2012 Seattle Fire Code - Fire Apparatus Access Road Requirements

Again, wow...I thank you for the strength of this argument.

One thing Judie brought to my attention recently is that, at least twice a week, the recycling and garbage trucks park out front and make access impossible.

Sue Kolpa

On Wednesday, August 31, 2016 1:04 PM, Terry Gilliland <terrygailgilliland@gmail.com> wrote:

Jim,

I am contacting you to comment on the EIS draft proposal to increase housing density on 5th Avenue West and West Republican. The current proposal designates "Development Zones" on 5th Avenue West and Republican.



The current accessibility for emergency vehicles on 5th Avenue West is very limited due to parking on both sides of the road which results in a single lane of traffic. The access from West Mercer onto 5th Avenue West is also a problem due to the current high volume of traffic.

Here is a photo of 5th Avenue West taken this morning:



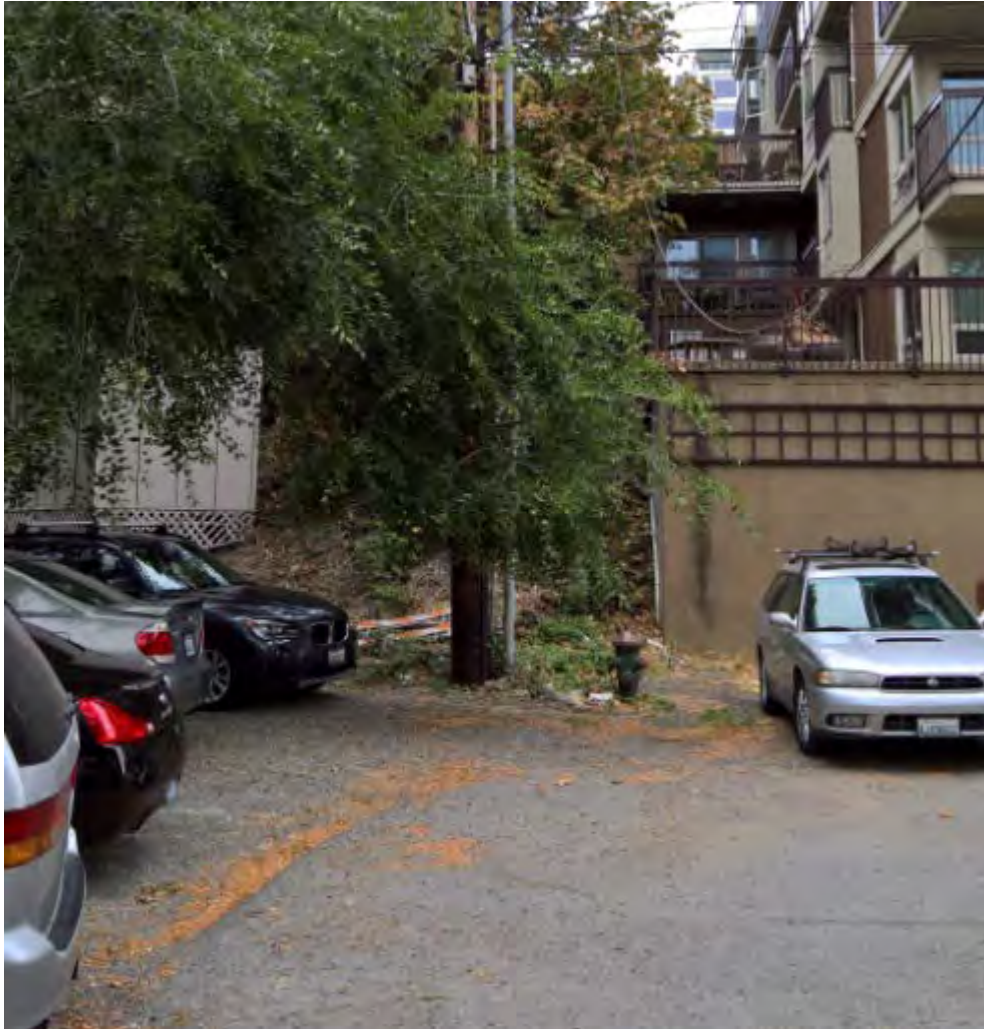
Here is a photo for West Republican Street also taken this morning. Due to the existing housing density in the area there was not a single parking space available on this block of West Republican.



As you can see from this Google Earth image there currently is not adequate space for emergency vehicles to access the proposed "Development Zone" as currently proposed in the EIS draft.



Note the limited access to the single fire hydrant at the dead end of West Republican - see below. This would be the single water source for fires at the end of West Republican.

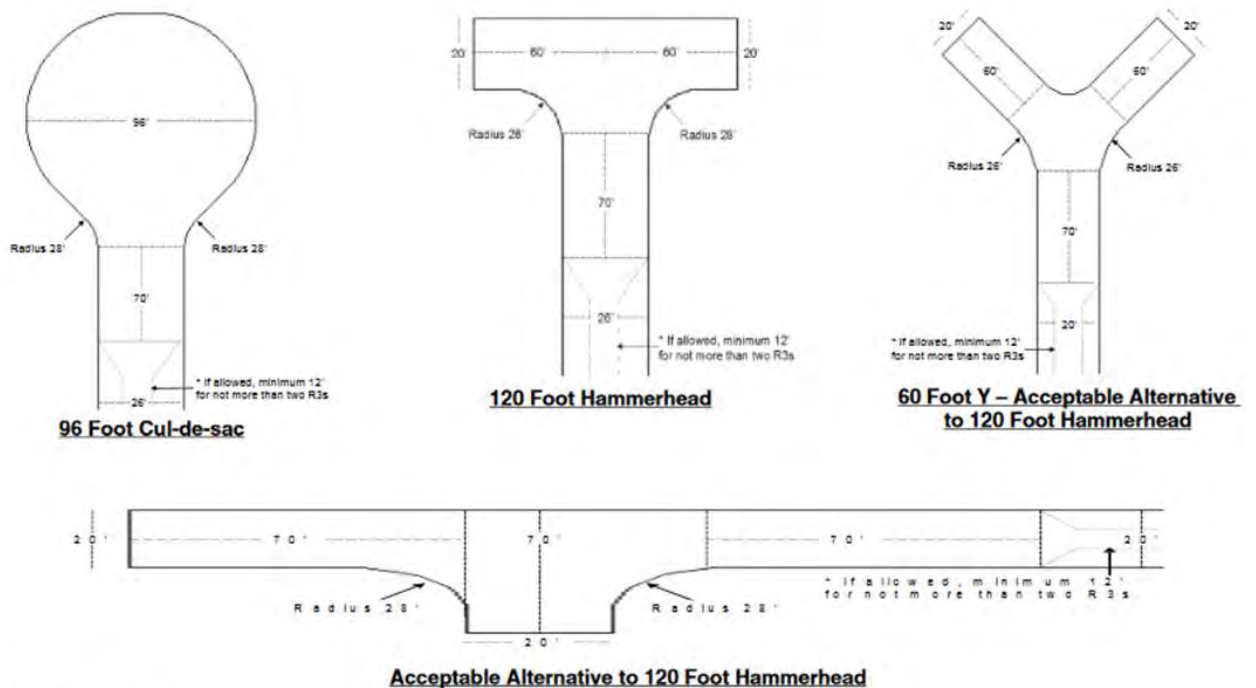


The 2012 Seattle Fire Code - Chapter 5 / Fire Service Features, Section 503 - Fire Apparatus Access Roads has the following requirements:

503.2.4 Turning radius. The required turning radius of a fire apparatus access road shall be ~~((determined by the fire code official.))~~ 25 feet minimum inside curb and 50 feet minimum outside curb.

503.2.5 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with ~~((an approved area for turning around fire apparatus.))~~ a turnaround in accordance with Appendix D as amended.

Appendix D Details - Page 485 / 2012 Seattle Fire Code



For SI: 1 foot = 304.8 mm.

FIGURE D103.3
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

(please use the links below to reference the 2012 Seattle Fire Code)

<http://www.seattle.gov/dpd/codesrules/codes/fire/>

http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/s047925.pdf

The current street conditions of 5th Avenue West or West Republican do not meet the 2012 fire code requirements for a 96 foot cul-de-sac turn or the 120 foot hammerhead options. The proposed "Development Zone" south of 521 5th Avenue West and on Republican will increase the parking congestion and the potential for emergency services such as Fire and Medical response vehicles.



Due to existing congestion and inadequate road access for emergency vehicles on 5th Avenue West and Republican I am requesting that he development zones that are currently proposed be removed from the EIS proposal. As a resident of this area I am extremely concerned that there is currently proper access for emergency services should there be a major fire or earthquake in our neighborhood. This problem will be compounded by increasing the density of residential units on these two blocks as proposed.

Please confirm your receipt of this email and provide me with your feedback.

Best regards,

Terry Gilliland
Unit 901 - Harbor House Condominiums
[206.919.5637](tel:2069195637) cell

From: S Kolpa [<mailto:susankolpa@yahoo.com>]

Sent: Wednesday, August 31, 2016 10:48 AM

To: Terry Gilliland <terrygailgilliland@gmail.com>; Holmes, Jim <Jim.Holmes@seattle.gov>; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>

Cc: Mason Killebrew <amkwa66@msn.com>; George Dignan <gdignan@msn.com>; Judie Johnson - Harbor House <judie007@comcast.net>; Rob Ernst <robjernst@gmail.com>; Daryl Schlick <schlickd@msn.com>; Suzi Ward-Webb <skw5761@msn.com>; Steve Hansen <stephenhansen1@comcast.net>

Subject: Re: EIS Proposal Comment / Proposal for Green Space - 5th Ave. West through to Republican / Public Right of Way

I am also impressed by your argument.

Thank you.

Sue Kolpa

On Wednesday, August 31, 2016 9:19 AM, Terry Gilliland <terrygailgilliland@gmail.com> wrote:

Jim,

I am proposing the public right of way property that extends from south end of 5th Ave. W downward to Republican St. be designated as a green zone. The designation of this area as a green zone would change the current designation of this area as a "Development Zone".



I have provided you with the images below to document that substantial amount of trees and vegetation that currently covers this area.

Google Earth Image - 5th Avenue West & West Republican St.



View - Eastern edge of right of way looking south from 500 5th Ave W. (Lux Condos) down to West Republican.



View - West Republican St. looking north back up to 5th Ave. W. / 500 5th Ave W. on right side of image



View - South end of 5th Ave. W.



View - 9th Floor Harbor House looking into green space



As you can see from the larger aerial view from Google Earth this green zone is a sizeable green space in our neighborhood.



This green zone provides multiple benefits to the residents of this area. These benefits include:

- Wildlife habitat
- Erosion control - 40% Slope condition
- Noise buffer from Elliott Ave.
- Air Quality

I am proposing that the "Development Zone for this area be eliminated from the EIS proposal. This area should be designated as a Green Zone to benefit the residents of this area. Please confirm your receipt of this email and provide me with your feedback.

Best regards,

Terry Gilliland
Unit 901 - Harbor House Condominiums
[206.919.5637](tel:2069195637) cell

David Kowalsky and Cindy Hirsch

810 Taylor AVE N

APT 324

Seattle, WA 98109

Jim Holmes

Senior Planner

City of Seattle Office of Community Planning and Development

Delivered via email to Jim.Holmes@seattle.gov

Re: City of Seattle Uptown Urban Center Rezoning Draft EIS

Dear Mr. Holmes:

Our residence is at 810 Taylor Avenue North in the "Renaissance" condominium building, bound by Aloha and Valley streets. Our primary concerns with the proposed zoning changes are: maintaining residential character, shadowing/view impacts, and increased parking & traffic impacts. We are opposed to the change in zoning that is shown in Alternatives 2 and 3 for the Taylor/Aloha Blocks. 1

We take exception that the representation of the existing character in your Exhibit 2-7 of the Taylor/Aloha Blocks does not distinguish the 5th Avenue N neighborhood commercial corridor from the balance of the area, as the existing neighborhood character is more closely aligned with multifamily residential both east and west of 5th Avenue N. It is inaccurate to characterize this area in this exhibit as "emerging as a truly mixed use area featuring residential and commercial uses", as the commercial portion shown as "commercial/mixed use" along 5th Avenue N in Figure 2-3 has remained static, and this area is overall more accurately characterized as multi-family residential. If that Exhibit is supposed to characterize what is planned, but not what is there today, then the way it is framed is unclear. 2

Residential Character/Shadowing and Views

The planned development in the Taylor/Aloha blocks must not appreciably change the residential character to where it is unrecognizable to existing residents, and the two alternatives that increase density will do just that. The area north of Valley Street has a strong residential character with single family and multi-family residences. The puncture of low-level retail and commercial establishments like the Laredos restaurant on the northeast corner of Aloha and Taylor Avenue add character to the walkable neighborhood. Setbacks and landscaping like our building has today and those of most of the buildings north of Aloha contribute strongly to the residential neighborhood feel. A canyon of brand new high-level buildings with increased bulk and scale as proposed by the zoning alternatives is going to completely change what is most desirable about living in this neighborhood by taking away the 3

residential character and shadowing the streets and existing properties. Changing the bulk and scale of buildings in this area will also take away territorial views that we have toward the east and south.

Transportation

A doubling of density with Alternative 2 and potential quadrupling of density with Alternative 3 in this area will make vehicular traffic unsustainable in this area. The surface streets in this area are often at capacity today. The proximity to SR 99, Seattle Center, and a truncated Taylor Avenue at Mercer Street are unique conditions that contribute to frequent grid lock and no improvement is expected in those conditions. This surface congestion also makes serving dramatically increased ridership by bus in this area difficult. Visitor and additional resident parking for existing facilities like ours that cannot add additional parking would become impossible with a change in zoning that substantially increases density. The offer to "recommend" a future light rail station at 1st and Republican is not a solid enough reason to propose today to increasing density on the east side of lower Queen Anne, which is a considerable distance from this area. This EIS document did not flush out the specific transportation issues in the Taylor/Aloha blocks. 4

Summary

In summary, this document discusses changing what people like about this neighborhood for the benefit of "packing more people in" and giving developers rights to build higher to take advantage of Lake Union and Downtown views where we were previously limited in this way in this area. Discussing heights of 125' in this area is in fact downright unconscionable. The suggested changes in this area both in Alternatives 2 and 3 are unfair to current landowners who have invested in the area and purchased here expecting a multi-family residential feel to the area. 5

Sincerely,



David Kowalsky

From: Lisa Kraft [mailto:kraft_lisa@hotmail.com]
Sent: Monday, August 08, 2016 5:32 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezone - Questions regarding my building

Hello,

I just heard about this DEIS and am very concerned about its impact to the building that my family owns on the corner of Queen Anne and Mercer.

The study is 458 pages, so I haven't been able to review it all, but I would like to understand exactly what the impact would be under each of the proposed alternatives.

Are you available to discuss?

I can be reached at 206-378-6264 (office) or 206-915-1144 (cell).

Sincerely,

Lisa Kraft

[See attachment for images]

From: Bjorn [mailto:bjorn_krane@yahoo.com]
Sent: Wednesday, August 24, 2016 6:22 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: comments for UPTOWN rezone

ARGUMENTS AGAINST ANY CHANGE TO CURRENT ZONING (65 feet) for LOWER QUEEN ANNE (UPTOWN)

1) Upzoning is not necessary to meet the demands of projected population growth. Do we really need to increase the height of buildings in Uptown?

1

http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2182731.pdf

<https://outsidecityhall.wordpress.com/2016/05/26/the-density-debate-a-three-part-series/>

Reality: “Based on current zoning, DPD estimates that the city has development capacity to add about 224,000 housing units and 232,000 jobs, a sufficient amount to accommodate the 70,000 households and 115,000 jobs the Countywide Planning Policies assign to Seattle for the next 20 years.”

2) Require market-rate developers to build a minimum number of affordable units in any new construction”

2

Reality: developers will opt to pay a fee rather than actually build affordable units. **This indicates to me that the real estate developers are behind this action.**

<http://archive.uli.org/housingopportunity/mobiletours/MobileTour1-SeattleIncentiveZoningProgram.pdf>

3) The City is recommending that developers set aside 2.8 – 7% of their units as affordable in new residential buildings (2.8-5% in Downtown/South Lake Union and 5-7% in the remaining urban villages and centers).

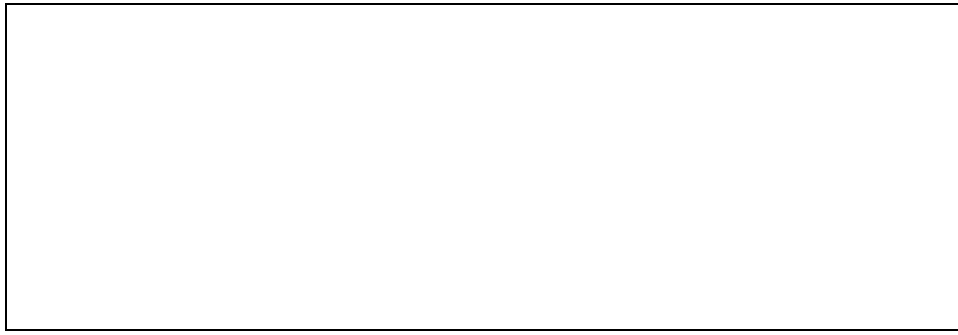
3

For comparison, other cities with similar programs require much more: New York City: 20-30%, Boston: 15%, Chicago: 10%, San Francisco: 12-20%. If this was truly designed to create more affordable housing, the percentages would be more in line with these cities. **This indicates to me that the real estate developers are behind this action.**

4

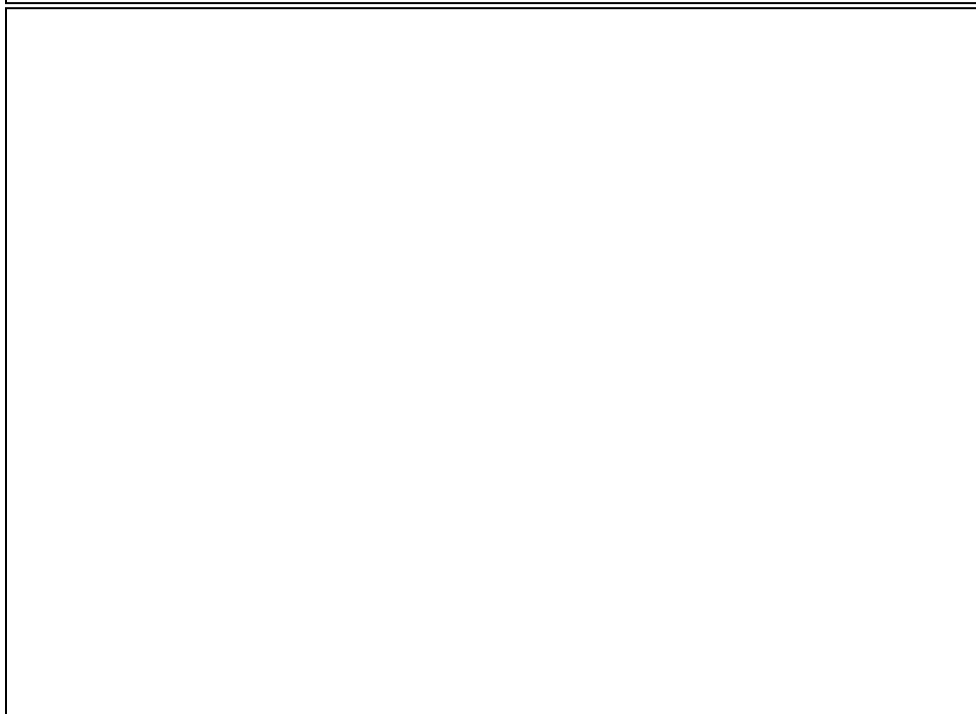
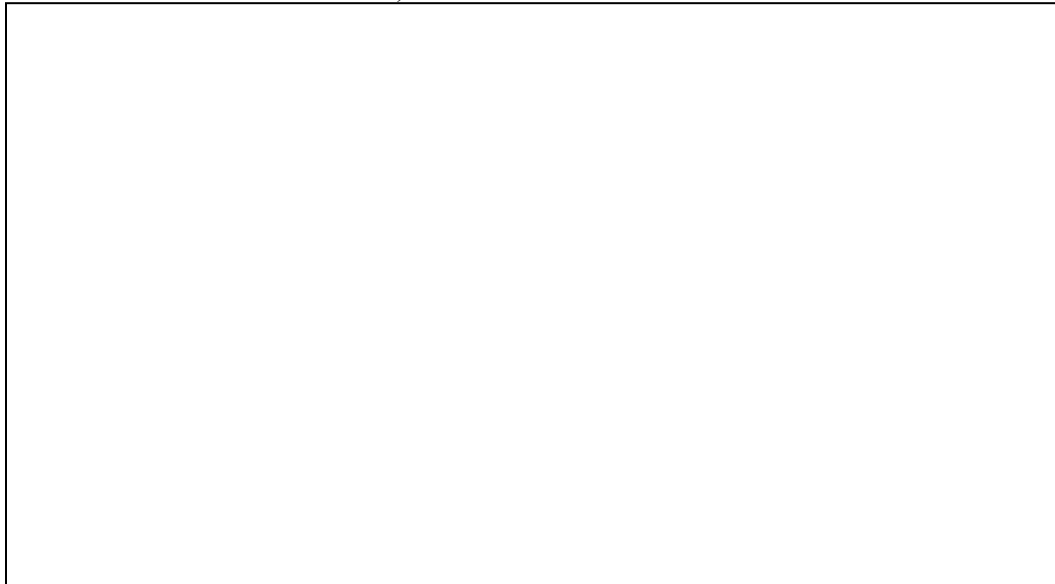
4) We will sacrifice tree canopy, urban streams and green space (not to mention signature views of the Space Needle, Sound and mountains. The Seattle Center is the city's parc - let's not turn it into just another part of downtown.

5



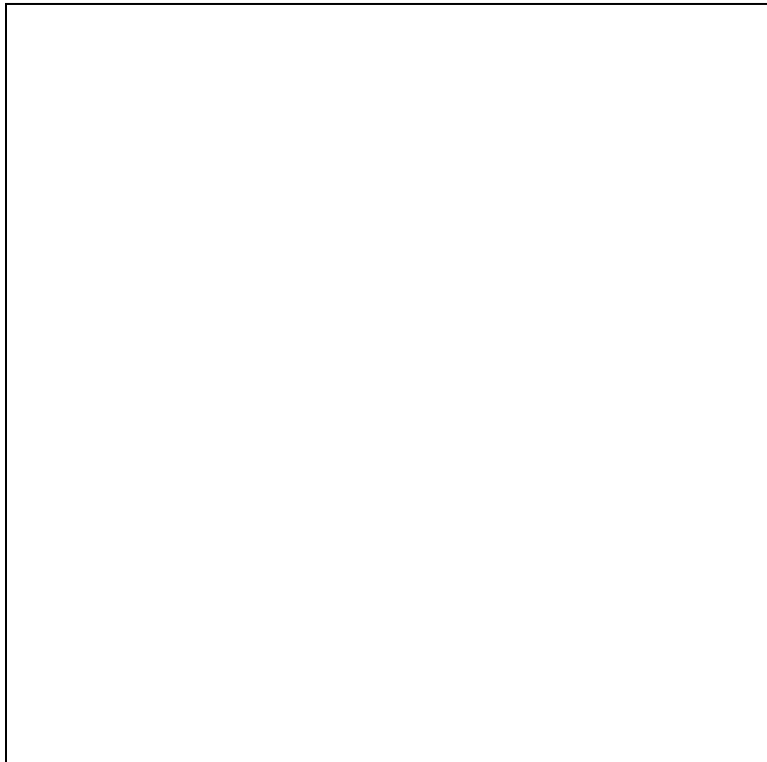
5) Once a new upzone height is created (85 feet or 160 feet) then there will be a mad rush of unfettered development resulting in a row of new buildings all of the same height (as seen in South Lake Union and Ballard).

6



My concern is there won't be a way to control over-development. If the option for 160 feet is chosen then developers from all over the country will flock to Seattle to develop every square inch of Lower Queen Anne as now they can sell twice the number of units they could if they could only build 85 feet high. The argument will be made each time an application is made that the city approved the last building so you have to approve my building. Soon Lower Queen Anne might as well be renamed 'Belltown North'. This will have a negative effect on light, glare and esthetics. 7

This is what commuting down Mercer will look like by 2030 ...



5) Why build higher density further west?

It's the east-west commute that is so difficult. 8

6) Concerns for 5th Ave W.

This is a dead-end street. It's difficult for emergency vehicles, garbage trucks, delivery trucks to exit and enter. I can only imagine how difficult it will be to enter and exit on a daily basis during rush hour if there are two (or three) new (taller) buildings added to this street. 9

7) Is it a good idea to build taller buildings in an earthquake damage prone section of the city?

<http://seattlecitygis.maps.arcgis.com/apps/MapSeries/index.html?appid=0489a95dad4e42148dbe571076f9b5b>

8) Other Options for providing housing

<https://www.documentcloud.org/documents/1687633-community-housing-caucus-report.html>

SUMMARY

I acknowledge the growth of the city. There are more people on this planet. It's exciting to live in a city with a vibrant economy. I understand that change is difficult. (For example, I personally don't understand why the viaduct exists and can't wait for it to be removed. However, I only moved here 10 years ago so do not have the emotional connection to it that others do so I am amazed when people complain about it being torn down.) I accept that there will need to be taller buildings built in someone's neighborhood. My concern is that once a neighborhood is rezoned then the developers are allowed to take advantage of the new rules until the city council figures out how the developers have been outmaneuvering them (e.g. outmaneuvering the neighborhood review process and getting apartments built in neighborhoods during 2012-2014). I'm just not convinced that we are in a shortage of taller buildings currently. I think more time needs to be invested in considering whether it's preferable to build up areas of the city along the light rail (northgate, ballard, lynnwood, columbia city) making these areas livable centers of their own. Maybe because of east-west travel logistics, further development should be discouraged and more development should be encouraged south of the city (for example prior to I-5 going under the convention center as this seems to be where most of the traffic backs up).

10

Ultimately, I am frustrated as a citizen being placed in one of two camps:

- a) NIMBY: if I don't agree with letting the developers do whatever they want then I am labeled an elitist and racist and non-progressive (guilt)
- b) Housing Affordability and Living Agenda (HALA): 'the masses are coming so we have to allow developers to do whatever they want or they will have nowhere to live (think San Francisco)' (fear)

11

Does developing taller buildings solve the problems of mentally unstable homeless people sleeping in our alleyways? Will it solve the traffic congestion moving east-west across the city? Do you have research or studies that support this? Or is this just a clever way for the developers to convince the citizens that action of some sort is better than no action? In other words, these are real problems confronting the city, I just don't think allowing real estate developers to build taller buildings right now will solve traffic congestion and homelessness in the streets.

12

It seems to me that based on my research that the facts don't add up and using fear and guilt is inappropriate.

13

Unless given better data as to why we need more buildings now, I vote to keep the zoning the same in Uptown.

14

Bjorn Krane

"Primum viveri deinde philosophari" (First live, later philosophize)

- Aristotle

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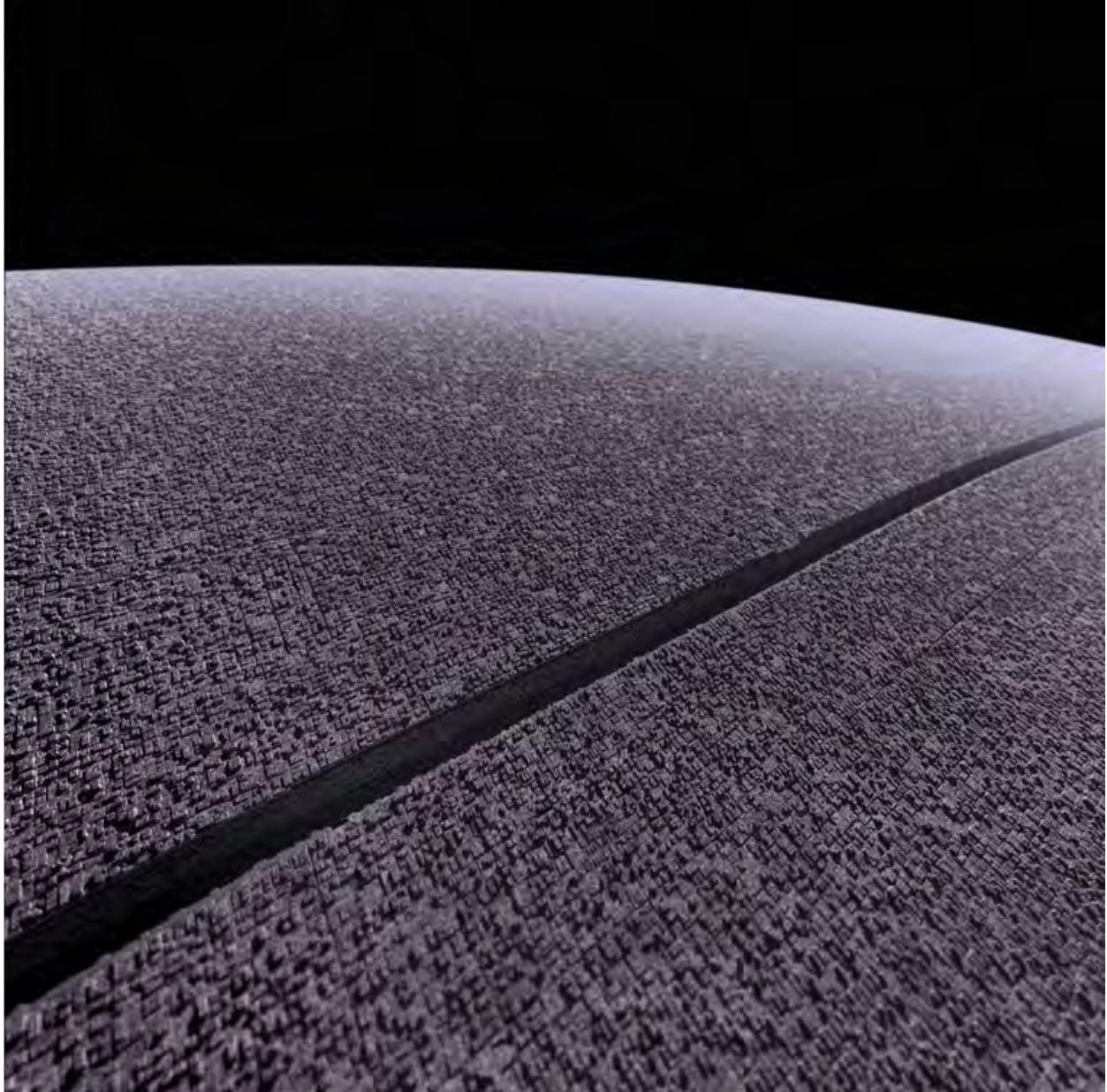
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<https://www.documentcloud.org/documents/1687633-community-housing-caucus-report.html>

SUMMARY

I acknowledge the growth of the city. There are more people on this planet. It's exciting to live in a city with a vibrant economy. I understand that change is difficult. (For example, I personally don't understand why the viaduct exists and can't wait for it to be removed. However, I only moved here 10 years ago so do not have the emotional connection to it that others do so I am amazed when people complain about it being torn down.) I accept that there will need to be taller buildings built in someone's neighborhood. My concern is that once a neighborhood is rezoned then the developers are allowed to take advantage of the new rules until the city council figures out how the developers have been outmaneuvering them (e.g. outmaneuvering the neighborhood review process and getting apartments built in neighborhoods during 2012-2014). I'm just not convinced that we are in a shortage of taller buildings currently. I think more time needs to be invested in considering whether it's preferable to build up areas of the city along the light rail (northgate, ballard, lynnwood, columbia city) making these areas livable centers of their own. Maybe because of east-west travel logistics, further development should be discouraged and more development should be encouraged south of the city (for example prior to I-5 going under the convention center as this seems to be where most of the traffic backs up).

Ultimately, I am frustrated as a citizen being placed in one of two camps:

a) NIMBY: if I don't agree with letting the developers do whatever they want then I am labeled an elitist and racist and non-progressive (guilt)

b) Housing Affordability and Living Agenda (HALA): 'the masses are coming so we have to allow developers to do whatever they want or they will have nowhere to live (think San Francisco)' (fear)

Does developing taller buildings solve the problems of mentally unstable homeless people sleeping in our alleyways? Will it solve the traffic congestion moving east-west across the city? Do you have research or studies that support this? Or is this just a clever way for the developers to convince the citizens that action of some sort is better than no action? In other words, these are real problems confronting the city, I just don't think allowing real estate developers to build taller buildings right now will solve traffic congestion and homelessness in the streets.

It seems to me that based on my research that the facts don't add up and using fear and guilt is inappropriate.

Unless given better data as to why we need more buildings now, I vote to keep the zoning the same in Uptown.

Bjorn Krane

From: Eric Krieger [<mailto:eric.krieger@icloud.com>]
Sent: Monday, August 29, 2016 7:18 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown rezoning

Dear Mr. Holmes

Thank you I believe that the uptown Neighborhood of Seattle has a lot of potential and can be much better than it is today. However there is no where near the infrastructure, public transportation or traffic patterns to allow for 16 floor construction in this neighborhood. I understand light rail will be coming through but not for another 20 years. I strongly support lower rise construction. Thank you

Eric Krieger

From: Nicholas Kullman [<mailto:nick.kullman@gmail.com>]
Sent: Monday, August 01, 2016 7:55 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Re: Uptown - Rezoning Meeting - August 4th

Hi Jim,

I wanted to provide written comments for the matter of the upcoming Uptown Rezoning Meeting on August 4. See below.

Thank you,
Nick Kullman, Uptown resident

- I am strongly in favor of the neighborhood's transition to a higher population density. Hence, I support both the "Mid-rise" and "High-rise" alternatives.
- I also praise the inclusion of affordable housing in the mid-rise and high-rise plans. I feel the provision of affordable housing should be included in any plan going forward, including the "no action" alternative (although that might require a name-change to "some action"...))
- I encourage the adoption of the new Uptown design standards and any other pedestrian-, cyclist-, or transit-oriented designs.
- I support the expansion and/or construction of transportation services in the neighborhood so as to accommodate the increasing density.
- I want to thank the members of the Uptown Alliance, the City of Seattle, and all other involved parties who have devoted so much of their time to the UDF, the design standards, and the proposed rezoning plans we have in front of us.

On Mon, Aug 1, 2016 at 7:24 PM, Jennifer <redryder415@gmail.com> wrote:

Date: July 22, 2016 at 5:23:33 PM PDT
To:
Subject: Uptown - Rezoning Meeting - August 4th

<http://www.seattle.gov/dpd/cityplanning/completeprojectslist/uptown/whatwhy/default.htm>

Please take a moment to review, comment and attend the upcoming meeting. As a member of the community this is your chance to speak out.

Do not send the board your comments. Each of you needs to respond directly to matters that will directly influence your neighborhood.

From: Donald Kunz [<mailto:darkunz@me.com>]
Sent: Friday, August 19, 2016 12:29 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Can you send me the link to the draft EIS today?

Hi Jim,

I meant to send this email after we met earlier this week. Could you be so kind as to send me the link to draft EIS for the Uptown Rezone?

I am truly hoping that some thoughtful cutting edge results will come out of citizen and business' comments. So often the City already has an agenda and unless there is an uproar, that agenda will remain. 1

Also, could you let me know more about the Mercer Garage. Does the City own both the structure and land? What is its capacity and what is the planned capacity for the future location of Seattle Center underground parking? Or, at least direct me to the person who would know. While I'd be thrilled to see that ugly structure come down, I am not sure if it is the best decision, even with future underground parking because a) its location to the Opera House and theaters; b) Key Arena expanded usage; and c) a growing use of Seattle Center. Our neighborhood is inundated with cars when some of these events happen. I want the EIS to address this matter but I need some facts. 2

Stay cool with this heat wave.

Thanks in advance!

Donald

From: Donald Kunz [<mailto:darkunz@me.com>]

Sent: Saturday, August 27, 2016 3:45 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>; Bleck, Alberta <Alberta.Bleck@seattle.gov>

Subject: Seattle Uptown Rezone: Comments to EIS Draft

Dear Mr. Holmes and Council Member Sally Bagshaw Thank you for the opportunity to present comments on the Seattle Uptown Rezone draft EIS. I suggest the following be included or amplified within this document:

- #1. A study of anticipated Regional and Citywide future growth (development & population) impacts on the Uptown Rezone Area and Lower Queen Anne (LQA) irregardless of the 3 alternatives presented. I've included LQA because of the strong connection/relationship of these two areas, Many neighbors think of them as interconnected and interdependent. This study should emphasize transportation, vehicle impact on neighborhood streets, and parking impacts; 1
- #2. A study of future changes within the Seattle Center (SC) and how they will impact Uptown and LQA irregardless of the 3 alternatives. Included should be changes in the use of Key Arena as a possible sports pavilion; additional City/Regional events at SC; and additional master plan structures (i.e. Chihuly Garden & Glass) or change in use of existing structures that will attract a greater number of people and cars to the area. 2
- #3. Study two additional alternatives:
- #3a) Due to the significant increase alternative 2 mid-rise could have on certain parts of the Uptown Rezone area being studied (rather than alternative 1/no action), i.e. Mercer-Roy Corridor and Uptown Corridor/Heart, a new alternative of a 1 story increase (called "alternative 1A"), rather than a jump of 2 stories would add growth but may have nearly immeasurable negative impact. 3
- #3b. A study of a logical mix of alternatives, for example: Alternative 1 or 1A for Mercer-Roy Corridor and Uptown Corridor/Heart; Alternative 2 for most of Uptown Park Central and all of the Taylor-Aloha block; Alternative 3 for most of Uptown Triangle. 4

Additional Considerations:

- #1 For any zoning increase, all gained affordable housing must stay within the Uptown Rezone and cannot be reassigned outside this area. This would especially help moderate/low income people employed at SC or Downtown; Also I suggest the City consider the ratio of affordable housing be increased for alternatives 2 or 3. 5
- #2 If the City/SC decides to sell the Mercer Garage and build underground parking within SC, an equal amount of underground parking below the replacement structures equal to the number of stories (4 or 5) of the new buildings (alternatives 1 or 1A) should be provided for the future increase in vehicles coming to SC. Parking should be dedicated to SC at all times. The replacement structures should mandate all employees use an alternative to a personal car to come to work; 6
- #3 In conjunction with Uptown Alliances' proposal for an arts corridor overlay, a City designated View Corridor to include adjacent streets with a 2 block inset surrounding SC to permanently preserve street level views of the SC iconic structures for future generations and avoid shadowing. Instead of a Central Park concept of high structures on adjacent SC streets, a stepped back zoning approach (like our waterfront) is a more welcoming "Seattle centric" approach than a NY Central Park approach geared to the wealthy. 7

It should be noted that under current zoning, many parts of Uptown already have a thriving/successful mix of businesses and plenty of restaurants. The EIS indicates alternative 2 and 3 would add to this amenity. Could you please explain what types of businesses are missing that do not currently exist or can be found with a bus ride to Downtown? 8

Sincerely,

Donald Kunz

900 Warren Avenue North #202, Seattle 98109

From: Donald Kunz [<mailto:darkunz@me.com>]
Sent: Tuesday, August 30, 2016 8:21 AM
To: Robert Cardona <robert.cardona.206@gmail.com>
Cc: Deborah Frausto <dfconsults@comcast.net>; Holmes, Jim <Jim.Holmes@seattle.gov>; Katherine Idziorek <katherineidziorek@gmail.com>; Rick Hooper <rick.hooper2@gmail.com>
Subject: Re: Uptown Alliance

Thanks Debi and Robert for your emails and adding me to your email list. Yes, I can attend the Thursday, September 8th meeting. Just let me know the time. I have never used Facebook as its forum of sharing personal information has never appealed to me. However, it sounds like there are advantages of Facebook that I am not familiar with.

Debi, with my background on land use matters, working on the overall urban design framework and the outcome of the current rezone is probably the best fit for me and a place I may enjoy to help shape the future of our neighborhood.

Donald

On Aug 29, 2016, at 10:49 AM, Robert Cardona <robert.cardona.206@gmail.com> wrote:

Good Morning All,

I will add Donald to our email list this evening. Donald, welcome to the Uptown Alliance! We hope you can attend our next general meeting, Thursday September 8th at the Expo Apartments community room - agenda pending.

From: Donald Kunz [mailto:darkunz@me.com]
Sent: Tuesday, August 09, 2016 4:54 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: More rezone thoughts: Weekly Meetings at Seattle Center

Hi Jim,

I will try to make both drop-in sessions. I met with Nick Licata today and we both agree that a rezoning will occur but it is how and where. I personally support a rezone in the large area behind and to the south of the Uptown Theatre (not sure what that area is called. Like a majority of the speakers at the EIS Draft meeting, I don't support a rezone along Mercer/Roy as it creates an very unfriendly entry barrier to Seattle Center and a wall of taller buildings would be an unfriendly statement to the Queen Anne neighborhood. And we all know that "walls" are not popular (Trump). What might be a positive "next step" is to explore a "view corridor along Mercer/Roy so that these magnificent views of Seattle Center and Downtown are preserved for all (visitors and locals) to enjoy. The Seattle Center is a landmark (and contains a number of icon structures). I'd like to discuss this idea with you and then possibly with Rob Johnson (I think he chairs the committee that this rezone would be heard), Sally Bagshaw, and of course with the QA Community Council. But I'd like your feedback first. Since an arts district is being discussed, why not a view corridor too?

All the best,

Donald

On Aug 9, 2016, at 8:41 AM, Holmes, Jim <Jim.Holmes@seattle.gov> wrote:

Thank you Donald for reminding me to respond to all emails. It is actually a pet peeve of mine when people don't respond to my email so I should follow similar best practices. Please accept my apologies for not responding to your earlier email.

The next KEXP drop-in session is Tuesday the 16th from 3:00 to 5:00 p.m. The final drop-in session is Tuesday the 22nd, also from 3:00 to 5:00 p.m.

Looking forward to talking further with you about this.

From: Donald Kunz [mailto:darkunz@me.com]
Sent: Tuesday, August 09, 2016 7:51 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Open House Weekly Meetings at Seattle Center - Need Dates and Location

On Mar 25, 2016, at 9:52 PM, Kunz, Donald R <dkunz@seattlecca.org> wrote:

Hi Jim,

I am the fellow who asked (at the EIS Draft Meeting) if you could send out a schedule of your weekly open-house meetings that take place in one of the rooms near the Seattle Center Fountain. I am working on my email to respond to the EIS Draft and the community EIS presentation last week - with comments due by September 1st. Can you send me the schedule today so I can be sure my schedule reserves these days? Below is the email I sent you November

08, 2015 which you never acknowledged receiving. In my opinion, good business practice (especially being a City employee), respectfully deserves acknowledgment. I want to be sure I understand all the issues also offer some constructive ideas.

Thanks in advance,
Donald

Donald Kunz
900 Warren Avenue North #202
Seattle 98109
206-954-3496
darkunz@me.com

From: Kunz, Donald R
Sent: Sunday, November 08, 2015 11:58 PM
To: 'jim.holmes@seattle.gov'
Subject: Response to Uptown Rezoning Draft Plan

Dear Mr. Holmes,

I am voicing my strong concern with the proposed draft zoning height increases under review by the Seattle Department of Planning and Development for the area north of the Seattle Center. I did not receive any notification in the mail asking for comments but only heard about this yesterday from a neighbor who read about it in the Queen Anne News.

Out of Scale with Nearby Zoning

While I generally favor increased zoning heights to allow more density across the City, the proposed height increases of up to 160' along Roy and Mercer adjacent to Lower Queen Anne neighborhoods would create a significant out-of-scale wall next to current LR3 zoning. For example, if the Mercer Garage were replaced with a building of the scale proposed by the DPD plan, the negative effect on residential buildings to the north would be devastating. From 4 stories to a possible increase to 16 stories accommodates the ongoing lust of developers for more money and the City for more income. How can City retain a sense of livability as more and more companies choose to locate here?

4

Mercer Street and traffic

Having watched Mercer Street develop as a significant gateway to the Seattle Center; Downtown; and I-5, the traffic has become horrific for everyone. While traffic in Downtown Seattle is bad enough, Mercer is a unique situation as it is one of the main entrances to I-5 and vehicles leaving I-5 for Downtown. Allowing more density along Roy Street and Mercer Street will only add to the congestion. While I walk to work, I also have a car. When I leave work for home with evening plans during the week, the ability to drive anywhere is nearly impossible for several hours, often as late as 7:30PM whether or not an event is happening at the Center. Cars use all the back streets north of Mercer as a means to try to find a shortcut. And often the weekends can be nearly as bad. Increasing the heights of new construction will only make matters worse, bringing in more cars to a very difficult situation for all.

5

Impact on Bhy Kracke Park

This park has treasured views and a children's playground that are greatly appreciated by Queen Anne Hill residents. To lessen the wonderful view from this park of the Space Needle and the historic Seattle Center would be a crime.

6

I would greatly appreciate being included on the mailing lists for any planned hearings or additional information on this matter.

Sincerely,
Donald

Donald Kunz
900 Warren Avenue North #202
Seattle, WA 98109
Phone: 206-954-3496
darkunz@me.com

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From: Seiko Kusachi [mailto:skusachi@netzero.net]
Sent: Thursday, September 15, 2016 5:24 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown DEIS

I sent you a response yesterday, but forgot to include one thing – maximum building height.
My preference is: jim.holmes@seattle.gov

1. **“Mid-rise” alternative** with five- to seven-story buildings that would include mandatory housing affordability requirements, along with new Uptown design standards.

Lower Queen Anne should not end up looking like Ballard business district

From: Seiko Kusachi [mailto:skusachi@netzero.net]
Sent: Wednesday, September 14, 2016 8:40 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezone Draft Environmental Impact Statement

Dear Mr. Holmes,

I wasn't at the first Community Meeting, but would like to offer some thoughts after reading the EIS.

My comments are written as I read through the document, so in somewhat the same order.

TRANSIT. Where is the #1? I don't know what the ridership is, but it does go into the west side of QA Hill and I imagine that people from that area would miss it. 1

COMMUNITY BUSINESS CORE. Street furniture.?? No. Is the furniture at the "park" on Roy and QA actually used? Is the "parklet" next to the SIFF theater actually used? Besides its being untidy, I think we might better return those 2 parking spaces to autos. 2

EATING AND DRINKING, 93 locations. Wow. I wonder where they all are. I wish for shopping, but then, as a low-income senior, I might not be able to shop anyway. Is there such a thing as a 'small' hardware store? 3

POLE BANNERS. Nyet. Except maybe for the Seattle Center. Within the "Heart of Uptown," what is there that would benefit from banners? 4

SHORT TERM STRATEGIES. What is "Recommended Bike Share Station"? Pronto? Absolutely not! A failed program that the City keeps propping up without worthwhile results. 5

LONG TERM STRATEGIES. Right of way remediation. Changing QA Ave N and First Ave N into 2-way streets. Initially, that sounds like a good idea, BUT: I think that on both streets, 2-way traffic will exacerbate traffic slow-down. On both streets, with only one lane in each direction, traffic turning towards I-5 will slow down movement more than it does today. For QA Ave moving south and First Ave moving north, Metro buses, left turning vehicles, northbound vehicles, and right turning vehicles will all share one lane. DO NOT think of eliminating parking to accommodate two-way streets. 6

BY THE WAY: the photos used as "examples" of the remaining ideas are so laughable. They are all taken in cities or areas of Seattle that have much wider streets vs. lower Queen Anne has. Get real. 7

The photo of University Way to accommodate Cycle Tracks is one of the grossly incompatible photos that could not be implemented in the "Heart of Uptown." According to that photo, QA North and First Av N would have to be wide enough for 2 lanes of traffic (see my comments above about that), bike lane(s), and parking. Of course, the city could tear down all buildings on one side of the streets to accommodate the many lanes of traffic. 8

WAY FINDING. Really? Lower QA is not the same as Central London. 9

CURB EXTENSIONS. Get Out! See my comments on Right of Way Remediation. 10

Finally, something that sounds good: Mercer Street Parking Garage. If the current use is split into 2 separate blocks, the space between them could become a Woonerf to cater to the people living in the "new" garage buildings. The idea for Republican Street woonerf? I cannot imagine that it will attract enough people traffic to justify the expense. Again, bad photo example. We are not Europe. 11

My input for the MERCER STREET GARAGE. Splitting each half of the area into 4 each seems more attractive and would be more in sync with the neighborhood. Within the buildings, parking is a must. Some of the floors of each building (if 2 buildings are approved) or 2 buildings (if 4 buildings are approved) could be built into low-income housing. 12

PARKING. It's well known that Mayor Murray is trying to remove more and more street parking in our Fair City. However, in Lower Queen Anne, because there is little in-building parking, and during Seattle Center events, on-street parking MUST remain a priority. In case you didn't know . . . during Seattle Center events, particularly daytime events, visiting cars are parked up to 6 blocks away within the Lower QA area. 13

Sincerely,

Ms. Seiko Kusachi

I live at 4th Ave West and Mercer Street.

From: Alexandra Laing [<mailto:alexandra@grouponenw.com>]
Sent: Wednesday, August 31, 2016 9:30 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Proposed Queen Anne Uptown Rezone

Hello Jim,

I am writing to you in regards to the proposed Queen Anne Uptown rezone. I moved to Queen Anne over three years ago because of the wonderful family and community feel of the area. One of my favorite aspects of Queen Anne is the fact that it is a quieter area of Seattle, however very accessible to other areas of the city. Unfortunately, I believed the proposed zoning alternatives would severely impact what makes this neighborhood so wonderful. One of the major issues currently in the Queen Anne area is the constant congestion of Mercer St. In addition to the impact of density and traffic, the "High Rise" or "Mid Rise" option proposed would affect property values in the area and potentially eliminate views.

I highly support the "No Action" alternative and thank you for your time.

Best,

Alexandra Laing

DOUGLAS H.K. LANCASTER

Seattle Dept. of
Construction & Inspections
RECEIVED

31 August 2016

Dear Mr. Holmes:

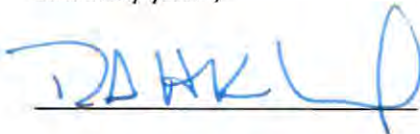
I have read the EIS for the Uptown Rezone, and I am writing **in support of Alternative 2 "Mid Rise"**. I believe that upzoning to a height of at least 85 feet is necessary and appropriate.

Here's why:

1. Increased height and density in the Uptown neighborhood would help implement:
 - the neighborhood's vision, developed after years of consultation with the community
 - the Queen Anne Neighborhood Plan
 - the City's Comprehensive Plan
 - the Urban Center designation which the City has established for Uptown.
2. A height of 85 feet is appropriate for this part of the East Roy corridor in terms of land use, and height, bulk and scale as the slope of Queen Anne would mitigate and blend the heights of buildings into itself.
3. Increased height and density also helps our city provide more housing supply, particularly in areas close to the employment centers of South Lake Union and Downtown. And with the upzone comes the provision of new affordable housing through the HALA recommendations. In addition, more density supports transit use and the health of our local businesses.

In short, the proposed Alternative 2 Mid-Rise provides significant benefits to our city and its people without any significant adverse impacts.

Sincerely yours,



16232 10TH AVENUE NE
SHORELINE, WA 98155
E. DHKL@COMCAST.NET

From: Marylou LaPierre [<mailto:mllapierre@comcast.net>]
Sent: Monday, August 29, 2016 8:06 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: 'Sara Johnson' <sara@smjstudio.com>; 'Bev Harrington' <bharrington43@gmail.com>
Subject: Mike O'Brien Hearing

Dear Jim: I attended a meeting where you explained the EIS you and Lyle are working on for the Uptown Urban Center. We were under the impression that no other proposal was out there that would affect our area. And that no proposals were on the table. Now we hear about the Mike O'Brien proposal and hearing. How would that affect us or would it?

Mary Lou LaPierre
206-276-1166

From: Marylou LaPierre [mailto:mllapierre@comcast.net]
Sent: Tuesday, September 06, 2016 11:23 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Concurrence

After carefully reading Irving Bertram's letter I concur with his suggestions and questions.

Mary Lou LaPierre
206-276-1166

Letter: Ledger, Edward

From: Edward Ledger [<mailto:eledger@gmail.com>]
Sent: Thursday, September 01, 2016 1:27 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Lower Queen Ann proposal... By

I have lived in the area for over 20 years and any changes will make the completely unacceptable traffic worse.

There are not enough roads out of this area. Everything is funneled into just a few roads.

Do you drive on Mercer Street? You CANNOT make things worse. Please.

You need to get more people downtown where there are multiple streets everywhere.

PLEASE DON'T MAKE IT WORSE FOR US.

Thank you

Edward Ledger

1713 Dexter Ave N, #303

Seattle WA 98109

From: Becky Lenaburg (CELA) [mailto:beckyle@microsoft.com]
Sent: Wednesday, August 31, 2016 9:19 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Becky Lenaburg (CELA) <beckyle@microsoft.com>; Paul Urla <sydneydreaming@comcast.net>
Subject: Comments on the Draft EIS for Uptown Urban Center Rezone

Dear Mr. Holmes,

Attached are our comments on the Uptown Draft EIS.

Sincerely,

Becky Lenaburg and Paul Urla

To: Jim Holmes, Senior Planner
Office of Planning and Community Development

From: Becky Lenaburg and Paul Urla
212 Ward Street
Seattle, WA 98109

RE: Comments on Draft EIS for Uptown Urban Center Rezone

We have read and support the comments submitted on the above by the Ward Street Alliance on August 31st. We wish to provide additional comments on the draft EIS.

1

The draft EIS admits that up-zones are not necessary to meet the City of Seattle Comprehensive Plan.

2

The stated objective of the Uptown Urban Center Rezone Proposal is to implement the Seattle Comprehensive plan. In the case of the Uptown neighborhood, that plan allocates growth to the neighborhood for the period 2015 – 2035 of 3,000 households and 2,500 jobs. The draft EIS states that these objectives will be met or exceeded without any change to current zoning (No Action alternative, draft EIS, 1.6).

3

If as the draft EIS admits, the plan objectives can be met with no rezone, the remainder of the draft EIS is irrelevant. Put another way, the draft EIS does not propose solutions that assist in addressing any housing needs and job growth in the Uptown neighborhood in order to meet the Comprehensive Plan, and in fact, appears to contribute to less not more affordable housing being available. On the other hand, the draft EIS certainly highlights numerous problems that will be created if alternatives 2 or 3 (Mid-rise alternative 2 and High-rise alternative 3) are adopted.

The question of why an EIS is needed is not answered in the draft EIS and has not been addressed by any meeting held to solicit resident input that we have attended. However, what is clear from the draft EIS, is that the other two alternatives proposed and examined in the draft EIS, alternatives 2 and 3, both have significant adverse impact on the majority of factors required to be analyzed (impacts which the EIS wrongly minimizes), including legally required socio-economic concerns of neighborhood character and cohesion, and the quality of life of residents of the area.

4

At the same time that the draft EIS fails to address certain key impacts of alternatives 2 and 3 rezone proposals, it is also silent as to how the vast majority of the related objectives that the City purports to achieve by looking at the three alternatives are met at all. Indeed, the related objectives need no change in zoning as proposed in alternatives 2 and 3 to be accomplished in the first place. (Draft EIS 1.4) For example, stated objectives such as building a vibrant and safe public environment, physically and culturally integrating Seattle Center into the surrounding neighborhood, and improving connectivity around Uptown can and should be addressed in any event. Rezoning will not address an apparent lack of interest or will on the part of City government to provide those basic types of services to its citizens. And no financial plan is included in the draft EIS to explain how to pay for these related objectives or for any of the very speculative mitigations noted for that matter. 5

In addition, for the most part, the draft EIS enumerates numerous concrete downsides to its alternative proposals 2 and 3, but provides nothing concrete in terms of actual mitigation. Instead, the draft EIS relies on words such as something “could be” or “may be” looked at for possible mitigation (in other words there is no commitment to mitigation) and then blithely concludes that with mitigation, no significant unavoidable adverse impacts are anticipated in direct contradiction to the statements immediately preceding that conclusion. 6

For example, one of the related objectives stated in the draft EIS is to supposedly increase affordable housing. The draft EIS states that none of the alternatives will address the issue (“Housing affordability would be a concern under all three alternatives”) since housing prices are likely to be driven by the strong demand that currently exists in Seattle. EIS 1.18. The mitigation – leave it up to developers to voluntarily decide whether they want to add beyond floor density and height by building a few units of supposedly “affordable housing” on site or pay a fee that is contributed to the City’s housing development fund – is no mitigation at all (draft EIS 1.19 -1.20). There is no study, independent analysis or other factual support provided in the draft EIS that the proposed up-zoning with developer volunteerism is a workable solution to housing affordability in the City of Seattle (or elsewhere in the United States). But the failure to provide any such support is certainly telling of the developer driven mentality to zoning behind the draft EIS, regardless of the impact to the neighborhood in terms of real affordable housing. 7

Failure to address physical and social impacts.

The draft EIS provides insufficient information in order for the prospective impacts it raises to be fully understood. Generally, it cites no research or empirical evidence to support the many conclusions it draws about the impact of up-zoning. Nor is financial analysis provided so that the costs of the alternatives and any mitigations can be understood. 8

Housing Affordability: The draft EIS cites no research or evidence that up-zoning has a relationship with lowering housing costs or creating housing that would be affordable for lower income households. Yet, this information is clearly available to the City based on similar up- 9

zoning in other parts of Seattle such as Ballard or Capitol Hill (where in the latter, height limits are much lower than what is being proposed here even after up-zoning) or in other cities. Nor does the draft EIS cite any evidence that up-zoning will assist already cost-burdened or severely cost-burdened residents in the Uptown area. Indeed, the draft EIS states that the result of the up-zoning may put even greater pressure on rents (draft EIS 3.73) but provides no empirical support for how affordable housing will result or has resulted here or anywhere else from up-zoning.

Contiguous Neighborhoods: The draft EIS also fails to provide information on the development impacts from surrounding neighborhoods such as South Lake Union and Downtown. Uptown is analyzed as if it were an island and the contiguous neighborhoods have no impact at all on housing and especially on traffic and mobility in the Uptown neighborhood. Mercer Street is one of only two major east west corridors in this area of Seattle and it is already over-burdened with traffic during many hours of the day. Denny is in a similar position and has many 40 story buildings already slated to be built on a road that doesn't have room for buses currently or room to add any other mass transit. 10

Traffic Congestion: The draft EIS also fails to address the environmental impact of traffic congestion. The impact of idling traffic on air and water pollution as well as global warming is not addressed at all in the draft EIS. There is admittedly no funded transit plan at this point for the Uptown area, with City officials confirming in resident meetings that any such plan including light transit is at least 20 years away, provided voters approve it in the first place. 11

Light and Shading: Seattle is a northern latitude city with the attendant shadows and darkness that derives from its latitude and weather, including persistent cloud cover for most of the year. (Given that the City has about 60 sunny days a year it is ironic that the pictures in the draft EIS were apparently all taken on sunny days, presenting a non-realistic representation of what increased building height and density will do in the neighborhood). The draft EIS minimizes the adverse impact of shading on parks and open space as well as the impact on certain view lines from increased height and density and considers not at all the view impact to ordinary residents. It also fails to address in any respect the impact of increased shading and the potential for wind tunnels from increased height and density from alternatives 2 and 3. Both the street experience and the light afforded to the ordinary resident has not been considered, nor does the draft EIS even address the scale of development in proposals 2 and 3 on the enjoyment of the existing human scale Uptown neighborhood. Yet preserving human scale is part of the Comprehensive Plan objectives. 12

Seattle Center and Cultural Institutions: The draft EIS does not address the impact of increased density in Uptown and surrounding areas on the ability of the Seattle Center to host events or the impact of those events on the surrounding neighborhood. The Seattle Center is an event driven venue creating large influxes of people and cars. The impact of that is not addressed in the draft EIS. In addition, the Seattle Center is the home of many important Seattle cultural institutions, including the Seattle Repertory Theatre, the Pacific Northwest Ballet and the Seattle Opera, that contribute to the quality of life in Seattle and the surrounding 13

area as a whole. These venues suffered financially during the construction on Mercer Street and there is no analysis of the impact up-zoning construction will have on those institutions or the surrounding neighborhood in the draft EIS. Given that one of the objectives stated in the draft EIS is to support Uptown as a cultural center, the failure to analyze the impact of sidewalk obstruction, street road closures and increased noise levels on these cultural institutions (EIS 3.277) is a fatal defect in the draft EIS. Also, given that any change in parking at the Seattle Center is only in the study development phase, and is therefore years from being implemented, failure to address the cost to the Uptown neighborhood and those cultural institutions from the parking impact is another defect in the draft EIS.

Crime and Law Enforcement. The draft EIS does not provide sufficient information on the impact of increased density on law enforcement services. It does state that the Uptown area is already under resourced when it comes to police resources and has been for some time, hitting a low point in 2013, and that the precinct does not meet the target response times for calls. Yet, once again, no empirical evidence is provided to support the conclusion that police service or response time would not be affected by population growth. The draft EIS just states a conclusion that there is “not necessarily a correlation in this precinct between growth and service calls.” (EIS 3.297)

14

Conclusion

Zoning changes are a blunt instrument to address complex social and urban growth issues. And in this case, as the draft EIS admits, they aren’t necessary. The Uptown neighborhood is already experiencing significant development as highlighted in the draft EIS. Had there been sincere and honest dialogue between the City and its residents, the City would have learned that many of us want a vibrant neighborhood with amenities common to urban areas that are not available in Uptown today, and that we desire to live somewhere that is at human scale designed to foster interaction, not isolation in towers.

15

Instead, residents have been forced to address City planning through an arcane and technical EIS process. To make matters worse, we were provided a relatively short period of time over the summer when many are away, to critique a lengthy technical document that likely took ten times the amount of time allotted for response to draft in the first place. In the end, what is most disappointing is that the City chose to use this process at all; it does not engender good will or trust of City government.

16

From: Sharon LeVine [mailto:sll Levineusc@yahoo.com]
Sent: Thursday, September 01, 2016 9:28 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: LEG_CouncilMembers <council@seattle.gov>
Subject: Opposition to Uptown Draft Plan to Upzone Area

My family and I are opposed to any upzone of the Uptown area and **STRONGLY SUPPORT THE NO ACTION ALTERNATIVE!**

At a well attended public hearing to comment on the 3 alternatives (about 150 guests) :

Almost everyone supported the " NO ACTION" alternative because there's already sufficient development potential in the UPTOWN area (under current zoning) and there's no traffic management plan to relieve the traffic congestion problems of the area or plans for enhanced infrastructure.



August 29, 2016

Dear Mr. Holmes:

I am pleased to let you know that I totally support Alternative 2 "Mid-Rise" in the EIS for the Uptown neighborhood.

Increased height and density for Uptown is long in coming and much needed to allow Seattle to provide sufficient housing during this unprecedented time of growth, and, quite importantly, to simultaneously increase the amount of affordable housing available to those less fortunate. And increased height and density will implement the neighborhood's vision, developed after years of consultation with the community, as well the Queen Anne neighborhood and the City's comprehensive plan.

More specifically, a height increase to at least 85 feet east of 2nd Avenue West is appropriate for this part of the East Roy corridor in terms of land use, and height, bulk and scale. Lastly, the newer buildings in the neighborhood show us how good urban design can contribute to neighborhood identity and provide amenities. By encouraging new development, the proposed Alternative 2 (Mid-Rise) upzone will have a positive effect on neighborhood character.

All in all, an upzone to at least 85 feet, and increased density that comes with it, will have very positive impacts on the city, its residents, and its housing options.

I have lived in two apartment buildings on lower Queen Anne / Uptown area, and have worked in this area for 30 years.

Very truly yours,

Connie Likkell

A handwritten signature in blue ink that reads "Connie Likkell".

LIKKELCONNIE@GMAIL.COM

Date: Sun, 4 Sep 2016 15:28:29 -0700 (PDT)

> From: linden@u.washington.edu

> To: Jim.Holmes@seattle.gov

> Subject: Comments on Draft EIS for Uptown

>

> Dear Mr. Holmes,

>

> I am strongly in favor of the "No Action" alternative of the Uptown Proposal for Rezoning which maintains current zoning and building heights for the dozens of parcels in the neighborhood that are expected to be redeveloped, but does not include new neighborhood-specific design and development standards to guide that growth. I hope that you too will find the current draft EIS grossly inadequate and you will strongly support the "No Action" alternative.

>

> There are many reasons why a rezoning is an impending disaster for any sort of reasonable quality of life in the Queen Anne uptown neighborhood. Traffic delays and congestion have become routine. East bound Mercer St traffic during an ordinary evening commute stretches stop and go from I5 Westbound to Queen Anne Ave and beyond. Any further deterioration in this situation will have significant adverse effects on upper Queen Anne and it's South Slope, which has already seen increasing traffic congestion. The impending move of Expedia will itself have major negative consequences for travel in the Queen Anne Uptown neighborhood.

>

> Parking in the Queen Anne neighborhood has become almost impossible, multiple streets in the neighborhood have addressed this issue with resident only parking leaving little parking available for anyone to come to the area and use the retail and entertainment offered. Events at the Arena already create an unacceptable level of high impact traffic and parking issues. There are few available parking lot options and the rezone will eliminate much of those.

>

> The current draft EIS is full of unsupported assumptions therefore allowing an unsupported declaration of "minimal impact." It favors up-zoning and is intended to be a sales job to promote up-zoning, rather than being a true and fair appraisal of the effects of each alternative on Uptown, as well as the effect on the surrounding affected neighborhoods.

>

> I could go on, as the numbers of significant adverse impacts of the rezoning are sobering. However I believe Irving Bertram has analyzed many of these issues and there is no need for me to repeat them as he has been so comprehensive in his analysis of major issues a rezone will create. To be clear however I have attached his analysis to note I have read them and strongly agree with his analysis and conclusions. I hope you too will recognize the "No Action" alternative is the only rational alternative given the lack of fully analyzing the environmental impacts and in thereby failing to address any mitigation strategies.

>

> Sincerely,

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> Jeffrey Lindenbaum, long time QA resident and supporter of rational
> growth strategies 8th Ave W Seattle, WA 98119

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>

> From: Irving Bertram

> I am writing to advise you that I have reviewed the draft Uptown Environmental Impact Statement. While a significant amount of time and effort went into it, I am quite disappointed in what was not

addressed that in my opinion should have been addressed. Secondly, numerous statements appear to me to lack adequate factual support. I also question whether the direction given to the authors of the EIS was appropriate. The question is, is the EIS intended to be a sales document to support some form of up-zoning, or a fair exploration of the facts in order to enable the City Council to make a reasoned decision? Unfortunately, it appears to be the former. 1.1 states that the purpose of the EIS is to support increasing the permitted building heights and density in the Uptown neighborhood. As a result, in my opinion, the draft EIS appears slanted to achieve this purpose, rather than examining the three alternatives in an even-handed manner and giving appropriate attention to the impact on the surrounding neighborhoods.

> I have divided my concerns into two parts. The first deals with elements that I believe should be included in the EIS but were not. The second deals with what was addressed but, in my opinion lacks appropriate support.

> 1. The EIS limits itself, other than the discussion of view blockage, to Uptown. There is no attempt to analyze the effect of increased density on Queen Anne Hill or the South Slope of Queen Anne. A major impact not addressed is traffic problems that currently exist. The study should have included from Uptown to I-5 on both Mercer Street and Denny Way. Many residents and future residents of Uptown will commute by car for work and other tasks by going to I-5. At times, even reaching the north portal of the Hwy 99 Tunnel will be a problem due to gridlock. Moreover, the Viaduct will be gone replaced by a toll road, and Expedia will be moving into Interbay with 4500 employees in about 2 years.

> Secondly, the view interference from Kerry Park refers primarily to the Space Needle. Kerry Park is the principal viewpoint in the City of Seattle and visitors flock to it to view Elliott Bay, Alki Point Puget Sound and the City skyline. The proposed impact of the Mid-Rise and High-Rise Alternative should be studied and reported with this in mind. Exhibits 3.4-40 through 3.4-42 are not easy to follow, and only focus on the Space Needle and City of Seattle. The inclusion of buildings in the pipeline in the foregoing exhibits makes it appear that the view of Key Arena from Kerry Park is already blocked. Yet these buildings have not been approved, so including them in the exhibits leads the reader to be less inclined to look at the effect of the Mid and High-Rise options on the view of Key Arena. Tourism is very important to Seattle, and while the view of the Space Needle should be protected, shouldn't the overall view from this vantage point be considered and fairly discussed? Views from Kerry Park looking south and southwest should also be included in the analysis without including buildings in the pipeline for which building permits have not been issued.

> Third, from personal experience, parking on the south slope of Queen Anne Hill, which is currently impacted by the lack of free parking in Uptown, will become more problematic. But the EIS doesn't address this effect. In fact, as addressed below, parking is not appropriately addressed at all. Using fee charging parking garages to gage free street parking places, or more convenient pay parking places, does not seem appropriate. In addition, since we have experience with Uptown residents parking on the streets of the south slope of Queen Anne during the week as well as during special events at the Seattle Center to avoid paying, it seems appropriate to expand the parking study to include the impact of additional Uptown residents on the south slope of Queen Anne within this area as well.

> 2. In examining the Mid-Rise and High-Rise alternatives there seems to be an assumption that all lots in Uptown are owned by the same party and that party would make a rational decision concerning which lot to develop with a High or Mid-Rise. This is erroneous. The only fair assumption is to assume, for the purpose of view impact, shadow impact, traffic patterns, etc., that full development to the maximum allowable height and density will occur on every available lot. The problem is that individual property owners will make development decisions for themselves without necessarily considering who else is developing other property in Uptown at the same time. In other words, one cannot predict the course of development. And the City should not be changing the rules over time to further City goals as it will lose credibility.

> 3. Up-zoning negatively affects surrounding property as it suffers all of the disadvantages of increased density without any of the benefits. Yet, other than limited view blockage from viewpoints, there is no attempt to address the effect of the alternatives on the adjacent south slope of Queen Anne Hill, or the top of Queen Anne Hill. The major way for Queen Anne residents to reach I-5 or the City is to use Queen Anne Ave, or Taylor Ave/ 5th Ave, although those on the north side of the hill use highway 99 to reach downtown. There should be a traffic study and the parking study of the effect of up zoning Uptown as it affects these areas. And, if studies are going to ignore everything before 2035, which seems ridiculous to me, why not include the anticipated changes in the number of residents to Queen Anne Hill in the projections? How can a fair study simply ignore the existence of the adjoining neighborhood when considering increases in traffic on Queen Anne Avenue, Mercer and Denny? It should be noted that Queen Anne Hill has few streets that go through, and those are steep.

> 4. Why was there no consideration of raising the zoning to 65 feet in areas like "The Heart of Uptown" or as an alternative to the existing zoning everywhere? Would that not have had a better chance to retain the character of the neighborhood and have less impact on surrounding neighborhoods? The EIS should contain a statement of why the particular alternatives to the current zoning were chosen and why a more modest choice of up-zoning was not considered. For example, in the Heart of Uptown, the EXPO Apartments were built at 65 feet. They were built so that the height is graduated and they are not overpowering to the other buildings in the neighborhood. Placing an 85' tall building across 1st Ave N from the EXPO Apartments is not fair to the owners of the building who expected to have view units protected by the existing zoning. In effect, those view units would be eliminated, decreasing their rental value. In addition, allowing 85' or taller buildings promotes the "canyon effect" since lots are small and streets are not wide boulevards.

> The following are some specific problems that I note with the Draft EIS. I have tried to use headings and references where I could find them as the draft EIS contains no page numbers. It would be appreciated if the pages are consecutively numbered in the final EIS.

> 5. Mobility Proposals. The EIS assumes that the current plans will be adopted. There should be a study of what happens under each zoning proposal if these assumptions are incorrect. The analysis of the current traffic congestion problem is based upon an inadequate study. Exhibit D fails to reflect my experience as a Queen Anne Resident. I have spent over 15 minutes driving down Queen Anne Avenue from Mercer to Denny when traffic on Denny Way is backed up. In fact, once it took us over 30 minutes as only a few cars could enter Denny Way with each traffic light cycle due to traffic congestion on Denny Way. Driving in the opposite direction, I have spent more than 15 minutes to reach First Avenue North via First Avenue, or via Denny Way in order to begin to drive up 1st Ave N. The EIS states that "Both Action Alternatives will result in some minor increase in vehicular trips and vehicle miles of travel on the network." See Exhibit 1-10 (emphasis added). Where is the support for the emphasized words? The apparent source is the City of Seattle. Currently, traffic on the one-way portion of Queen Anne Avenue at certain hours of the day is highly congested requiring waits at Denny through two or three light cycles minimum and up to 10 minutes. So what is the baseline? The statement that "screenlines will operate with adequate capacity and corridors will operate similar for all action cases" seems to support not up-zoning until the current problems are resolved as it assumes that no problem currently exists, which my experience refutes. Adding "some minor increase" to the existing and projected future congestion is unfair to current residents. However, without supporting data that statement appears to deliberately significantly underestimate the problem. Exhibit D should be explained and supported by the dates that the study was made, as well as how it was made, or not included as it does not comport to the reality that I, a Queen Anne resident of almost 40 years, have come to expect.

> Under 2.15, the draft EIS assumes that all the proposed mobility proposals "are assumed to occur." The EIS should not count upon future plans alone that are not scheduled to occur with financing in place, but should address what will happen without implementation of those plans. As noted above,

not only should the future Uptown residents be considered, but also future Queen Anne residents who will use the same roads. Given the current transportation problems, shouldn't they be solved before any consideration of up-zoning? If not, shouldn't the EIS address increases in residents in the adjoining neighborhoods? The addition of 4,500 Expedia employees to Interbay should also be included as many will undoubtedly drive Mercer St or Denny Way to I-5. Maybe Expedia has a reasonable idea of a rough number of additional vehicles that will be added to those roads. Shouldn't Expedia be contacted and its information included?

> 6. Affordable Housing.

> A. The addition of affordable housing seems to be the basic reason behind the proposed up-zoning. Yet the EIS makes the following points: Exhibit 1-2 shows that without any change in zoning the proposed growth target is well under capacity. In fact, the Net Capacity of households without a zoning change (10,186) is never reached with a High-Rise zoning change as the target growth only grows to 3,745. In the case of jobs, there will be an increase with each of the rezone options, meaning increased traffic congestion (from an original capacity of 2,670 to 3,125 actual targeted growth). How about explaining why up-zoning is important when the study shows that current zoning is sufficient?

> B. Under 1.6 there is an affirmative statement that under higher zoning there will be more opportunity for development of affordable housing. Where are the facts to support this claim? Under the heading "What is different between the alternatives?" there is a statement that only 42 to 60 existing residential units would be torn down in redevelopment. This seems low as there currently exists a planned contract rezone at 203 W. Harrison that eliminates at least 19 units. However, the draft EIS goes on to say that 303 units could be displaced. So, if we assume 303 units, how many units of affordable housing will be added to replace them? Where is the analysis? Has the City pointed out how much developers are to pay to avoid providing affordable housing or why the percentage of units required in lieu of payment is so much lower than Boston and other cities require? Why is this not addressed? Exhibit B-1 refers to developers having a choice to pay a fee in lieu of providing affordable housing. I have heard for example, with the proposed contract rezone on W. Roy Street that will put the Intergenerational Child Care Centre in shadows, that the owner would make the payment instead of incorporating affordable housing. The proposed plan will actually block views at Bayview that are currently rented at higher rates in order to subsidize non-view units of this retirement home. Reducing the value of the view units will make it necessary to increase the cost of the current non-view units making those units less affordable.

> C. "Under the Action Alternatives, greater capacity for infill and redevelopment could be associated with loss of existing buildings that provide low-income housing. The future SM zone could be tailored to include measures identified in Housing Element goals and policies, such as replacement of occupied housing that is demolished or converted to non-residential use, using incentive programs to encourage the production and preservation of low-income housing, or requiring new developments to provide housing affordable to low-income households. As noted above, housing programs, regulatory measures, and incentives implemented by the City may influence, but not fully control, the housing products that the private market supplies." See 3.59 -3.60. Isn't the EIS making an assumption here, but admitting that it may not be accurate? Shouldn't the EIS balance assumptions of future conduct with projections based upon those assumptions being erroneous? Shouldn't the EIS address why Uptown will benefit from the loss of the existing affordable housing and the number of affordable units that will be paid for by the developers in lieu of providing it and the location where such units will be built for the dollars allocated?

> D. There is a general statement that affordable housing is not likely to be built in Uptown, due to the cost of construction, land costs and marketability due to the proximity to downtown. See the analysis under 3.3-15 that almost provides an admission that up-zoning will permanently reduce affordable

housing in Uptown. Should there not be a discussion of eliminating the right to buy out of providing affordable housing in order to preserve some in the neighborhood?

> E. 3.87 indicates that mandatory housing affordability attempts to impose requirements on mid-rise and high-rise rezoning, but doesn't indicate that such restrictions can be imposed under current rezoning. Why not? See WAC 365-196-870 (2) that provides that Affordable Housing incentives can be either required or optional. Hasn't the City of Seattle made changes to building codes and zoning requirements over the years without changing the underlying zoning? Shouldn't this option to obtain affordable housing be addressed as an alternative to up-zoning with all its detrimental effects?

> F. 3.3-15. Housing Affordability – There is an admission below the table that under all alternatives there is likely going to be a loss of affordable units with greater loss with high-rise construction due to the cost of steel and concrete structures. Isn't this also true with permitting mid-rise buildings? Note the current request for a contract rezone of 203 W. Harrison. It seeks to eliminate 19 existing units and replace them without including any affordable housing. Shouldn't the conclusion be that the best way to protect existing affordable housing for the longest possible time is to retain the existing zoning? If not, why not?

> G. Exhibit 3.3-16 indicates that under alternative 1 and alternative 2 the same number of existing units (66) would be demolished, but under the high-rise alternative only 44 units would be demolished. The explanation assumes that since a high-rise would add more units, fewer high-rises are needed. However, what property owner will not develop his property by building a high-rise since another owner is putting a high-rise on his property? If there are facts supporting this statement, provide them. If not, withdraw it. And, if more high-rises are actually built as permitted by up-zoning, isn't it likely that the potential additional residents will far surpass what has been projected? Why doesn't the EIS address the possibility of a full buildout under each zoning alternative and the effect upon traffic congestion and parking? I request that these possibilities be addressed.

> H. Exhibit 3.3-17 assumes a loss of 303 affordable units in a full buildout under each alternative. That makes sense and for the purpose of evaluation, a full build out should be assumed since no one will know what individual properties will be developed and when each of the properties will be developed. So, by 2035 all affordable units will be lost, but why encourage the early loss by rezoning to incentivize development? Why not just make those seeking contract rezones provide affordable housing in return? Why has the EIS failed to identify this alternative as a viable option to up-zoning Uptown? Please ask that this point be addressed in the final EIS.

> I. Exhibit B-1 purports to provide the number of affordable units that would be provided under each of the alternatives. Please support the numbers by explaining the methodology used to develop the table. Without supporting data one must assume that the table is bogus. And, as noted above, the EIS should include the cost of such units, the amount that the City is assuming that developers will pay it in lieu of providing affordable housing and the location in the City of the new affordable housing so that a reasonable person can determine probable accuracy of projections.

> 7. View blockage.

> A. Exhibit 3.4-10 through 3.4-14 purport to show view impact, but does not show the actual impact of full buildout from Kerry Park. As noted earlier, why is there no discussion of the effect on anything other than the Space Needle, Elliott Bay and downtown? Instead there is the statement that "new buildings are not anticipated to be tall enough to obstruct views of the Space Needle Elliott Bay or Downtown beyond current conditions." Views are in the eye of the beholder, making this value judgment of questionable merit. Depending upon the height of the buildings and their location, there is potential view degradation, isn't there? Why not address it? The EIS should not render opinions without providing the factual foundation to support them.

> B. Exhibits 3.4-17 and 3.4.18 show less view blockage under the high-rise alternative than under either the existing zoning or the mid-rise alternative. Why? The reasoning should be explained. What

assumptions are being made to support these Exhibits? The same problem occurs with Exhibits 3.4-52 and 3.4-54. If the EIS is assuming that the City will adopt code limitations that do not currently exist, or that there are code requirements that support the assumptions, the EIS should address them.

Otherwise, unless I have misinterpreted the Exhibits, they should be eliminated as unsupportable.

> C. Exhibits 3.4-40 through 3.4-42 are not very easy to follow, and only focus on the Space Needle.

The view from Kerry Park should extend from the downtown skyline through all of Elliott Bay to Alki Point to be complete, and, I submit, that buildings in the pipeline that require City Council approval of a contract rezone or otherwise lack building permits should not be included as they may never be built.

> D. “Queen Avenue N and Mercer Street—Facing South. Height and scale impacts under Alternative 3 would be similar to existing conditions at this location, as shown in Exhibit 3.4–18. Greater height limits along Mercer Street would allow taller development to concentrate along that corridor, reducing impacts to the more sensitive pedestrian environment along Queen Anne Avenue N.” Is the intent of this statement to offer up high-rise zoning along Mercer Street and not along Queen Anne Avenue North? Shouldn’t this statement be balanced in the EIS with a statement indicating that no change in any zoning will achieve the same result of protecting the pedestrian environment along Queen Anne Avenue North while also protecting existing views from Kerry Park?

> E. At the end of the section, we find the following statement: “With the incorporation of proposed mitigation, all alternatives would be consistent with the City’s policies in SMC 25.05.675P and Q regarding protection of public views and shading of public parks and open spaces. Thus, based on thresholds of significance and proposed mitigation, no significant unavoidable adverse impacts are identified.” While some mitigation is proposed, there is no requirement that it be adopted by the city. Please have the EIS address what would happen if the mitigation doesn’t occur, and have the EIS provide support for the statement, or withdraw it.

> 8. Section 3.6 Transportation

> A. “In the future, with the anticipated increase of alternative modes due to several factors, including the completion of the SR 99 North Portal with additional roadway crossings, increased frequent transit service, dedicated bike and improved pedestrian facilities, and potential new Sound Transit stations the share of drive-alone trips decreases substantially.” Please have the EIS provide support for this opinion. Based upon my observation, the nice two lane separate bicycle path going under highway 99 adjacent to Mercer St is rarely used while the cars wait in gridlock for the signals to change. It should be noted that not everyone can ride a bicycle or walk long distances. Of course, if the result of eliminating affordable housing through up-zoning Uptown forces out the elderly or handicapped people who need automobiles to travel where public transportation does not go, the EIS should address this impact of the fabric of Uptown.

> B. Exhibit D and Corridor Analysis Information. Please provide the methodology used by Transpo Group in preparing this Exhibit, or withdraw it. Its statements, which provide the support for some of the statements of no or minor impact to upzoning, do not, in my experience as noted earlier, represent reality. I drive down Queen Anne Avenue and up 1st Avenue North fairly often, but try to avoid rush hour. The times reflected really reflect weekend travel, not what is purportedly reflected.

> C. Parking

> • The Seattle Center/ Uptown Strategic Parking Study is currently being conducted and explores in further detail the less frequent parking conditions with higher attendance levels. Shouldn’t the EIS wait until the study is completed instead of relying upon the parking garage study?

> • Exhibit 36-10 shows a study of parking spaces occupied on a weekday based upon a study of demand in Seattle Center garages on two dates. The EIS should either provide factual support for the use of paid garage parking to determine the availability of either free or more convenient hourly metered parking, or wait for the completion of the foregoing study, assuming that it is being done realistically. Few people park in a pay garage if there is street parking available at no cost. Also, many

people may park under Metropolitan Market without shopping at the stores above to avoid pay parking. So indicating that 26% or more of the street parking is available does not appear to be factual.

> • The statement “The evaluation shows for the No Action Alternative with HCT parking impacts within the study area would generally be no worse than experienced today” is unsupported by facts, besides being limited to an erroneous study area as mentioned earlier. Expand the study area to include the south slope of Queen Anne and other adjacent property where current Uptown residents park and do an honest objective study, or admit that one cannot be done and withdraw everything stated related to parking.

> D. Section 3.6.2 Impacts. This section evaluates transportation system operations in 2035 for the three zoning alternatives. Why not evaluate the current traffic problem properly and the immediate effect of a change to zoning occurring within three years? And, how can any assumption that ignores the population increase of the adjacent area, Queen Anne Hill, be of any value? Please revise the EIS to include the projected increase in the populations using the same major streets. Include increases in Queen Anne Hill residents, the known increase resulting from Expedia’s relocation, and address the impact on the arterials leading out of Uptown that will be affected under each of the three zoning alternatives. Also, if one is going to really look at 2035, assume a full buildout and increase the number of residents accordingly.

> 9. Open Space. See 3.8.2 (and 3.277). The statement that Uptown doesn’t currently have sufficient open space and Recreation Resources and the adoption of the zoning alternatives will make the shortfall greater due to population increase is followed by 3.8.4 stating that there is no significant unavoidable adverse impacts to open space and recreation services. Please provide factual support for this opinion that on its face appears unsupportable due to the prior statement.

> 10. It is noted that the proposed up-zoning is not uniform. Some areas receive much higher up-zones than others. While the idea is laudable as it avoids creating canyons and does allow some views, who determines what properties are going to increase in value over the adjoining properties? Is money changing hands? Are certain favored property owners and developers gaining a windfall? How does the City avoid adjoining property owners filing suit to seek equal treatment? How will the City respond to applications for a contract rezone based upon the heights allowed on adjoining properties? These issues should also be address in the EIS. Are they not a reasonable by-product of uneven up-zoning?

> In Summary, I find that the draft EIS needs a great deal of work and I would appreciate seeing all of the foregoing requests addressed in another draft EIS. Failure to do so will just confirm my opinion that the current document is larded with unsupported assumptions and statements of “minimal impact” in favor of up-zoning and is intended to be a sales job to promote up-zoning, rather than a fair appraisal of the effects of each alternative on Uptown, as well as the effect on the surrounding affected neighborhoods. If I had the time I could raise other questions, but I do not.

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From: Sarah Lindskog [<mailto:sarahlindskog87@gmail.com>]
Sent: Tuesday, August 30, 2016 12:23 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Seattle (over) growth

Mr. Holmes,

Hello and thanks for taking the time to read this. I'm writing to you in response to possible changes in zoning laws in lower Queen Anne and the city in general. I think allowing buildings of up to 16 stories to be built in the uptown neighborhood will do nothing but make a bad problem worse. I work with the public and the number one conversation people start with me is about traffic. It's becoming absurd. If I miss the bus and have to drive to work downtown it easily takes me an hour from the top of Queen Anne, rush hour or not. There's simply too many people in too small a city. When I tell people I grew up in Ballard they literally don't believe me because they've never met anyone born here. I feel like my birthright has been taken from me because I hardly recognize the city and don't care at all for what's taken its place, and I'm only 29 years old! Barely bitter or jaded at all. If zoning laws allow for even more growth before public transportation and the roads infrastructure can catch up everyone who lives here is going to be living in misery, stuck in traffic constantly. I think the people of the city deserve better. I understand this is probably out of your hands, but tax breaks for Boeing and other corporations only for them to outsource jobs overseas and leave the city needing more revenue is not right. Tax the people and companies already here and use funds appropriately and I would think the need for the additional revenue from building permits and the like would be greatly reduced. Thank you again for bearing with my rant. Hope you are having a wonderful day.

Sincerely, Sarah M Lindskog

Sent from my iPhone

From: Pam Longston [mailto:pclongston@yahoo.com]

Sent: Wednesday, August 17, 2016 9:02 PM

To: bharrington43@gmail.com; Chris Longston <chrislongston@hotmail.com>; Sean Maloney <seanm2@hotmail.com>; Penn Gheen <Penn.Gheen@bullivant.com>; Kelly Blake <kj_blake@hotmail.com>; Bill Ritchie <ritchie@seanet.com>; Michael Harrington <har1site@aol.com>; Brandon Renfrow <bjrenfrow@gmail.com>; Holmes, Jim <Jim.Holmes@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; O'Brien, Mike <Mike.O'Brien@seattle.gov>; Burgess, Tim <Tim.Burgess@seattle.gov>; Juarez, Debora <Debora.Juarez@seattle.gov>; Sawant, Kshama <Kshama.Sawant@seattle.gov>; Herbold, Lisa <Lisa.Herbold@seattle.gov>; dwestneat@seattletimes.com; Marjorie Uwi <kealoha483@gmail.com>; Toni (Antoinette) French <tonifrench@comcast.net>; Joan Johnson <ajohn.johnson@comcast.net>; Carol Veatch <ceveatch1@gmail.com>; Dawn Mullarkey <dawn.mullarkey@gmail.com>; Claudia Campanile <campie2@outlook.com>; Jackie Hennes <jachennes@icloud.com>; Pat <mnpnutt45@gmail.com>; Pat Nolan <espman@gmail.com>; Roberta de Vera <robertadevera@msn.com>

Subject: Re: Thursday night meeting: It's not "just about the view."

One other thing to consider is planning for schools. I learned tonight that the City of Seattle school district has added 1,000 students every year since 2010 and all the schools are overcrowded.

Pam

[Sent from Yahoo Mail on Android](#)

On Wed, Aug 17, 2016 at 8:06 PM, bharrington43@gmail.com <bharrington43@gmail.com> wrote:

Hi, you all, I have re read the Uptown (should be called the Lower Queen Ann) Urban Design Framework 50 page draft proposal, and I have some concerns about changes in the building and zoning codes that affect, not only views, but that may affect the quality of life (taxes, noise level, available sunshine, traffic congestion, sewage, garbage collection, overall infrastructure of our neighborhood). Page # 10 of the draft states "development of the Uptown Design Framework is the result of advocacy by the Uptown Alliance, " if you review the membership of the Uptown Alliance, I believe it is comprised of many Lower Queen Anne business owners, not just residents whose quality of life would be affected by building code changes, but whose businesses would thrive under increased population in our neighborhoods.

I think under the guise of creating "mandatory affordable housing" these Uptown Alliance business owners, developers, REIT holders and nonlocal investors have convinced our Mayor and City Council members , and Seattle Office of Planning and Development that increased building created by raising current building allowance heights from 4 stories to 8 to 16 stories will create more affordable housing here in our neighborhood. Have you noticed that the opposite is true? Our home values have risen and rental costs in the neighborhood are at an all time high? Traditionally and historically, when have inundating neighborhoods with high rises lowered housing costs? Look at Manhattan. 60 Minutes did a segment last year on the adverse effects of changing building codes to allow for height increases.

There are approximately 258 pink zones targeted for redevelopment on page 16 of the draft. If those zones had 40 units such as our building, that would create approximately 10,000 more

units in Lower Queen Anne. If height allowances increased to 16 stories, conceivably, that could add approximately 165,000 units to Lower Queen Anne. How did we provide the infrastructure for this number? Increased taxes? How would that affect you as a property owner? How would that affect your Home Owner dues and assessments?

Please read page # 24 of the report, you will notice that our area Aloha / Taylor (4.) and Aloha/ Taylor Blocks (6.) have a separate treatment section. Areas for redevelopment include the Crow, Naboo, and Cafe Vita block. How would 16 story buildings affect our block? There are two new buildings approved at the intersection of 5th Ave and Valley. Would these two buildings be allowed to increase their height allowance? Currently, there is not enough parking garage spaces for each unit. Page #16 of the draft proposal shows the outline of our block defined as a "subarea." It appears that a permit has already been issued to allow an 8 story unit on Roy St.

The 3 height proposals in this draft also include proposals for "new design and development standards" and re zoning. What does that mean? I don't know, do you? I do know that higher buildings require concrete steel structures whereas lower buildings permit wood and brick structures. See pages 42, 43, and 45 of the draft to see examples of these 4 story to 16 story structures.

What can you do?

1. Attend the meeting tomorrow night to become informed. Ask Jim Holmes to clarify your questions.
2. Contact City Council members listed above to get their input. I believe Sally Bagshaw and Tim Burgess (email addresses above) live on Queen Anne, let's see what their take on this is.
3. If you agree that this proposal would adversely affect our neighborhood, contact the business owners of Uptown Alliance to get their view. If their position doesn't make sense to you, boycott their business.
4. Could we possibly get Scott Pelley of 60 MINUTES To do a segment on this development and zoning changes proposed for Seattle? Does Anyone have contacts with local TV SHOWS?
5. Encourage Danny Westneat of the SEATTLE TIMES to research and write a column of this draft.
6. Would Bill and Melinda Gates, who have their Foundation building in this neighborhood, have an opinion on the proposed draft?

Candidly, if short term you are considering moving from this area (and where would you

move?), you could profit from these zoning changes as your home value increases. (how does that verify the "affordable housing proposition?) Long term, if you intend to remain here, would you have increased taxes and for what enhanced services?

Hope to see you at the meeting in #401 tomorrow, Thursday, August 18, 6 PM.

Please forward to Bill and Patt Nutt or others in this building who may have interest in the Uptown Rezoning Proposals, thanks, BEV

Sent from my iPad

From: Zach Lubarsky [<mailto:zachlubarsky@outlook.com>]

Sent: Thursday, September 01, 2016 2:34 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Support of the Uptown Upzones

Greetings,

I saw a sign decrying the uptown upzones that are proposed and wanted to counter the hysteria I'm sure you're receiving with a few words of support: as a young person, as an environmentalist, and as an urbanite, I am fully in support of the maximum height of upzones you can push through in the uptown/lower queen anne neighborhood.

Uptown is slated to get a new light rail station in ST3, which makes this the absolute ideal neighborhood to allow for 16+ story apartment buildings. Further, this neighborhood has 3 supermarkets within a few minutes of walking distance, making this the ideal neighborhood to create a high density, green, urban, walkable neighborhood.

Let me know if you have any questions!

Zach Lubarsky

From: Karen Lucht [mailto:karenlucht1@hotmail.com]
Sent: Thursday, July 21, 2016 10:00 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Queen Anne rezoning

Mr Holmes,

This week I became aware of proposals to rezone Lower Queen Anne. While I strongly support Alternative 1: No action, I am writing today shocked and angry that The City would include our little neighborhood as part of the Uptown Urban Center.

I would invite you to come to our neighborhood because I can't imagine that you've been here if The City believes that we're anything like the Queen Anne of 1st and Mercer. We are a *quiet* neighborhood of classic homes and mostly low rise condos and apartments with a few newer town homes throw in. We are *families* raising our children playing in front yards and riding bikes on sidewalks. We walk our dogs; we know our neighbors. We are more like upper Queen Anne than Lower Queen Anne. We are definitely not an Urban Center, nor do we want to be.

The northern boundary of the Uptown Urban Center is mostly drawn between Roy and Valley. Why is that different on the east side of Queen Anne? Why is our neighborhood considered an Urban Center?

I strongly encourage The City to rethink the northern boundary of what is considered the Uptown Urban Center.

Thank you for your time,
Karen Lucht
1112 6th Avenue North
206.719.5407

Letter: Lumen, Anja

From: Anja [mailto:anja.lumen342@gmail.com]
Sent: Wednesday, September 07, 2016 6:29 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>
Subject: Re: Feedback for Uptown rezoning project

Just wanted to confirm you received my input.
Thank you.

- az

> On Sep 5, 2016, at 14:14, Anja <anja.lumen342@gmail.com> wrote:

>

> Thanks for coming to Lumen and sharing the available data.

>

> Things I would like to be considered in the 5th and Mercer corner zoning proposal.

>

> 1. Keep the Seattle center park open and inviting. Buildings on the 5th ave and Mercer corner as well as in the memorial stadium location, will not integrate the Seattle Center with the community. They will rather separate it further. The park will appear walled off by buildings. 1

>

> 2. Let the urban -art significant - architecture of the EMP continue to be part of the sightline when approaching Seattle center (and visitor parking for the center) from 5th Ave (north to south direction). 2

>

> 3. Keep the treelined street appeal (with the generous building setback to promote the greenery) which is historically significant to the original development of the Seattle center for the world's fair. 3

>

> Please confirm the receipt and addition of this feedback. Thank you so much.

>

> - az

>

From: Greg Lunde [<mailto:glunde@builders-hardware.com>]
Sent: Wednesday, July 20, 2016 10:14 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Urban Center Project

Greetings Mr. Holmes,

In review of the scope of proposed options for the Uptown Urban Design Framework with alternative height scenarios I noticed that the map outlined boundaries showing that this height increase would not impact our location unfortunately. Can you tell me if there is anything being considered for raising height maximums further north?

Our address is 1516- 15th Ave W. Seattle, WA 98119

We are interested in exploring options for highest and best use of our space and those have always included limitations in the past. We're interested in maintaining a large part of our operation here.

Please let me know if you have any information you could provide me with relative to Elliott Ave/15th Ave W to the north of the currently noted boundary.

Thank you,
Greg

Greg Lunde
President / Chairman
Builders' Hardware & Supply Company, Inc.

Office - 206.281.3743
Cell - 206.612.4291
Voicemail- Ext. 1743
Fax 206.701.7032
glunde@builders-hardware.com
www.builders-hardware.com

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From: Lee [mailto:lyttlel@comcast.net]
Sent: Friday, September 09, 2016 8:48 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown: Framework for the Futurer/DEIS Comment

Mr. Holmes,

First, thank you for extending the comment period on this DEIS. My family owns a condominium unit on South Queen Anne (SQA) and did not receive a notification of the draft's original circulation period.

As you might imagine, along with other SQA home owners, I am concerned about growth in our neighborhood. Nonetheless, I do believe that SQA should absorb it's fair share of the expected growth that the city is and will continue to experience in the future. I emphasize 'it's fair share'. I personally define that as 'growth with a sizable dose of sensitivity to the character of the impacted neighborhoods'. I consequently, support Alternative 2 in the Roy/Mercer Street corridor as described in the DEIS. 1

I did write a letter to your department in the preparatory stages of the EIS process indicating that building height/shadow and view corridor limitations should be a prime consideration for the SQA neighborhood. I believe that Alternative 2 in the Roy/Mercer Street would be a plausible compromise if the height maximums proposed are not exceeded by additional stories offered as incentives for low income or other alternative-type residential units. Please understand that I am in favor of these units being incorporated into future residential developments in the SQA area. However, other incentives to developers should be offered--such as reduced parking and other ancillary building requirements, but not additional stories!. 2

Seattle has always been a welcoming community, but also one that loves the character and diversity of its many neighborhoods. Please avoid excess in your decisions and seek the middle ground that keeps us growing and developing in manageable and healthy ways. 3

Again, many thanks for this opportunity to comment.

Lee Lyttle, Owner
900 Warren Ave N. #402
Seattle WA, 98109

From: Todd MacDermid [mailto:tmacdermid@gmail.com]
Sent: Wednesday, August 31, 2016 9:13 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Urban Center comments

Hi Jim, I'm writing to you to provide feedback on the proposed upzoning of the Uptown urban center. I'm a homeowner on the edge of the area (On W Olympic Place), and I wanted to write in support of an upzoning.

I feel very strongly that global climate change is the critical issue that will impact the future of our children, and it is critical that we allow housing close to existing and proposed transportation infrastructure. Pushing housing out to the suburbs, or forcing people to move to metro areas that do not provide good transit is irresponsible.

Thanks for taking my feedback, and please let me know if you have any questions.

Sincerely,
Todd MacDermid

From: Phil Macedo [mailto:hello@philmacedo.com]
Sent: Sunday, September 11, 2016 12:25 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown EIS Comments

Hello Jim,

Thanks for coming out our community and showing us the draft EIS for Uptown. If it's not too late I wanted to get some comments in to the process.

Seattle Center "Parcel" considerations:

1

- The Seattle Center area should be kept to the current 85' height restriction. Going any higher than that, would degrade the urban appeal to the area. It's a part of town that outsiders, locals, neighborhood residents all visit—as close to a large urban park as we have in downtown. Increasing that to 125' would close off that area, hurting the potential for a vibrant mercer corridor. Particularly at the KCTS site where a 125' shadow would cast a huge portion of Seattle center in the shadow. Worse yet, in the summer over the entirety of Mercer corridor which is being pitched as a future culture and arts mecca. Don't the late summer nights!
- Setbacks should also be suggested for the Seattle Center parcel to keep the pedestrian level view open and inviting. This will help keep pedestrian interest with views of EMP, Space Needle, and the Opera's arena improvements.
- The trees around KCTS should be kept at all costs—if I'm not mistaken-they are trees of significance dating back to the worlds fair! Keeps with the urban livability of the area. Let's work to keep the historic nature of the site intact!
- Mercer Street and 5th Avenue (South) view will be decimated with either Alternative 2 or 3; views of the amazing EMP will be lost, the space needle will finally look like only a floating UFO, and the city skyline will be lost. This is a major "view" that is featured in a lot of the cities major runs/marathons/races for charity & fun. This is also the likely ingress point for SLU residents, QA residents, West Lake Union Residents into Seattle Center for city cultural events.

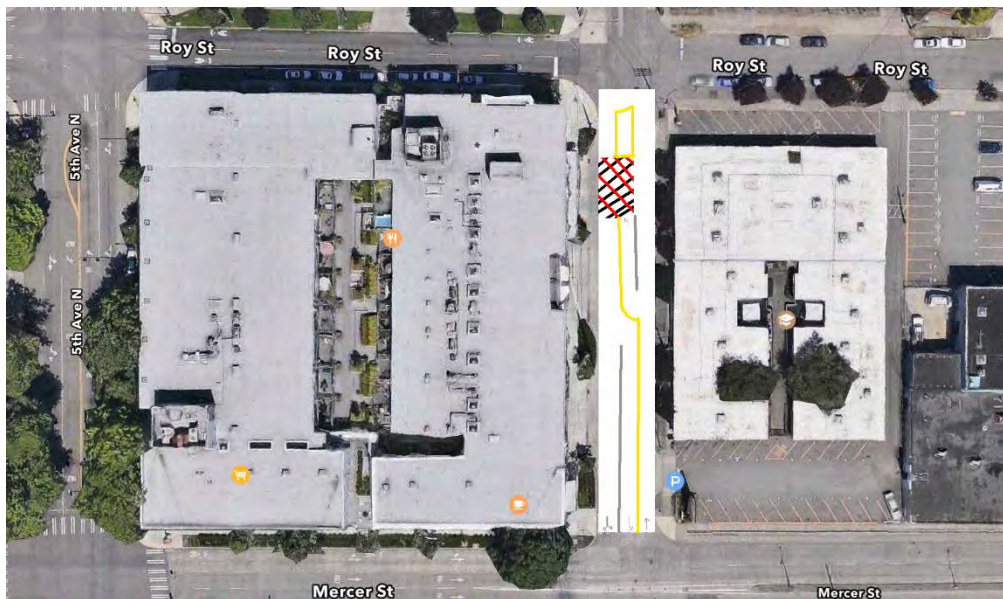
Taylor Corridor:

2

- Further opening of traffic across the 99 south of Mercer will not impact traffic along Taylor
- The new proposed height increases on Taylor will make it a vital artery for everything from business (and business traffic, cargo, deliveries) along with foot traffic from the surrounding neighborhood.
- Taylor is woefully in-equipped to handle this load, the main constriction is at the Taylor & Mercer intersection.
 - This intersection is a Life-Safety issue as it currently stands:
 - Bikes have been hit by cars turning right from Mercer
 - Pedestrians have nearly been hit by cars turning left onto mercer from Taylor (There is no reason to have a crosswalk on the eastern side of Taylor, pedestrian traffic is just as effective with a west only!)
 - Roy & Taylor is a constant violation of traffic law blocking the intersection—in an effort to unload onto mercer
 - The mixed-use building can't vacate their garage in a timely (can be 20-30 minutes at peak time) manor; originally taylor was a alley. This creates fume

buildup and a life-safety issue when vehicles cut each other off, go up/down against traffic (aka, going up the down ramp). Stems from lack of proper lanes & markings.

- Will become the fastest way onto the southbound 99 tunnel—yet no provisions for handling that traffic
 - Removal of on-street parking along Roy would create additional opportunities to support this EIS ultimate goal, reduce car dependency, and allow Taylor to handle the mixed-use traffic that it is already struggling to support.
- Page 3.205: Taylor ave is **NOT** a minor arterial road—It's a principal connector that connects Queen Anne to Uptown, SLU, and to the regional transportation network. This has only increased in usage—not due to Mercer. 3
- Page 3.212: This fact of Taylor & Mercer being the worse spot for cycle accidents. It's worded in a way to say it's better now that the cycle track is there, but it's been the opposite. I've also seen a ride-share driver run over an elderly couple at 5th and Roy after going south on the northbound (against traffic) lane on Taylor and taking a right onto Roy. Her leg was shattered, and the elderly gentleman had serious bruises and cuts. 4
- See graphic attached for potential improvements to Mercer/Taylor intersection. 5



General Comments:

- Fully in favor of height increase along Mercer; keeping with the Draft EIS's suggestion of low (4 story) podiums and only partial buildup with significant height. This will make the pedestrian/urban landscape quite dynamic and enjoyable. 6
- Culture, Arts & Entertainment need to be provisioned in these new spaces to keep the feel of the area unique. 7
- Community garden space—the eventual loss of the Uptown P-Patch will be a net downer to the neighborhood. Perhaps provision community gardening requirements? 8
- For large scale mixed-use buildings, street level work lofts should be minimal. Rarely are they used for work, and they do not enhance the area from a culture/business/entertainment/arts standpoint. 9

- This area is ripe for Bike-Share, yet the stations that currently exist are 1) out of the way for tourists 2) outside residential access 3) not situated to places of work or commerce; yet we have great cycling infrastructure and low-traffic residential lanes that can easily handle this new method of community engagement. 10
- Taylor needs to be a prominent corridor, once the changes to the 99 are complete, it will be heavily used for **both** uptown and Queen Anne urban zones. 11
- Fully in favor of the density increases for housing in uptown; this is Seattle's little-known, often overlooked urban area with good access to everything! 12
- Can we put in standards for sidewalk use? Uptown is ripe for outdoor cafes, street shops, etc. I know there is now testing of non-fenced sidewalk use permits for certain locations. 13
- Expansive sidewalks along the Mercer corridor (similar to the stretch between 5th Ave & Taylor)—this creates a nice juxtaposition with Seattle Center and the "older charm" that one gets on Queen Anne Ave. 14
- Page 3.200: Sharrows is only partially true—on the downhill. There is no markings going westbound, where after 5th has a dedicated cycle lane all the way to Queen Anne ave. It was recent that they removed them. There is also a new bike share station at 5th ave & Thomas. Still nothing serving anything north of Seattle Center. 15

Overall, thank you for your time and work that has gone into this EIS for the Uptown area, I'm very happy with the proposed changes! I can't wait to see this area evolve over the next 10-15 years into what may be a very european style cultural spot within the city limits. 16

Phil Macedo
hello@philmacedo.com
 501 Roy ST Unit R326
 Seattle, WA 98109
 (480) 812-5700

Phil Macedo
 Business Analysis, Competitive Intelligence and Program/Project Management

Mobile: +1 (480) 812-5700
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LinkedIn: [linkedin.com/in/philmacedo/](https://www.linkedin.com/in/philmacedo/)

From: Anna Mach [mailto:mach_anna@hotmail.com]
Sent: Wednesday, September 14, 2016 1:06 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Draft EIS

Hi Jim,

I am a resident of the Lumen Condos on 5th and Mercer and wanted to express concern regarding the Uptown proposal. From what I am hearing from my neighbors, most of us are displeased with the proposal regarding the mid-rise and high-rise alternatives. Below are my top concerns:

1. Will the presence of additional buildings, as well as potential construction, exacerbate the current state of traffic?

Our location is unique being above high traffic retail space as well as being heavily impacted by weekly events in our neighborhood. We face congestion every day on every street that surrounds our building and at various hours of the day. Personally, there have been several evenings when I am driving home from work (which is only a 6 mile trip one-way) when I have given up fighting traffic, parked in the first available spot I could find, and walked home.

2. With more buildings in our neighborhood, what actions are being considered in regards managing homeless people wandering around looking for temporary shelter and loitering?

We have vagrants around our building constantly. More so in the winter, our building also gets broken into by people looking for shelter from the elements. I want to make sure we maintain our standard of public safety in our neighborhood.

3. Is there any consideration with how building shadows will impact safety and sunshine allowance our neighborhood? In New York, there is an increasing concern regarding the population's vitamin D deficiency with their skyscrapers blocking the access to direct sunshine.

Although their skyscraper neighborhoods are more extreme than ours, we already have a vitamin D deficiency in Washington and I would not want to find in the future that we have become a concrete jungle. This issue also goes hand in hand with safety in our neighborhood as visibility and open space impact the overall feel of walking around.

Thank you for your time and consideration in addressing my concerns.

Best,
Anna Mach

From: Clint Madis [<mailto:clintmadis@gmail.com>]
Sent: Tuesday, July 26, 2016 3:10 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Valerie Sargent <sargentvl@gmail.com>
Subject: Uptown Queen Anne EIS height rezoning public comment

Dear Mr. Holmes,

I am an owner at the Fireside Lanai condominiums at 5th Avenue N and Aloha St. Our current zoning is NC-2, 40. This should remain in place for our neighborhood block. Current building density and heights are sufficient. Proposed building heights of 65 (or even 160 feet) are unacceptable for a variety of livability and traffic congestion (transportation) reasons in our NC-2,40 block. 1

Please consider my official input for rezoning our area (from the three options) as:

1) "No Action" which maintains current zoning and building heights for the dozens of parcels in the neighborhood that are expected to be redeveloped, but does not include new neighborhood-specific design and development standards to guide that growth. 2

I have cc'd our condominium HOA president.

Thanks,

Clint Madis
901 5th Avenue N. #201
Seattle, WA 98109

Sent from my iPhone

From: Kelly Marquardt [mailto:kellymarquardt@yahoo.com]
Sent: Thursday, September 01, 2016 4:54 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>; LEG_CouncilMembers <council@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>
Subject: Queen Anne Zoning Comments

Mr. Jim Holmes, Senior Planner
City of Seattle Office of Planning and Community Development
700 - 5th Avenue, Suite 1900
Seattle, WA 98124-7088
Jim.holmes@seattle.gov

Re: Comments on July 18, 2016 Draft Environmental Impact Statement for the Uptown Urban Center Rezone

Dear Mr. Holmes,

Thank you for this opportunity to comment on the City of Seattle's July 18, 2016 Draft Environmental Impact Statement (EIS) for the Uptown Urban Center Rezone. I support Alternative 1 with some modifications. I oppose Alternatives 2 and 3. .

Information gathered towards the Uptown Draft EIS.

As I understand it, the Draft EIS is built on prior input from Queen Anne in 1998, when Uptown was called "Lower Queen Anne," and from the Uptown Urban Design Framework (UDF). The 1998 input from Queen Anne envisioned Alternative 1 zoning for Uptown, and included much more green space.

The Uptown UDF was developed following the 2014 "charrettes" involving interested parties in the Uptown UDF process, including neighbors. The Uptown UDF, at page 11, notes the following regarding the charrettes: "Charrette topics included an overall evaluation of the neighborhood and how it functions, connections through Uptown and to adjacent neighborhoods, urban form and street character, transit oriented development, and neighborhood connections to the Seattle Center."

Regardless of these notice issues and looking to the notes from these charrettes, many concepts articulated there are watered down in the Uptown UDF and barely recognizable or minimized in the Uptown Draft EIS, including:

- The need for more green space;
- Incorporating lake to shore bicycle access/trails;
- The desire for the neighborhood to attract a diverse array of residents including cross age, race, income, family size, and work demographics;
- The need for schools and other infrastructure; and
- The need to address the transportation and parking issues plaguing the neighborhood.

Interestingly, the charrettes contain perhaps 2-3 references to upzoning Uptown. The Uptown UDF contains a few more references to upzoning, but these references are fairly oblique and discussed in unsupported and ambiguous statements of goals such as:

3.3 Building Height. The guiding principles of this UDF call for a greater diversity of housing types. This means increased housing for families, singles, local artists of all income levels. An important variable to consider in advancing this principle is building height. Building height can influence diversity of housing opportunities and contribute to subarea character by achieving appropriate scale, affecting affordability through construction type, and in the case of taller buildings, requirement for affordable housing and

other amenities.”

Uptown UDF at page 19. And,

6.4 Building Height. Earlier in this UDF, locational criteria for building height were discussed. In addition to the urban form criteria set out in that discussion, height increases can advance important neighborhood goals. These goals include provisions of public amenities such as affordable housing, open space, historic preservation and in some case other vital public amenities.

Uptown UDF at page 40. This section proceeds to discuss the former requirements that taller buildings include affordable housing, the requirement replaced when Mayor Murray struck “the grand bargain” with developers.

The Uptown UDF’s sole reference to potential building heights appears at page 46. The Uptown UDF at page 20, though, in discussing these heights states the following criteria for upzoning from the City of Seattle Municipal Code:

2. Preserve important views and land forms. Seattle’s hills, valleys, and lakes give it identity – consider the impact of taller buildings.

3. Ensure new height limits are compatible with the neighborhood as it has developed already. Not all property will redevelop and compatibility between old and new should be considered.

Consider building heights of adjacent neighborhoods or provide a transition to a different scale rather than an abrupt drop or increase.

4. Advance goals established by the neighborhood through its neighborhood plan.

The Uptown Draft EIS does not appear to build upon the comments of the charrettes, the 1998 Queen Anne plan, or of the Uptown UDF when it comes to upzoning in general and to upzoning as it impacts views, neighborhood compatibility, transitioning to adjacent neighborhoods or advancing the objectives stated in the prior neighborhood plans. The Uptown Draft EIS should be re-written to factor in these variables.

Another focus in the charrettes and in the Uptown UDF is that of the historical aspects of the Uptown neighborhood, noted to be one of the oldest in the City of Seattle. The Uptown UDF notes, at pages 10 and 15, a desire to preserve brick buildings that are landmarks and to create a “conservation district” along Roy Street to retain the art deco influenced architecture there. This focus on conserving historic districts is glossed over in the Uptown Draft EIS, and suggested mitigation does little to assure that these historic districts and buildings will be preserved or integrated into an upzoned Uptown. This is error and should be corrected.

With regards to transportation, the Uptown UDF, at page 10, states that the neighborhood would be “best served by a strong multi-modal transportation system”, yet the Uptown Draft EIS only provides this outcome if Alternative 2 or 3 is adopted – even after noting that Alternative 1 will increase traffic by 200% between now and 2035, and even after noting the problems with parking for one of Uptown’s major attractions, a site that hosts many city-wide events – Seattle Center. As noted below, Sound Transit 3 has not restricted a high volume transit station in Uptown if Uptown does not upzone, and the Uptown Draft EIS should not do so either.

The Uptown Draft EIS almost mono-focus on upzoning is a major, bold, and unwelcome deviation from the considerations and the processes that have brought us to these crossroads. At page 1 of the Summary, it states, “The proposal is a non-project action to amend zoning in the Uptown Urban Center. The purpose of the proposal is to increase permitted height and density in the Uptown neighborhood . . .” The Draft EIS reaches many wrong conclusions regarding the environment impacts of Alternatives 2 & 3. It does so

in blatant disregard of the data before it and of the stated preferences of those few neighbors provided notice of the Uptown UDF. While it appears that the Uptown neighborhood may have been aware of the effort to move towards an EIS for Uptown, it also appears that adjoining neighborhoods were not considered or given notice and the opportunity to be heard on this effort. In fact, the July 18, 2016 letter signed by Samuel Assefa, Director of the City of Seattle Office of Planning and Community Development states, “The Uptown Urban Design Framework (UDF) is a summary of recent public input from the Uptown neighborhood.” This phrase is repeated verbatim on page 1 of the Summary of the Uptown Draft EIS. The City of Seattle should have provided notice and the opportunity to be heard to all neighborhoods that would be directly impacted by changes in Uptown. The Uptown Draft EIS does not advance the articulated goals of the charrettes, of the Queen Anne 1998 plan, or of the Uptown UDF.

13

The Uptown Draft EIS.

I. Giving Away Space without Consideration. Through the Uptown Draft EIS, the City of Seattle gives away the space over the existing structures in Uptown without a quid pro quo. Through the changes proposed in the Uptown Draft EIS, the City has the opportunity to require developers to contribute towards the purchase of land for additional parks, schools, and low income housing, for example (all of which are identified priorities from the charrettes), but it fails to require these concessions in what has become one of the biggest airspace grabs in our state. Although the Queen Anne 1998 plan, the charrettes and the Uptown UDF all discuss the need for open space, for preservation of historic structures, and for amenities, the Uptown Draft EIS either makes no provisions for these goals and priorities or dismisses them outright. While I oppose Alternatives 2 and 3, if the City contemplates either of these alternatives, it should require these concessions.

14

II. Bootstrapping and Disingenuous Conclusions on the Environmental Impact of Alternatives 2 and 3. As one reads the Uptown Draft EIS, one reads multiple times disingenuous and boot strap conclusions regarding what should be seen as significant impacts from the proposed height changes but instead are consistently listed as “no significant adverse impacts” or “no significant unavoidable adverse impacts.”

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- “This transition [growth and density; height, bulk and compatibility, job displacement] would be unavoidable but is not significant and adverse since this is an expected characteristic of a designated Urban Center . . . with the combination of existing and new development regulations, zoning requirements, and design guidelines, no significant adverse impacts are anticipated.” (page 1.17 - Land Use)
- “With mitigation [that is reviewing and re-writing inconsistent policy guidance and requirements to conform them with this Uptown Draft EIS], the proposal would be consistent with state, regional, and local policy guidance and requirements.” (page 1.18 – Relationship to Plans and Policies)
- “Uptown will continue to face housing affordability challenges . . . Uptown has the developmental capacity to add significant number of new housing units . . . though it may still fall short of the Comprehensive Plan goal.” (page 1.21 – Housing)
- Regarding neighborhood character, protected views, and shading, “Under all alternatives, increased development . . . public spaces would experience increased shading . . . More intense development . . . would affect neighborhood character . . . With the incorporation of proposed mitigation, all alternatives would be consistent with the City’s policies . . . regarding protection of public views and shading of public parks and open spaces. Thus, based on threshold of significance and proposed mitigation, no significant unavoidable adverse impacts are identified. . . . Under all alternatives, some private territorial views could change . . . City view protection policies focus on public views.” (page 1.27 – Aesthetics and Urban Design)
- “Both Alternatives 2 and 3 establish height increases and other zoning changes that could result in significant unavoidable adverse impacts to above-ground historic properties.” (page 1.30 – Historic and Cultural Resources)
- “No significant unavoidable adverse impacts are anticipated.” (page 1.32 – Transportation)
- “No significant unavoidable adverse impacts are anticipated.” (page 1.37 – Greenhouse Gas Emissions)

- “No significant unavoidable adverse impacts are anticipated.” (page 1.39 – Open Space and Recreation)
- “No significant unavoidable adverse impacts are anticipated.” (pages 1.40, 1.41, 1.42, 1.44, 1.46, 1.47, 1.49 – Public Services – Fire (endeavor to maintain response times and may require increased staffing), law enforcement (department identified need to increase staffing and improve facilities), Schools (capital facilities management anticipated to be sufficient to address increases), Utilities (SPU will need to plan to meet the demand))

In fact, the adverse impacts are significant and a full environmental impact statement should be issued addressing the concerns raised in this and other letters. Furthermore, the City can best mitigate and minimize these adverse impacts by adopting Alternative 1.

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III. Seattle Does Not Need to Upzone Uptown to Accomplish Its Objectives. Many of the following comments are paraphrased from a letter drafted by Alec and Cathy Ramsey in response to the Uptown Draft EIS.

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A. The City of Seattle does not need to upzone Uptown to accomplish the priorities of Uptown residents, businesses, and neighbors as outlined in the Uptown UDF and listed on page viii of the Uptown Draft EIS. As stated earlier, aside from lip service, these priorities are glaringly absent in the Uptown Draft EIS, a fundamental flaw of the document.

- Affordable Housing. In fact, Alternatives 2 and 3 detract from these priorities. The City of Seattle can impose new affordable housing requirements, consistent with HALA, without upzoning a neighborhood (see WAC 365-196-870(2)), and the City can attain the same affordable housing benefits in Alternative 1 as in Alternatives 2 & 3.

Flooding the market with expensive market rate units will not trickle down to provide affordable housing absent an intervention by the City of Seattle. Low income individuals are being evicted in the upzoned neighborhoods to make way for market rate units, which are being demolished City-wide. The Uptown Draft EIS merely queues up Uptown to join the neighborhood lemmings jumping into the no affordable housing waters. As a result of the failure to preserve affordable housing, Seattle suffers the highest rate of rent inflation in the nation.

As implemented, HALA and the grand bargain will result in a net loss of affordable housing in exchange for developers’ rights to push for increased density. Per the Seattle Displacement Coalition, “Housing preservation is only given lip service, and the plan [HALA] identifies no specific strategies to achieve it. . . “[N]o net loss’ policy. No developer fees.” Queen Anne News, Is Ed Murray ‘America’s most progressive mayor?’ Not by a long shot,” Fox, John V. and Colter, Carolee, page 5, August 24, 2016.

Alternative 1 best furthers the City’s objectives of retaining (and creating additional) affordable housing.

- Multi-modal Transportation System. The City presents no credible evidence to support its contention that this benefit will inure solely under Alternatives 2 & 3. Sound Transit 3 service to Uptown is not contingent upon upzoning under Alternatives 2 or 3.

Seattle Center continues to coordinate major city events that draw large crowds from around the greater Seattle metropolitan community. These events will suffer if parking and if public transportation issues are not addressed. The City of Seattle will fail its objective to decrease the use of vehicles in Uptown if it does not provide alternatives.

- Community Amenities (community center, new schools, open space). The City does not talk about a community center, deflects on new schools to Seattle Public increasing staffing and facilities after stating that it could not gauge the increase in demand, page 1.41 and specifically states that there will be no new

open spaces, aside from sidewalks, courtyards, and alleys, p 1.37. The City offers nothing to advance these goals and priorities as stated in the 1998 Queen Anne Plan, the charrettes, and/or the Uptown UDF under any of the three alternatives. The Uptown UDF included these goals and advanced increased height to accomplish them. This is a total disconnect with the historical documents leading towards the development of the Uptown Draft EIS.

The City has the capacity to study the impact of the Uptown Draft EIS on new schools and open spaces now by looking to the effect of development in Belltown, the Pike/Pine corridor, and South Lake Union. The City should also mandate floor ratios so as to limit a building's footprint to 75% or less of the lot size in order to preserve the historic grassy strips found around the current and historic structures of the neighborhood. Additional open space is a must if children and dogs are not to compete for the use of the only greenspace available at Seattle Center.

The City has the ability to address this now to require quid pro quos from developers to provide these amenities. This is a significant environmental (and tax i.e. raising new revenue through levies) impact that the Uptown Draft EIS fails to address.

- An Arts and Cultural Hub. The Uptown Draft EIS provides no credible evidence for its assertion that Alternatives 2 & 3 better support this priority. Arts and culture hinge upon affordable retail, studio and housing. As previously stated, Alternative 1 best supports affordability and thus best supports this priority.

- A Strong Retail Core. This priority is not discussed in any of the three Alternatives proposed. Alternative 1 can presumably meet this as well as any Alternative.

- A Welcoming Urban Gateway to Seattle Center. This priority is not discussed in any of the three Alternatives proposed. Alternative 1 can presumably meet this as well as any Alternative.

B. The City of Seattle does not need to upzone Uptown to accomplish its increased density objectives. Additionally, the discretionary adverse impacts of the upzone flow from Alternatives 2 and 3. The City's stated objectives are to increase households by 3,000 and jobs by 2,500 in Uptown over the next twenty years. The Uptown Draft EIS then states that it also considers a 12% increase under Alternative 2 and a 25% increase under Alternative 3, neither of which are required to achieve the City's goals. The City can meet its goals under Alternative 1, and it can also meet its 12% and 25% stretch under Alternative 1 as Uptown is currently at 60% density capacity today. The City can also meet its goals under HALA under Alternative 1 and without any upzoning.

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IV. The Uptown Draft EIS Completely Fails to Address the Impact of the Upzone on the Surrounding Community. There are 14 identified street view, parks and other areas of protected public site lines to various structures or natural features per the Seattle Municipal Code and/or protected from building shadows. This letter uses the term "obstruction," as the EIS does not delineate between "shadows" and "obstructions;" the term is used here to mean obstructed views and shadowing. The Uptown Draft EIS analysis looks at "no obstruction," "partial obstruction," and "full obstruction."

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There are 14 identified street view, parks and other areas of protected public site lines to various structures or natural features per the Seattle Municipal Code and/or protected from building shadows.

- Under Alternative 1, 11 out of the 14 views have no obstruction, 3 out of the 14 views have partial obstruction, and 0 out of 14 views have full obstruction.
- Under Alternative 2, 6 out of 14 views have no obstruction, 6 out of 14 views have partial obstruction, and 1 out of 14 views have full obstruction.
- Under Alternative 3, 6 out of 14 views have no obstruction, 4 out of 14 views have partial obstruction,

and 4 out of 14 views have full obstruction.

Only Alternative 1 complies with the Seattle Municipal Code's requirements regarding obstructions (and shadows) from the viewpoints identified in the Seattle Municipal Code.

Per the Uptown Draft EIS, private views are addressed through mitigation (meaning after the upzoning has occurred and on a permit by permit basis, I believe). However, per SMC 23,60.060 & .220, height, bulk, and scale of development projects should be reasonably compatible with . . . the adopted land use regulations for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning.

SMC 23,60.060 & .220. This is consistent with the Uptown UDF paraphrase of the Seattle Municipal Code regarding views, which is provided on page 3 above. It is also consistent with the charrettes topic of exploring "connections through Uptown and to adjacent neighborhoods." Unless this topic was introduced to lull adjacent neighborhoods into complacency, the Uptown Draft EIS must explore and develop that now.

The Uptown Draft EIS fails to provide for a reasonable transition between Uptown and its norther neighbor under Alternatives 2 & 3. Alternative 1 does provide for reasonable transitions.

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Queen Anne is one of the City's hills, and to obscure it behind the mid rises and the high rises envisioned in Alternatives 2 & 3 respectively, begins to erase the City's identity. The taller buildings are incompatible with Uptown's northern neighbor, Queen Anne, and any height increases should transition slowly moving south from the base of Queen Anne hill. Queen Anne residents relied upon the commitment of the City in making those statements in the Uptown UDF. The City disregards its own Code at its own financial peril, and it creates a rift of distrust between adjacent neighborhoods which have historically supported each other.

21

As a final point, the Uptown Draft EIS, despite its efforts to create a pedestrian friendly vehicle sparse neighborhood, fails to factor in human scale when it discusses alternatives. Alternatives 2 and 3 will forever change Uptown into canyons of brick and corrugated steel filled with shadows and devoid of all but the bare minimum skyline. We live in a City that is dark and dreary for most of the year. Alternatives 2 and 3 make that worse. Alternative 1 retains buildings at a human scale, one that invites pedestrians to walk, to shop, and to enjoy the arts that only Alternative 1 can support. Current set back standards need to be maintained.

22

Listening to the Voices of Seattle Voters speaking out on the Uptown Draft EIS.

Mayor Murray has, thus far, disregarded comments such as those found in this letter by calling them unrepresentational, or some such term. These comments marginalize the concerns of citizens who are willing to engage in dialogue with him regarding what the future of our City looks like. He needs to identify the demographic whose voices are absent and then figure out how to get them to the table, if he wants them heard. Otherwise, we citizens are without a clue as to what demographic he believes is missing and what the voice of that demographic is. He creates a double bind – a voice is missing, and because that voice is missing, no one will be heard.

23

In conclusion, I thank you for your hard work on crafting the Uptown Draft EIS and appreciate your open-mindedness as you read my and other comments. Alternative 1 furthers the City's objectives, and it should be fleshed out the same way that Alternatives 2 and 3 are fleshed out in the final EIS. It is not fleshed out adequately at this time. Not to do so suggests that it is only listed as an Alternative because the Washington State Growth Management Act requires the City to list it. A final EIS should be issued factoring in all of the points raised in this and other letters drafted by concerned citizens.

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Sincerely,

Kelly Marquardt, Board President, The Courtyard at Queen Anne Square
275 W. Roy St Unit 304
Seattle, WA 98119

From: Ridge Marshall [mailto:rmarshall@ewingandclark.com]
Sent: Thursday, September 15, 2016 4:16 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: building more housing around Queen Anne

The fact that the City still wants to increase building limits is wrong.

The traffic in this city is so bad.

You should be ashamed that you have let the city traffic problems get so bad and you are only making it worst with each and every decision.

I would like to know who actually makes these decisions so I can vote them out in the next election.

The traffic and congestion is out of control and you want to increase the height to build.

We in Seattle, want you to stop increasing heights, allowing builders to build anywhere with limited parking (I have seen 3 townhomes build on one parcel with NO PARKING!) ridiculous!

I am against height increases in Seattle neighborhoods.

Thank you.

RIDGE MARSHALL
Residential Sales, Leasing and Property Management
C: 206.355.3596 | P: 206.695.4827 | F: 206.838.7720 | ridge@ewingandclark.com

EWING & CLARK, INC.

REAL ESTATE SERVICE SINCE 1900
2110 Western Ave. | Seattle, WA 98121 | P: 206.441.7900 | F: 206.838.7720 | www.EwingandClark.com

From: Carolyn Martin [<mailto:carolynm503@yahoo.com>]

Sent: Wednesday, August 31, 2016 1:18 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Up-zoning proposals for Lower Queen Anne

I am writing to urge the City to chose the "No Action" alternative for the Lower Queen Anne up-zoning. This alternative already allows for extensive higher density construction.

Traffic in this area is already a serious problem - especially when there are events at Seattle Center or Key

Arena. Even on an ordinary mid-day, it can take 20 minutes or more just to get from Lower Queen Anne,

through the Mercer corridor and onto I-5. Having to deal with this kind of traffic already adversely effects

the quality of life for anyone living or working in the area.

We know the traffic problem and the parking problem are going to get worse even with the "No Action"

alternative. Please, let's keep this area a pleasant place to live, work and visit.

Thank you for giving this matter your serious consideration.

Carolyn Martin

7 Highland Drive #503

Seattle, WA 98109

From: Jason Mattera [<mailto:jason.mattera@gmail.com>]

Sent: Friday, August 26, 2016 4:20 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Uptown Zone comment

Dear Mr. Holmes:

The City of Seattle is OUT OF ITS MIND to even suggest 160' or even 85' towers around Queen Anne as part of the Uptown Zone. My wife and I live on Nob Hill Ave N.

Has anyone on the planning board traveled on Mercer Street lately? It's ALWAYS congested, at the neighborhood's current occupational levels. With these current proposals, traffic getting in and out of Queen Anne will be HELLISH. This fact is simple math.

Moreover, what do you think will happen to the property values of those homes that have views of the city skyline and Space Needle? Those views will now be obstructed, which will drive DOWN property values. This is a class-action lawsuit in the works.

Don't insult us with the vapid buzzwords of "diversity," "affordable housing," and "cultural integration." This new construction, if enacted with relaxed height restrictions, is only about injecting more money into pockets of developers. But that's what developers do -- they try to increase their bottom line. I don't fault them for that. I do fault, however, City bureaucrats who are supposed to look out for taxpayers, to ensure legislation increases the quality of life of neighborhoods.

There is not one metric by which the the Uptown Zone increases the quality of life for Queen Anne residents.

"NO ACTION" is the only reasonable conclusion.

Jason Mattera
Nob Hill Ave N

From: Karin Yeung Matthews [mailto:karinyeungmatthews@gmail.com]
Sent: Thursday, September 01, 2016 8:30 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: In support of NO ACTION of the Uptown Proposal for Rezoning

Dear Jim,

I am in support of NO ACTION of the Uptown Proposal for Rezoning. I want the City to provide a lot more information that is missing as per the letter send to you by Irv Bertram before any action is taken.

Sincerely,
Karin Matthews
1525 7th Ave W
Seattle, WA 98119

From: Sharon O'Boyle [mailto:soboyle@comcast.net]
Sent: Thursday, September 01, 2016 3:48 PM
To: 'Carolyn Cavalier'; 'John Rose'; 'Maria College'; 'Peter Feichtmeir'; 'Tom & Claudia Campanile'; 'John Angiulo'; 'Bob Matthews'; 'Jim Beard'; 'Wyn Pottinger-Levy'; 'Bill Bender'; 'Denise Beard'; 'Leanne Olson'; 'Heidi Charleson'; 'Jeremy Zucker'; 'Eileen Bruce'; 'Lindsay Sovde'; 'Ray Huey'; 'Carrie & Becky Sohn'; 'Sarah Patton'; 'Sharon O'Boyle'; 'Dawn Mullarkey'; 'Beth Morgan'; 'Cheryl Overbey'; 'Irene Yamamoto'; 'Jeff Lindebaum'; 'Kathy Lindenbaum'; 'Claudia Campanile'; 'Jay Morris'; 'Gail Menscher'; 'Sylvia Duncan'; 'Mary Baker'; 'Karen Marcotte Solimano'; 'Robert Grenley'; 'Sherry Grenley'; 'Rebecca Petersen'; 'John Petersen'; 'Patricia Britton'; 'Mark Ashida'; 'Karin Leung Matthews'; 'Carrie & Becky Sohn'; 'Don MacGillvray'; 'Eileen Bruce'; 'Cindy Angiulo'; 'Donna Peck-Gaines'; 'Allison Demeritt'; 'Kathleen Lemly'; 'Tom Lemly'; 'Jennifer Lovin'; 'Barcy Fisher'; 'David Shutt'; 'Heather Andersen'; 'Leslie Christian'; 'Kris Klein'; 'Courtney Klein'; 'Dominique Marion'; 'Sue Brennan'; 'Phil Brennan'; 'Neil McIrvn'; 'John Bottom'; 'John Karakowski'; 'Diana Naramore'; 'Flo Minehan'; 'Kelly DeBruyne'; 'Dan Nelson'; 'Bonnie Wasser'; 'Patty Rose'; 'Kacey Pohlad'; 'John Furtado'; 'Lisa Beard'; 'Sonya Erickson'; 'Laura Kleinhofs'; 'Rita Bender'; 'Michael Cole'; 'Miriam Shames'; 'Sarah Woods'; 'Jessica Marion'; 'Josh Marion'; 'Blair Stone'; 'Geoff Saunders'; 'Shauna Lonergan'; 'Liz Bertelsen'; 'Dom Fourcin'; 'Jacquie Seda'; 'Lisbet Nilson'; 'Audra Thoennes'; 'Joe Thoennes'; 'Jilan Morris'; 'Tina Podlowski'; 'Raymond Enders'; 'Nick Beard'
Subject: FW: Draft EIS for Uptown letter due on September 1st PLEASE READ

Dear Neighbors:

Anyone interested in the re-zoning issue and its effect on QA/Uptown should read Irv Bertram's letter to Holmes (below). He does a very thorough job of analyzing the 400+ pages of the EIS draft, including coming to the conclusion that there would be a net reduction in affordable housing units in our area if the current proposal is approved, with a net gain in negatives including more traffic congestion to the QA and Uptown areas.

I believe we are all very concerned about affordable housing in all neighborhoods, but the current re-zoning proposal appears ill conceived. If you agree, please email Jim Holmes in support of the "No Action of the Uptown Proposal for Rezoning." **The deadline for comments has been extended through the weekend.**

Sharon

Here's the info on the rezoning proposal, it is just complete madness! If you can rally any of your troops to put an end to this proposal, that would be fantastic. **It's very simple and just a matter of asking**

people to write a simple email to Jim Holmes saying that they are for the "No Action" of the Uptown Proposal for Rezoning.

1. **"No Action" alternative** maintains current zoning and building heights for the dozens of parcels in the neighborhood that are expected to be redeveloped, but does not include new neighborhood-specific design and development standards to guide that growth.

Emails can be sent to Jim Holmes jim.holmes@seattle.gov

The deadline for us to weigh in is tomorrow but apparently they will consider emails sent thru the holiday weekend. Here's a link to the proposal: [Uptown - What & Why - Seattle Office of Planning and Community Development](#)

Thanks.

Juliet

----- Forwarded Message -----

From: Holly Allen <herhollyness@gmail.com>

To:

Sent: Tuesday, August 30, 2016 12:02 PM

Subject: Draft EIS for Uptown letter due on September 1st PLEASE READ

Hi Neighbors,

Here is a very thorough letter from Irv and Luann Bertram. Irv managed to plow through *the entire DEIS* and has made some very savvy arguments....

~ Holly

From Luann here and from Irv below:

We need to finish and submit our comments re: Draft EIS for Uptown to Jim Holmes. <jim.holmes@seattle.gov> The assigned deadline is September 1st, this Friday, although he told me and others that he would still consider the emails received

after September 1st - most likely up until the 5th of September, perhaps because of Labor Day Weekend. These comments are very important. Our comments will be included in the Final EIS with other comments received with a response. Irv and I believe that if our comments are not addressed in the Final EIS, we will then have a right to inform the City Council that they, too, will be in collaboration with the Mayor and others in shoving this up-zoning through. Then, we can decide if a lawsuit is appropriate and worth the time and expense. If we don't submit worthwhile comments about this DEIS now, we won't have that edge. It seems that Murray and the City Council are only afraid of lawsuits. That is how "The Great Bargain" with the developers lawyer came about, how so much of HALA sounds like it was written by the developers for developers.

We are learning that other neighbors on the Hill are only now slowly realizing what we have known for months, and want to join in and help in the fight. Some of you may have already seen the scathing article about Mayor Murray in the Aug. 24th Queen Anne News: "Is Ed Murray 'America's most progressive mayor?' Not by a long shot Murray's HALA smacks of old-school Reaganomics" The article is written by coordinators for the Seattle Displacement Coalition.

Irv skimmed the DEIS, since it is about 450 pages, looking for sections that he was most interested in, and wrote his letter commenting on those sections of the document. Here is Irv's letter that he sent last night to Jim Holmes. Feel free to write a concurring letter. You are free to copy portions of the letter, or all of it, as you see fit.

Luann & Irv Bertram

From: Irving Bertram [<mailto:irvbertram@comcast.net>]

Sent: Monday, August 29, 2016 11:14 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Comments on Draft EIS for Uptown

Dear Mr. Holmes,

I am writing to advise you that I have reviewed the draft Uptown Environmental Impact Statement. While a significant amount of time and effort went into it, I am quite disappointed in what was not addressed that in my opinion should have been addressed. Secondly, numerous statements appear to me to lack adequate factual support. I also question whether the direction given to the authors of the EIS was appropriate. The question is, is the EIS intended to be a sales document to support some form of up-zoning, or a fair exploration of the facts in order to enable the City Council to make a reasoned decision? Unfortunately, it appears to be the former. 1.1 states that the purpose of the EIS is to support increasing the permitted building heights and density in the Uptown neighborhood. As a result, in my opinion, the draft EIS appears slanted to achieve this purpose, rather than examining the three alternatives in an even-handed manner and giving appropriate attention to the impact on the surrounding neighborhoods.

I have divided my concerns into two parts. The first deals with elements that I believe should be included in the EIS but were not. The second deals with what was addressed but, in my opinion lacks appropriate support.

1. The EIS limits itself, other than the discussion of view blockage, to Uptown. There is no attempt to analyze the effect of increased density on Queen Anne Hill or the South Slope of Queen Anne. A major impact not addressed is traffic problems that currently exist. The study should have included from Uptown to I-5 on both Mercer Street and Denny Way. Many residents and future residents of Uptown will commute by car for work and other tasks by going to I-5. At times, even reaching the north portal of the Hwy 99 Tunnel will be a problem due to gridlock. Moreover, the Viaduct will be gone replaced by a toll road, and Expedia will be moving into Interbay with 4500 employees in about 2 years.

Secondly, the view interference from Kerry Park refers primarily to the Space Needle. Kerry Park is the principal viewpoint in the City of Seattle and visitors flock to it to view Elliott Bay, Alki Point Puget Sound and the City skyline. The proposed impact of the Mid-Rise and High-Rise Alternative should be studied and reported with this in mind. Exhibits 3.4-40 through 3.4-42 are not easy to follow, and only focus on the Space Needle and City of Seattle. The inclusion of buildings in the pipeline in the foregoing exhibits makes it appear that the view of Key Arena from Kerry Park is already blocked. Yet these buildings have not been approved, so including them in the exhibits leads the reader to be less inclined to look at the effect of the Mid and High-Rise options on the view of Key Arena. Tourism is very important to Seattle, and while the view of the Space Needle should be protected, shouldn't the overall view from this vantage point be considered and fairly discussed? Views from Kerry Park looking south and southwest should also be included in the analysis without including buildings in the pipeline for which building permits have not been issued.

Third, from personal experience, parking on the south slope of Queen Anne Hill, which is currently impacted by the lack of free parking in Uptown, will become more problematic. But the EIS doesn't address this effect. In fact, as addressed below, parking is not appropriately addressed at all. Using fee charging parking garages to gage free street parking places, or more convenient pay parking places, does not seem appropriate. In addition, since we have experience with Uptown residents parking on the streets of the south slope of Queen Anne during the week as well as during special events at the Seattle Center to avoid paying, it seems appropriate to expand the parking study to include the impact of additional Uptown residents on the south slope of Queen Anne within this area as well.

2. In examining the Mid-Rise and High-Rise alternatives there seems to be an assumption that all lots in Uptown are owned by the same party and that party would make a rational decision concerning which lot to develop with a High or Mid-Rise. This is erroneous. The only fair assumption is to assume, for the purpose of view impact, shadow impact, traffic patterns, etc., that full development to the maximum allowable height and density will occur on every available lot. The problem is that individual property owners will make development decisions for themselves without necessarily considering who else is developing other property in Uptown at the same time. In other words, one cannot predict the course of development. And the City should not be changing the rules over time to further City goals as it will lose credibility.

3. Up-zoning negatively affects surrounding property as it suffers all of the disadvantages of increased density without any of the benefits. Yet, other than limited view blockage from viewpoints, there is no attempt to address the effect of the alternatives on the adjacent south slope of Queen Anne Hill, or the top of Queen Anne Hill. The major way for Queen Anne residents to reach I-5 or the City is to use Queen Anne Ave, or Taylor Ave/ 5th Ave, although those on the north side of the hill use highway 99 to reach downtown. There should be a traffic study and the parking study of the effect of up zoning Uptown as it affects these areas. And, if studies are going to ignore everything before 2035, which seems ridiculous to me, why not include the anticipated changes in the number of residents to Queen Anne Hill in the projections? How can a fair study simply ignore the existence of the adjoining neighborhood when considering increases in traffic on Queen Anne Avenue, Mercer and Denny? It should be noted that Queen Anne Hill has few streets that go through, and those are steep.

4. Why was there no consideration of raising the zoning to 65 feet in areas like "The Heart of Uptown" or as an alternative to the existing zoning everywhere? Would that not have had a better chance to retain the character of the neighborhood and have less impact on surrounding neighborhoods? The EIS should contain a statement of why the particular alternatives to the current zoning were chosen and why a more modest choice of up-zoning was not considered. For example, in the Heart of Uptown, the EXPO Apartments were built at 65 feet. They were built so

that the height is graduated and they are not overpowering to the other buildings in the neighborhood. Placing an 85' tall building across 1st Ave N from the EXPO Apartments is not fair to the owners of the building who expected to have view units protected by the existing zoning. In effect, those view units would be eliminated, decreasing their rental value. In addition, allowing 85' or taller buildings promotes the "canyon effect" since lots are small and streets are not wide boulevards.

The following are some specific problems that I note with the Draft EIS. I have tried to use headings and references where I could find them as the draft EIS contains no page numbers. It would be appreciated if the pages are consecutively numbered in the final EIS.

5. Mobility Proposals. The EIS assumes that the current plans will be adopted. There should be a study of what happens under each zoning proposal if these assumptions are incorrect. The analysis of the current traffic congestion problem is based upon an inadequate study. Exhibit D fails to reflect my experience as a Queen Anne Resident. I have spent over 15 minutes driving down Queen Anne Avenue from Mercer to Denny when traffic on Denny Way is backed up. In fact, once it took us over 30 minutes as only a few cars could enter Denny Way with each traffic light cycle due to traffic congestion on Denny Way. Driving in the opposite direction, I have spent more than 15 minutes to reach First Avenue North via First Avenue, or via Denny Way in order to begin to drive up 1st Ave N. The EIS states that "Both Action Alternatives will result in **some minor increase** in vehicular trips and vehicle miles of travel on the network." See Exhibit 1-10 (emphasis added). Where is the support for the emphasized words? The apparent source is the City of Seattle. Currently, traffic on the one-way portion of Queen Anne Avenue at certain hours of the day is highly congested requiring waits at Denny through two or three light cycles minimum and up to 10 minutes. So what is the baseline? The statement that "screenlines will operate with adequate capacity and corridors will operate similar for all action cases" seems to support not up-zoning until the current problems are resolved as it assumes that no problem currently exists, which my experience refutes. Adding "some minor increase" to the existing and projected future congestion is unfair to current residents. However, without supporting data that statement appears to deliberately significantly underestimate the problem. Exhibit D should be explained and supported by the dates that the study was made, as well as how it was made, or not included as it does not comport to the reality that I, a Queen Anne resident of almost 40 years, have come to expect.

Under 2.15, the draft EIS assumes that all the proposed mobility proposals "are assumed to occur." The EIS should not count upon future plans alone that are not scheduled to occur with financing in place, but should address what will happen without implementation of those plans. As noted above, not only should the future Uptown residents be considered, but also future Queen Anne residents who will use the same roads. Given the current transportation problems, shouldn't they be solved before any consideration of up-zoning? If not, shouldn't the EIS address increases in residents in the adjoining neighborhoods? The addition of 4,500 Expedia employees to Interbay should also be included as many will undoubtedly drive Mercer St or Denny Way to I-5. Maybe Expedia has a reasonable idea of a rough number of additional vehicles that will be added to those roads. Shouldn't Expedia be contacted and its information included?

6. Affordable Housing.

A. The addition of affordable housing seems to be the basic reason behind the proposed up-zoning. Yet the EIS makes the following points: Exhibit 1-2 shows that without any change in zoning the proposed growth target is well under capacity. In fact, the Net Capacity of households without a zoning change (10,186) is never reached with a High-Rise zoning change as the target growth only grows to 3,745. In the case of jobs, there will be an increase with each of the rezone options, meaning increased traffic congestion (from an original capacity of 2,670 to 3,125 actual targeted growth). How about explaining why up-zoning is important when the study shows that current zoning is sufficient?

B. Under 1.6 there is an affirmative statement that under higher zoning there will be more opportunity for development of affordable housing. Where are the facts to support this claim? Under the heading "What is different between the alternatives?" there is a statement that only 42 to 60 existing residential units would be torn down in redevelopment. This seems low as there currently exists a planned contract rezone at 203 W. Harrison that eliminates at least 19 units. However, the draft EIS goes on to say that 303 units could be displaced. So, if we

assume 303 units, how many units of affordable housing will be added to replace them? Where is the analysis? Has the City pointed out how much developers are to pay to avoid providing affordable housing or why the percentage of units required in lieu of payment is so much lower than Boston and other cities require? Why is this not addressed? Exhibit B-1 refers to developers having a choice to pay a fee in lieu of providing affordable housing. I have heard for example, with the proposed contract rezone on W. Roy Street that will put the Intergenerational Child Care Centre in shadows, that the owner would make the payment instead of incorporating affordable housing. The proposed plan will actually block views at Bayview that are currently rented at higher rates in order to subsidize non-view units of this retirement home. Reducing the value of the view units will make it necessary to increase the cost of the current non-view units making those units less affordable.

C. “Under the Action Alternatives, greater capacity for infill and redevelopment could be associated with loss of existing buildings that provide low-income housing. The future SM zone could be tailored to include measures identified in Housing Element goals and policies, such as replacement of occupied housing that is demolished or converted to non-residential use, using incentive programs to encourage the production and preservation of low-income housing, or requiring new developments to provide housing affordable to low-income households. As noted above, housing programs, regulatory measures, and incentives implemented by the City may influence, but not fully control, the housing products that the private market supplies.” See 3.59 -3.60. *Isn't the EIS making an assumption here, but admitting that it may not be accurate?* Shouldn't the EIS balance assumptions of future conduct with projections based upon those assumptions being erroneous? Shouldn't the EIS address why Uptown will benefit from the loss of the existing affordable housing and the number of affordable units that will be paid for by the developers in lieu of providing it and the location where such units will be built for the dollars allocated?

D. There is a general statement that affordable housing is not likely to be built in Uptown, due to the cost of construction, land costs and marketability due to the proximity to downtown. See the analysis under 3.3-15 that almost provides an admission that up-zoning will permanently reduce affordable housing in Uptown. Should there not be a discussion of eliminating the right to buy out of providing affordable housing in order to preserve some in the neighborhood?

E. 3.87 indicates that mandatory housing affordability attempts to impose requirements on mid-rise and high-rise rezoning, but doesn't indicate that such restrictions can be imposed under current rezoning. Why not? See WAC 365-196-870 (2) that provides that Affordable Housing incentives can be either required or optional. Hasn't the City of Seattle made changes to building codes and zoning requirements over the years without changing the underlying zoning? Shouldn't this option to obtain affordable housing be addressed as an alternative to up-zoning with all its detrimental effects?

F. 3.3-15. Housing Affordability – There is an admission below the table that under all alternatives there is likely going to be a loss of affordable units with greater loss with high-rise construction due to the cost of steel and concrete structures. Isn't this also true with permitting mid-rise buildings? Note the current request for a contract rezone of 203 W. Harrison. It seeks to eliminate 19 existing units and replace them without including any affordable housing. Shouldn't the conclusion be that the best way to protect existing affordable housing for the longest possible time is to retain the existing zoning? If not, why not?

G. Exhibit 3.3-16 indicates that under alternative 1 and alternative 2 the same number of existing units (66) would be demolished, but under the high-rise alternative only 44 units would be demolished. The explanation assumes that since a high-rise would add more units, fewer high-rises are needed. However, what property owner will not develop his property by building a high-rise since another owner is putting a high-rise on his property? If there are facts supporting this statement, provide them. If not, withdraw it. And, if more high-rises are actually built as permitted by up-zoning, isn't it likely that the potential additional residents will far surpass what has been projected? Why doesn't the EIS address the possibility of a full buildout under each zoning alternative and the effect upon traffic congestion and parking? I request that these possibilities be addressed.

H. Exhibit 3.3-17 assumes a loss of 303 affordable units in a full buildout under each alternative. That makes sense and for the purpose of evaluation, a full build out should be assumed since no one will know what individual properties will be developed and when each of the properties will be developed. So, by 2035 all affordable units will be lost, but why encourage the early loss by rezoning to incentivize development? Why not just make those seeking contract rezones provide affordable housing in return? Why has the EIS failed to identify this alternative as a viable option to up-zoning Uptown? Please ask that this point be addressed in the final EIS.

I. Exhibit B-1 purports to provide the number of affordable units that would be provided under each of the alternatives. Please support the numbers by explaining the methodology used to develop the table. Without

supporting data one must assume that the table is bogus. And, as noted above, the EIS should include the cost of such units, the amount that the City is assuming that developers will pay it in lieu of providing affordable housing and the location in the City of the new affordable housing so that a reasonable person can determine probable accuracy of projections.

7. View blockage.

- A. Exhibit 3.4-10 through 3.4-14 purport to show view impact, but does not show the actual impact of full buildout from Kerry Park. As noted earlier, why is there no discussion of the effect on anything other than the Space Needle, Elliott Bay and downtown? Instead there is the statement that “new buildings are not anticipated to be tall enough to obstruct views of the Space Needle Elliott Bay or Downtown beyond current conditions.” Views are in the eye of the beholder, making this value judgment of questionable merit. Depending upon the height of the buildings and their location, there is potential view degradation, isn’t there? Why not address it? The EIS should not render opinions without providing the factual foundation to support them.
- B. Exhibits 3.4-17 and 3.4.18 show less view blockage under the high-rise alternative than under either the existing zoning or the mid-rise alternative. Why? The reasoning should be explained. What assumptions are being made to support these Exhibits? The same problem occurs with Exhibits 3.4-52 and 3.4-54. If the EIS is assuming that the City will adopt code limitations that do not currently exist, or that there are code requirements that support the assumptions, the EIS should address them. Otherwise, unless I have misinterpreted the Exhibits, they should be eliminated as unsupportable.
- C. Exhibits 3.4-40 through 3.4-42 are not very easy to follow, and only focus on the Space Needle. The view from Kerry Park should extend from the downtown skyline through all of Elliott Bay to Alki Point to be complete, and, I submit, that buildings in the pipeline that require City Council approval of a contract rezone or otherwise lack building permits should not be included as they may never be built.
- D. **“Queen Avenue N and Mercer Street—Facing South.** Height and scale impacts under Alternative 3 would be similar to existing conditions at this location, as shown in Exhibit 3.4–18. Greater height limits along Mercer Street would allow taller development to concentrate along that corridor, reducing impacts to the more sensitive pedestrian environment along Queen Anne Avenue N.” Is the intent of this statement to offer up high-rise zoning along Mercer Street and not along Queen Anne Avenue North? Shouldn’t this statement be balanced in the EIS with a statement indicating that no change in any zoning will achieve the same result of protecting the pedestrian environment along Queen Anne Avenue North while also protecting existing views from Kerry Park?
- E. At the end of the section, we find the following statement: “With the incorporation of proposed mitigation, all alternatives would be consistent with the City’s policies in SMC 25.05.675P and Q regarding protection of public views and shading of public parks and open spaces. Thus, based on thresholds of significance and proposed mitigation, no significant unavoidable adverse impacts are identified.” While some mitigation is proposed, there is no requirement that it be adopted by the city. Please have the EIS address what would happen if the mitigation doesn’t occur, and have the EIS provide support for the statement, or withdraw it.

8. Section 3.6 Transportation

- A. “In the future, with the anticipated increase of alternative modes due to several factors, including the completion of the SR 99 North Portal with additional roadway crossings, increased frequent transit service, dedicated bike and improved pedestrian facilities, and potential new Sound Transit stations the share of drive-alone trips decreases substantially.” Please have the EIS provide support for this opinion. Based upon my observation, the nice two lane separate bicycle path going under highway 99 adjacent to Mercer St is rarely used while the cars wait in gridlock for the signals to change. It should be noted that not everyone can ride a bicycle or walk long distances. Of course, if the result of eliminating affordable housing through up-zoning Uptown forces out the elderly or handicapped people who need automobiles to travel where public transportation does not go, the EIS should address this impact of the fabric of Uptown.
- B. Exhibit D and Corridor Analysis Information. Please provide the methodology used by Transpo Group in preparing this Exhibit, or withdraw it. Its statements, which provide the support for some of the statements of no or minor impact to upzoning, do not, in my experience as noted earlier, represent reality. I drive down Queen Anne Avenue and up 1st Avenue North fairly often, but try to avoid rush hour. The times reflected really reflect weekend travel, not what is purportedly reflected.

C. Parking

- The Seattle Center/ Uptown Strategic Parking Study is currently being conducted and explores in further detail the less frequent parking conditions with higher attendance levels. Shouldn't the EIS wait until the study is completed instead of relying upon the parking garage study?
- Exhibit 36-10 shows a study of parking spaces occupied on a weekday based upon a study of demand in Seattle Center garages on two dates. The EIS should either provide factual support for the use of paid garage parking to determine the availability of either free or more convenient hourly metered parking, or wait for the completion of the foregoing study, assuming that it is being done realistically. Few people park in a pay garage if there is street parking available at no cost. Also, many people may park under Metropolitan Market without shopping at the stores above to avoid pay parking. So indicating that 26% or more of the street parking is available does not appear to be factual.
- The statement "The evaluation shows for the No Action Alternative with HCT parking impacts within the study area would generally be no worse than experienced today" is unsupported by facts, besides being limited to an erroneous study area as mentioned earlier. Expand the study area to include the south slope of Queen Anne and other adjacent property where current Uptown residents park and do an honest objective study, or admit that one cannot be done and withdraw everything stated related to parking.

D. Section 3.6.2 Impacts. This section evaluates transportation system operations in 2035 for the three zoning alternatives. Why not evaluate the current traffic problem properly and the immediate effect of a change to zoning occurring within three years? And, how can any assumption that ignores the population increase of the adjacent area, Queen Anne Hill, be of any value? Please revise the EIS to include the projected increase in the populations using the same major streets. Include increases in Queen Anne Hill residents, the known increase resulting from Expedia's relocation, and address the impact on the arterials leading out of Uptown that will be affected under each of the three zoning alternatives. Also, if one is going to really look at 2035, assume a full buildout and increase the number of residents accordingly.

9. Open Space. See 3.8.2 (and 3.277). The statement that Uptown doesn't currently have sufficient open space and Recreation Resources and the adoption of the zoning alternatives will make the shortfall greater due to population increase is followed by 3.8.4 stating that there is no significant unavoidable adverse impacts to open space and recreation services. Please provide factual support for this opinion that on its face appears unsupported due to the prior statement.

10. It is noted that the proposed up-zoning is not uniform. Some areas receive much higher up-zones than others. While the idea is laudable as it avoids creating canyons and does allow some views, who determines what properties are going to increase in value over the adjoining properties? Is money changing hands? Are certain favored property owners and developers gaining a windfall? How does the City avoid adjoining property owners filing suit to seek equal treatment? How will the City respond to applications for a contract rezone based upon the heights allowed on adjoining properties? These issues should also be address in the EIS. Are they not a reasonable by-product of uneven up-zoning?

In Summary, I find that the draft EIS needs a great deal of work and I would appreciate seeing all of the foregoing requests addressed in another draft EIS. Failure to do so will just confirm my opinion that the current document is larded with unsupported assumptions and statements of "minimal impact" in favor of up-zoning and is intended to be a sales job to promote up-zoning, rather than a fair appraisal of the effects of each alternative on Uptown, as well as the effect on the surrounding affected neighborhoods. If I had the time I could raise other questions, but I do not.

Sincerely,

Irving Bertram
317 W. Prospect St.
Seattle, WA 98119

From: Carolyn Mawbey [<mailto:cmawbeyc@gmail.com>]
Sent: Tuesday, August 30, 2016 8:29 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: the proposed rezones in the urban design of Uptown

Carolyn Mawbey
511 West Mercer Place #304
Seattle, WA 98119
Jim Holmes
Jim.holmes@seattle.gov
City of Seattle

RE: The proposed rezones in the urban design of Uptown

Dear Mr Holmes:

I have been following the City's proposed rezone for the Uptown Urban Design & have attended several neighborhood meetings regarding this. I have many concerns about the proposed height rezone, but I will try to limit my concerns to two specific areas – 1) My concerns about increased traffic in my immediate neighborhood on West Mercer Place that would result from a rezone. 2) My concerns about the possible height rezone on the specific small single parcel fronting on Elliot & bordered by the tiny semi circular Mercer Street/6th Avenue West. Currently, a small drive-through coffee stand & Chen's Chinese Village Restaurant occupy this area that I am referring to at 544 Elliot Avenue West.

Concern 1 - West Mercer Place: I am extremely concerned that the existing infrastructure in Uptown, especially in my immediate neighborhood, cannot support the huge increase in population density & resulting traffic that the Uptown rezone would cause.

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My condominium, 511 West Mercer Place, sits in a small triangular-shaped neighborhood of newer condominiums & apartment buildings, surrounded on all sides by busy streets. Elliot Avenue West, which is a main arterial street, runs along one side & West Mercer Place/West Mercer, also highly trafficked, runs along the other. My particular block on West Mercer Place never received any of the street improvements that West Mercer received between Seattle Center & I-5. My block still has huge potholes, & the sidewalk does not continue all the way down West Mercer Place to Elliot Avenue West, making it treacherous for pedestrians to walk along this busy section of the road. In addition, this section of West Mercer Place is a narrow two-lane road, with a sharp curve as the road goes up hill. This alone limits a driver's visibility as they speed through this residential area. Over the 4 years that I have lived here, I have noticed a huge increase in traffic, especially truck traffic, on this street. In fact, the traffic has gotten so bad that every time a truck passes by, my building vibrates! This section of the street was not built to sustain this amount of heavy traffic. And the buildings here were not built to withstand the impact from it. I dread how much worse this will all become when Expedia moves into the area!

Keeping this in mind, I am very concerned that if the proposed rezoning of Uptown were to be approved, it would increase population density that much more, making driving in this area more dangerous, if not unbearable. This section of Uptown just cannot sustain any more traffic than it is subjected to right now!

Concern 2 - Rezoning of the small parcel of land currently occupied by Chen's Chinese Village Restaurant at 544 Elliot Avenue West: I have specific feelings about why this particular parcel of land (the area fronting on Elliot Avenue West & bordered by Mercer Street & 6th Avenue West) should NOT be considered in part of the "Mid-Rise" or "High Rise" alternatives of the rezone proposal. In other

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words, I strongly feel that if this parcel of land were to be developed, the “No-Action” alternative of the height rezone should apply, so that the building size would remain small & the height kept in harmony with the newer condominiums & apartment building already in this small neighborhood.

My feelings about this very much reflect those expressed in the letter to you written by Mr Dwayne Richards, who lives in the condominium next to mine. He has indicated that this small, stand-alone parcel of land currently containing 4 small condominiums & 1 larger apartment building, which are built under the 40’ height restriction. Any new development in this neighborhood must be kept in harmony with this. Furthermore, I have to say that even with the 40’ height restriction in place, when the Canvas Apartments at 600 Elliot Avenue West was built, the people living on one side of my building lost a substantial part of their view. In addition, when 505 West Mercer Place was built many years back, the height of that building built in such close proximity to my building, resulted in severely reducing the amount of sunlight that people living on my side of my building receive. Not good!

Keeping this in mind then, if this small parcel of land now occupied by Chen’s Chinese Village Restaurant were to be developed following the “Mid-Rise” or High Rise” alternatives in the rezone plan for Uptown, I am afraid that I could not only loose the limited view I have now, but be cast in total shadow!

Putting my needs of not being cast into total darkness aside, I concur with Mr Richards that one cannot overemphasize the unique character of the small neighborhood where this subject parcel of land is located. If a building were to be developed on this site that exceeds the existing 40’ height limit, it would totally disrupt the harmony of the neighborhood as it exists today. And as Mr Richards so aptly stated in his letter, the only entity or parcel that would receive any direct or indirect benefit from increasing the height restriction on the subject parcel would be the developer or owner of the subject parcel who would receive an unfair “windfall” at the direct expense & detriment to everyone already living here.

Finally, I cannot emphasize enough how concerned I am over any development of this subject parcel in regards to the traffic on the small block-long street that runs behind it. It would make an already treacherous street even more dangerous for those who have to drive or even walk there. The street I am referring to is West Mercer Street/6th Avenue West. It is that small, narrow, semi-circular street that basically serves as a means for the residents of the four small condominiums & the larger apartment building there to gain access to their respective parking garages. Unfortunately, it is also burdened by not only neighborhood parking, but by the attempt to accommodate the overflow of cars from the Canvas Apartment Building, which was allowed to build 127 units (including some work-lofts) with only 72 parking stalls. As a result, people park on both sides of this very small street, resulting in one drivable lane of traffic on a two-way street. Driving on this small street alone has become increasingly treacherous, & I fear that it is only time before a head-on collision occurs somewhere on this block! Furthermore, as Mr Richards mentioned, entering or exiting Elliot Avenue West from either the Mercer Street or 6th Avenue West ends of this street is extremely dangerous & nearly impossible to execute. To make matters worse, this small street has poor visibility & is also in poor condition; increasing the building density near this small, residential street would not only make driving more treacherous, but could also result in this street deteriorating to the point that residents would not be able to access their respective parking garages.

The safety of West Mercer Street/6th Avenue West is such a big concern of mine that back in 2014 I drafted a petition to SDOT signed by most of the residents who use this street to access their parking garages. We asked that SDOT make some major changes on this small street as well as add a full traffic signal at one end to make driving there safer. Sadly, SDOT made no changes & didn’t even respond to any of the correspondence I sent them. Since then, the driving in this area has only gotten more treacherous.

In summary: I can see that the EIS has examined both benefits as well as negative consequences resulting from the proposed height rezone in Uptown. But from my perspective, none of the considerations pertain to my immediate neighborhood. In looking at the neighborhood that is bounded by West Mercer Place & Elliot Avenue West, especially the small section that sits on West Mercer Street/6th Avenue West, I can see absolutely no benefit in a height rezone at all. The only one who would benefit from a height rezone for this particular parcel would be the owner/developer, who would be handed a huge “windfall” at the expense of everyone else in this neighborhood. Hopefully, it is not the City’s intention to do this. To repeat, although a height rezone in Uptown may provide some benefit for the changes planned in buildings that border along Seattle Center or other areas here, it simply does not serve my immediate neighborhood in any positive way. In fact, I strongly feel that if a height rezone were to be allowed in my immediate neighborhood it would result in irreparable harm & damage to all of the parcels that surround the subject parcel. In addition, if such damage were to occur as a result of a height rezone, I would see no way to reverse the disaster that it would cause.

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I thank you for your consideration of the concerns that I have raised. I would appreciate, if possible, receiving notices of all hearings & copies of all status reports & recommendations from the City regarding this matter.

Sincerely,

Carolyn A Mawbey

From: Ronald Mays [<mailto:rambam40@msn.com>]

Sent: Sunday, August 28, 2016 4:58 PM

To: Ronald Mays <rambam40@msn.com>

Subject: Fw: email from concerned neighbors

Dear Neighbors,

You may already be aware that the City of Seattle is seeking input from residents on three potential rezone options for Uptown. A 458 page, draft environmental impact study (DEIS) was published on July 18, 2016. The full document is available at

<http://www.seattle.gov/dpd/cityplanning/completenessprojectlist/uptown>. An executive summary is also available. Comments must be made by September 1. Comments will be incorporated into the final proposal by mid November. Implementation is scheduled for the first quarter of 2017.

There are three alternative proposals. Existing zoning (referred to as Alternative 1, No Action) allows building heights in the range of four to eight stories or 40 to 85 feet.

Alternative 2 (Mid-Rise) allows heights from six to twelve stories or 65 to 125 feet.

Alternative 3 allows heights up to 16 stories or up to 160 feet.

There are many issues addressed in the document and many more that are either not well studied (the horror of traffic and parking) or not addressed in sufficient detail or language to be understood at all.

Included below are letters to Senior Planner, Jim Holmes jim.holmes@seattle.gov , that were forwarded to me by another neighbor. I urge you to contact Jim Holmes and others with your comments and concerns.

Personally, I believe that our existing (Alternative 1) zoning restrictions allow Uptown development to meet the DEIS priorities by increasing density at a human scale, maintaining diversity (overwhelming support of Seattle's Proposition 1 replaces an expiring levy to pay for more affordable housing and provides \$290 million, new money, over the next 7 years for low income housing strategies and the opportunity for non-profit developers to build or rehab existing property) , protects views (Alternative 2 and 3 will forever change the iconic views from Kerry Park as well as the view from the top of the Space Needle down) , and enhance QA/ Uptown amenities without compromising the heart and soul of our community. That's a very long sentence but it summarizes what I believe.

Please provide Jim Holmes, jim.holmes@seattle.gov, Sally Bagshaw (QA representative on City Council), sally.bagshaw@seattle.gov and anyone else who you think can help develop acceptable future development needs for the residents of and visitors to QA/Uptown and the Seattle Center. Please take action by September 1.

Thank you,

Barbara Mays
rambam40@msn.com
1401 5th Ave West
#413
Seattle, Wa
98119

----- Forwarded Message -----

From: Irving Bertram <irvbertram@comcast.net>

To: Holly Allen <herhollyness@gmail.com>

Sent: Saturday, August 27, 2016 10:43 PM

Subject: Re: Queen Anne developement plans by the City of Seattle PLEASE READ!

Hi Holly,

We live on the South Slope of Queen Anne Hill, on the west side of QA Ave. There are several of us in my neighborhood who have also been trying to rally the troops to get neighbors interested to fight this up-zoning, and encouraging them to send in comments. By the way, please note that comments are due by *September 1st* to Jim Holmes. Since I received your emailed message 3 separate times between 5:11 and 5:24PM today, I'm curious which email lists you are using. Maybe our groups should be working together.

I understand that Alec Ramsay sent you a copy of what he has submitted to Jim Holmes. We are still working on our comments, but approaching it differently than Alec. We are going through parts of the DEIS and showing some of the problems. It admits that it won't provide affordable housing, but will accomplish losing much of the currently affordable housing. It talks about how many minutes it takes to drive through Uptown, but doesn't look at traffic congestion through Uptown when there is traffic gridlock that develops on Denny Way or Mercer Street—all the streets that encircle Uptown should have been carefully looked at when considering traffic

times. it doesn't look realistically at parking problems in the area. It says that they are doing a parking study of the area, but it's not completed. Why not wait for it to be completed? They are using (I think it was 2 days worth of) statistics of parking in the Seattle Center garage for their information about parking needs. That's not realistic when people will park for free when it is available and they are willing to walk a distance, or they will meter-park on the street if that is more convenient to where they are going. We know that many apartments in Uptown are rented by people with vehicles, but there may be available parking spaces in those buildings since residents don't want to pay the additional to rent that space. Many are paying the \$65 for a 2-year parking permit so that they are able to park on those Permitted streets, but if they can't find available street parking there or don't have a parking permit, they are parking up the hill on W. Prospect (our street) and maybe even further away. There seem to be a lot of assumptions in the DEIS, but, unless those comments are supported elsewhere in the document, they don't seem to be supported with anything. It was suggested that we be sure to comment on the loss of light at street level as the buildings are allowed to be taller, and the canyon-like feel that will also result. We would like to not see anything higher than the EXPO Building at 118 Republican St. (where the former QA QFC used to be) which I think is 65 feet, and with the upper stories set back to allow more light to filter down. Also, all this construction will make it difficult to walk any distance, and traffic will be delayed or detoured for a long time to come.

Have you any ideas of how we can all be working together?

Luann & Irv Bertram

AND THIS ONE - WHICH IS REALLY INTERESTING:

Hi Holly,

This is the letter I sent to Jim at the City.

Note: The City does not have to upzone to accommodate the additional density associated with Alternatives 2 and 3. Current zoning can accommodate those levels of density. IOW, the EIS is very misleading, suggesting that you *get* more density with the up zones.

FYI,

Alec Ramsay

On August 25, 2016 at 4:12:41 PM, Alec Ramsay (alecramsay@comcast.net) wrote:
[Some Queen Anne neighbors Bcc'd — see P.S. below.]

August 25, 2016

Dear Mr. Holmes,

Thank you for the opportunity to comment on the draft EIS (@ <http://bit.ly/2bm9Lr2>).

While we fully support greater density and more affordable housing, we strenuously object to the upzoning being considered. The proposals and draft EIS are deeply flawed:

- The City doesn't need to upzone to accommodate the increased density – All the density scenarios can be accommodated within the current zoning (analysis @ <http://bit.ly/2bGylC9>);

- The City also doesn't need to upzone in order add affordable housing requirements – State law allows the City to add affordable housing requirements and keep the current zoning (WAC 365-196-870 (§2) @ <http://bit.ly/2bhUrqN>);
- The upzoning alternatives being considered by the City far exceed the height increases the HALA advisory committee recommended to the Mayor and City Council – This excessive upzoning is not required by or called for under HALA (analysis @ <http://bit.ly/2bOkzue>); and
- The upzoning alternatives do not advance the priorities residents and the City established in the Uptown Urban Design Framework – In fact, at the margin, upzoning would seem to detract from them (analysis @ <http://bit.ly/2bPEhqU>).

We would all be much better served, if the City focused on mitigating the effects that certain much greater density will undoubtedly have on already bad traffic and parking congestion and tried to address the neighborhood needs (including more affordable housing!) outlined in the UDF priorities. Developers clearly do not need more incentives to develop in Uptown, as evidenced by all the current and recent projects in the neighborhood.

A copy of this letter is posted online (@ <http://bit.ly/2c8UPxq>) along with the detailed supporting analyses noted above.

Thank you,
Alec & Cathy Ramsay
917 3rd AVE W

P.S. Neighbors – Please ReplyAll/Forward to Jim Holmes
(Jim.Holmes@seattle.gov) cc'ing uptownforpeople@gmail.com and endorse the comments you agree with. Please forward this to other neighbors so they can too. Comments are due by September 1st. Thanks!

Rumi

<QA Uptownl.jpg><QUEEN ANNE NEEDS YOUR HELP copy.docx>

From: Andrea McFadden [<mailto:andreamcfadden@verizon.net>]
Sent: Wednesday, August 31, 2016 11:14 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>
Cc: 'Joseph@mucci-trucksess.com' <jmm@eskimo.com>; 'Leslie Hagin' <highland7@msn.com>; 'Eric Tatsuno' <eric@gfkmanagement.com>; 'Susan Bone' <Suzapaloozaa@gmail.com>; 'John Peel' <mower7@gmail.com>; 'Lesley Laing' <laing13@gmail.com>
Subject: Uptown/Queen Anne and projected growth

To Mr. Holmes and Ms. Bagshaw:

I am contacting you because of my deep concerns that the City could decide to go beyond the current growth strategy for Queen Anne, particularly Uptown/Lower Queen Anne.

As you are aware, the Queen Anne neighborhood is well on the way to increasing positive and manageable density within the current guidelines. Even with the challenges on the traffic front, the residents are adapting to new car patterns, walking, and multi-modal transit as quickly as possible with the existing offerings.

While we are leading the charge on adapting to urban life, we have a special element that requires we stay within the current design constraints pending further active study: the Seattle Center.

We are more than a neighborhood. The frequent public events at the Center multiply our population, amenity, parking/traffic, and transit use on a weekly basis. And the temporary populations drawn to this traditional Seattle meeting space will grow ever more rapidly as the population of the City and region expand.

In addition, and for reasons I do not understand given our unique population explosions on a weekly basis, we are at the tail end of light rail, protected bike systems, and funiculars and other steep hill transit help that would allow us to intelligently manage both our permanent and temporary populations as they grow within existing requirements - to say nothing of serving as a much needed Seattle-specific experiment that could demonstrate exciting new ways to support increased density and related affordability goals in our neighborhood and throughout our fantastic but geographically challenged city.

Bottom line: until an immediate action plan is in process for breakthrough transportation options that can handle both our permanent and temporary Seattle Center populations today and as they grow, we MUST hold with the "no action" plan.

Thank you.

Andrea McFadden
7 Highland Drive #102
Seattle WA 98109
CELL 215.901.0449
EMAIL andreamcfadden@verizon.net

From: BENTSON [<mailto:bcmcfarland@comcast.net>]
Sent: Saturday, August 06, 2016 3:06 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: bcmcfarland <bcmcfarland@comcast.net>
Subject: Uptown Rezone draft environmental impact statement comments

Mr. Holmes,
Comments and concerns are:

Apartments that are affordable will be replaced by pricey units
Traffic increases
Parking decreases
Small business elimination
Open space elimination
Noise increases
Shadow increases
View elimination
"Canyonization"
Electricity shortages
Property value decreases (possibly balanced by developer wind-falls)

Thank you. Bentson McFarland

From: BENTSON [mailto:bcmcfarland@comcast.net]
Sent: Tuesday, August 09, 2016 11:30 AM
To: Bleck, Alberta <Alberta.Bleck@seattle.gov>
Cc: Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Re: Please comment on Uptown Rezone draft environmental impact statement alternatives

Ms. Bleck,

Thanks for asking about my preferences. For now, the best Uptown rezone alternative is number one "no action". Detailed evaluation is needed of impacts on low cost housing availability related to the other alternatives. Many low rent units were destroyed by the redevelopment ("canyonization") of Belltown. Please save low rent housing in Uptown and Queen Anne. Thank you. Bentson McFarland

From: BENTSON [mailto:bcmcfarland@comcast.net]
Sent: Monday, August 08, 2016 10:05 PM
To: Bleck, Alberta <Alberta.Bleck@seattle.gov>
Cc: Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Re: Please comment on Uptown Rezone draft environmental impact statement alternatives

Thank you.

From: "Alberta Bleck" <Alberta.Bleck@seattle.gov>
To: "BENTSON" <bcmcfarland@comcast.net>, "Sally Bagshaw" <Sally.Bagshaw@seattle.gov>
Cc: "Jim Holmes" <Jim.Holmes@seattle.gov>
Sent: Monday, August 8, 2016 4:30:52 PM
Subject: RE: Please comment on Uptown Rezone draft environmental impact statement alternatives

Dear Mr. McFarland,

Thank you for reaching out to Councilmember Bagshaw to inquire about her position on the Uptown Urban Center Draft Environmental Impact Statement. My name is Alberta Bleck and I am a Legislative Assistant to Councilmember Bagshaw. I am the Community Relations Liaison to District 7 in our office, and am also an Uptown resident. I attended the open house and public hearing last Thursday and appreciated hearing the public comment voiced by community members. Councilmember Bagshaw has received several briefings on this subject and is deeply engaged in planning for Uptown's future.

Comments are due on the Draft EIS by September 1st, 2016. Councilmember Bagshaw is looking forward to hearing the community's feedback on the DEIS and will take that feedback into account as she considers the alternatives moving forward. Councilmember Bagshaw will not be taking a position on this matter until the public comment period has run its course and the department has had a chance to consider the community's concerns and ideas, and respond.

Do you have a preference for the Rezone alternatives? We welcome feedback, and would encourage you to include Jim Holmes, a Senior Planner at the Office of Planning & Community Development (cc'd above), on your comments as well.

If I may provide additional information please don't hesitate to let me know.

Thanks again,

Alberta

From: BENTSON [<mailto:bcmcfarland@comcast.net>]

Sent: Saturday, August 06, 2016 2:23 PM

To: Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Bleck, Alberta <Alberta.Bleck@seattle.gov>

Cc: bcmcfarland <bcmcfarland@comcast.net>

Subject: Please comment on Uptown Rezone draft environmental impact statement alternatives

Council Member Bagshaw:

What are your thoughts about the Uptown Rezone draft environmental impact statement prepared by Seattle Office of Planning and Community Development? In particular, which (if any) of the three alternatives (see below) do you favor? Thank you. Bentson McFarland (your constituent)

Uptown Rezone alternatives:

1. "No Action" alternative

maintains current zoning and building heights for the dozens of parcels in the neighborhood that are expected to be redeveloped, but does not include new neighborhood-specific design and development standards to guide that growth.

2. "Mid-rise" alternative

has with five- to seven-story buildings that would include mandatory housing affordability requirements, along with new Uptown design standards.

3. "High-rise" alternative

features taller, thinner, more widely spaced 16-story buildings in areas of the Uptown Urban Center, also including mandatory contributions to housing affordability and the neighborhood design standards.

From: Colleen McKeown [mailto:ckmckeown@gmail.com]
Sent: Wednesday, August 31, 2016 5:07 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Mike 1 Eskenazi <mike@lakeview-mortgage.com>; Juliet Roger <juliet@julietroger.com>
Subject: Rezoning of Uptown/Lower Queen Anne

Dear Jim,

I am in full support of all the others who are opposed to the rezoning proposal for Uptown area. The facts and opinions recited to you by the dozens of people at your hearings, and hundreds more who are writing to you, both with their strong opposition to the possible rezoning proposal, seem overwhelming against the changes if you are counting people, not dollars.

Rather than recite the same arguments as to why the change is a bad idea, I'd rather share the experience I've seen elsewhere. I've lived all over the US, and only recently moved to Seattle 4 years ago. I've lived in the following cities which have successfully addressed many more problems than are faced by Seattle today, and yet preserved their city's charm.

- Washington, DC Residents are not allowed to even replace a window without the Georgetown area government councils approval. Why? They want to retain the charm of the old neighborhoods that attract tourists to the area, create the small town feel within the city, and preserve history. Height restrictions on buildings ensure that neighborhood trees continue to give DC the neighborhood feel. Enclosing the lower Queen Area with concrete and metal, destroys the neighborhood. DC streets are similar to Seattle, with limited parking and narrow. To attract tourists to Emerald city, it has to retain the charm of some areas, including views and green. For concrete and metal they can hop the flight home after the cruise, nothing to see here in Seattle. Changing Seattle from the Emerald City to the Concrete Jungle isn't an attractive option.
- San Francisco. A beautiful city who chose to preserve history rather than destroy it. So where did they go to expand and provide more housing and business opportunity? The equivalent of extending Seattle south of SODO where limited business exists today, with the Starbucks HQ exception of course. Moving to a new area that still has equal proximity to downtown, and potential for better bus service, and infrastructure with roads already built, helps a city grow without upsetting the voters who will react in the next election. There are developers who want to move in that area, instead of Queen Anne, but those must not be the same developers paying for this proposal. I do recognize some of the land is contaminated in SODO but not enough that to render that area a poor choice for live/work builds that can be remedied with the same developer dollars being spent here.
- Boston. See San Francisco and DC above. They pushed into the "red light district" - kind of a step below our own SODO, to create new high rises, restaurants and buildings, without destroying the older neighborhoods. What would Boston be without the North End or Back Bay area? Again the city council acted responsibly.
- New York City, here they have replaced older high rise buildings with larger high rise buildings, and it works as NYC has wide streets and a subway, in the areas where high rises already existed, not the neighborhoods. However, Brooklyn, upper east side, west side, etc are still brownstones, row homes etc., that retain their character and make New York a tourist attraction, and provide in city living for families. Your high rises are for rich, single or dual income people without children. You are not proposing building

family sized units. An affordable 3 bedroom unit for a family is not going to materialize. And you know new is always going to cost more than old. "Affordable housing" is the buzz word for getting programs passed, but a joke. Developers either buy out their requirement to build it, so they can get more money, or affordable units are still more money than what the current older buildings charge for rent. Look at the new units up by NE 63rd where the new light rail is going, it's still not affordable for low wage workers. That only occurs when the builders get free to cheap land, and the city puts in the infrastructure to grow it. Queen Anne is not free and cheap, nor will the new developer buildings be either.

And since your from LA before Seattle, you know what sprawl looks like. Imagine Santa Monica with high rises blocking the view of the ocean, doesn't happen. And doesn't happen for a reason where there are better alternatives.

In the same cities listed above, the city council and zoning commissions came to the realization that their jobs depended on voters. Voters who actually vote and ensure that the city is preserved while still allowing for growth in a way that doesn't destroy it. Where there was conflict, the voters ensured over the next few years that those city council commission people were replaced, that the appointed positions received pressure to remove individuals from said positions, etc. You've been a city planner long enough to know that kowtowing to a developer is a short term financial gain for a few, and a long term loss for those who made the decision to go against the majority wishes. Just reading the list of conflicts of interest before every hearing in Seattle on any planning issue, where the same commissioners are doing work for city on some of the projects they may or may not work on, is nauseating. In the corporate world, that is not allowed, and for the reasons that are obvious with this planning change, it's a conflict of interest.

2

Never, and I mean never, has any city worth anything today, looked back and said "Geez I'm glad we destroyed the old neighborhoods and put up more glass and steel high rises." Once it is done it cannot be reversed. More progressive cities have realized this and I would hope that our commissioners could learn from other, older cities rather than think they are smarter than everyone else. In fact, I would fully support a more restrictive Seattle building code like the codes listed in the cities above.

The city's own words for the project are puzzling....

3

As Uptown grows, we want to encourage:

- *Diversity in household type and affordability* - it already exists and no one is asking for a different type. Your developers have not asked to come in and build Sec 8 housing. They are proposing building more SLU type glass and steel structures with the same rents. And like there, they may claim that yes some units will be set aside as affordable, when the time comes, they would rather buy out the requirement to make more money.
- *Investment in the neighborhood* - given myself and hundreds of others are opposed to this change, who asked the city to make this investment besides developers who do not live here? If the city is going to make an investment, why not ask us what we want?

- *Support for local business year-round* - have you ever been here? The lines are long, can't get into restaurants without a wait - and on some 3 day in advance reservations, salons are 2 day out booking, Met market has lines, banking, etc., seem to always have lots of people. Even the new CVS seems to be doing a brisk business. So what businesses are claiming they can't make it in Uptown without your "support?" Just the crappy ones that don't do well because they do not have a good food, business or service?
- *Employment to bring people to the neighborhood during the day* - in a city that has close to the second lowest unemployment rate in the country, who wants to bring more jobs to a neighborhood that is already struggling to find people for the jobs it has, and more cars, more congestion? Have you ever driven on Mercer in or out of Uptown area at before 0900 or after 3 pm from the SLU or #5 area? It's 35 to 50 just to get the 5. People will not want to work in Uptown as there is no easy access, narrow roads, etc. It is the equivalent of Freemont/Ballard with the same issues. If you build it they will NOT come.
- *Living and working without a car* - you got me here. Make is so bad that people don't want to go out at all and support their local business. You have seen that this lack of thought strategy has not worked in the areas where it's already in play, SLU. Instead, the developers get to charge an extra \$200-\$300 a month for a parking spot, that they build, with a waiting list, and then you make the road congestion even worse. And did you notice the rain? Even my neighbors who work in the city mostly drive as 9 months out of the year spending 2 hours a day walking in the rain is not great for most professionals. Or at least most people retain the option to drive. If you want to fix the traffic problem, then you need to adopt the London model, but again, that would require learning from other cities.
- *A vibrant and safe public environment* - Ah, this one I agree with, but high rises have nothing to do with fixing the problem. Changing the laws requiring the homeless the carry ID, cracking down on the car and home break-ins, and actually supporting your local police department will fix the problem. More people is not a deterrent to more crime, better law enforcement and holding people accountable is the deterrent. Just read the police and legislators' comments on the sad state of affairs for the people in Chicago.

3 cont.

Lastly, your tagline for this project *"We are developing a collaborative vision of Uptown that will guide growth and development towards a walkable, livable, healthy, and vibrant neighborhood."* Hmm - I'm just having to guess that no one on the commission, or involved with this project lives in this area. It already is a walkable, livable, healthy and vibrant neighborhood. So why is the city trying to destroy it? And collaborative should not include developers, or any city council member with a conflict of interest. If we are putting the moneyed interest of a few ahead of the majority of the citizens, the city will continue to have divisive issues, but at least we will get a new set of commissioners.

Thank you. Colleen McKeown

From: McKim, Laurie (HAP) [<mailto:lmckim@hagroup.com>]
Sent: Wednesday, August 31, 2016 10:00 AM
To: Alicia Nakamoto <anakamoto@arivale.com>; Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: RE: Re-zoning of Queen Anne

Awesome . . . I am on it as well.

Laurie McKim
Holland America/Princess - Alaska Land Operations
800 Fifth Ave., Suite 2600
Seattle, WA 98104-3176
(206) 612 1575 cell number
(206) 336 5834 direct line
(206) 728 3981 fax
Note new internet email address: lmckim@hagroup.com

From: Alicia Nakamoto [<mailto:anakamoto@arivale.com>]
Sent: Wednesday, August 31, 2016 9:57 AM
To: Jim.holmes@seattle.gov
Subject: Re-zoning of Queen Anne

Jim,

I've been a resident of Queen Anne for 18 years and have chosen to raise our family here. I love the hill and the community. I walk the loop every morning starting at Kerry Park reminding myself what a beautiful city we live in. I've seen much change to the Hill and downtown and I love the growth, but there is a limit. The re-zoning proposal of splitting upper and lower Queen Anne to allow for more housing is not about the residents and the people who have worked so hard to live on Queen Anne. It's about money and changing the landscape of what we hold so dear. I ask you to please listen to the residents and do not allow for the re-zoning. It would completely change the spirit of what has made Queen Anne special. I hope you understand and will consider.

Alicia Nakamoto
206-683-7851

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From: marymcl1201@comcast.net [<mailto:marymcl1201@comcast.net>]

Sent: Saturday, August 20, 2016 8:34 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Uptown rezoning

This email is to voice my opinion on the proposed Uptown rezoning. I am very much opposed to this. While I live in Bellevue, I work in the Queen Anne/Mercer area and this will make an already horrible traffic situation even worse. It's hard to believe you are going to allow more and more folks to move into an already densely populated area. Please do NOT sign off on the Environmental Impact Study. The area is already over-developed and a traffic nightmare.

Thank you for your time.

From: Lynne McManus [<mailto:lynnensteve@msn.com>]
Sent: Wednesday, August 31, 2016 12:23 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: REGARDS TO UPTOWN REZONE

We are against any up zoning in the lower Queen Anne 'uptown' area due to lack of parking and transportation infrastructure. We think this would be a disaster to the Seattle Center. This would add to more problems to the unsolvable 'Mercer Mess'. This will also devalue most of real estate properties on the south slope of Queen Anne Hill.

THEREFORE WE ARE ONLY IN FAVOR OF " NO ACTION ALTERNATIVE"

Lynne and Steve McManus
7 Highland Drive #103
Seattle, WA 98109

From: Ed McPhillips [<mailto:ed.mcphillips@gmail.com>]
Sent: Wednesday, August 31, 2016 7:46 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezone

As a current resident of the rezone area, I would like to express my support for high rise option. I would also like to see better progress on the "multimodel transportation system" before larger residences are constructed. The neighborhood isn't scheduled to get any high capacity transit for at least 15 years and the city has made it clear that it values vehicle capacity on Mercer and Roy more than pedestrian access for neighborhood residents and visitors.

Ed McPhillips
17 W Mercer St.

From: Jim Medalia [mailto:j.medalia@225am.com]
Sent: Thursday, September 08, 2016 4:37 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comment Uptown rezone and draft EIS

Jim

I am contacting you and commenting on the Uptown rezone and draft EIS in my role as President of the Lumen Condo's Residential Board.

The Lumen at 501 Roy St is unique in that it occupies an entire city block and is located at one of the busiest and most important intersections of Uptown - the corner Mercer and 5th Ave. The residents are concerned wrt the effects of higher density on an area that can not support the current amount of traffic and density. Also the residents/owners of the Lumen and Uptown in general chose to live here because of its unique and balanced environment being positioned at the edge of downtown and the more residential area or Queen Anne Hill. Increased density would cripple our already over taxed infrastructure and adversely effect our quality of life and the main reason we chose to live in uptown. Please include this e-mail in the comments and keep me posted/noticed on the continuing process, meetings, and any additional comment opportunities.

Best

Jim Medalia
Pres, Lumen Condo's Residential Board.

From: John Mensher [<mailto:gailjohn72@gmail.com>]
Sent: Sunday, August 28, 2016 2:37 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Protesting rezoning laws in Seattle

Dear Mr. Holmes,

We sent the attached letter to the mayor about a month ago. He probably did not share it with you, so here it is. We join many, many homeowners in Seattle protesting the ill-conceived changes to zoning laws proposed by the mayor and especially pushed by some council members for whom we will never vote again.

Thank you for your consideration,
Gail and Jon Mensher

June 21, 2016

Dear Mayor Murray,

We wish to add our voices to the many others deeply concerned about proposed changes to zoning regulations in Seattle. As longtime residents of Queen Anne, we have watched with dismay as single-family home plots have mushroomed with multiple dwellings. This has an unhappy cascading effect. Once trees are chopped down, views blocked and neighborhood integrity lost, more and more owners are pushed to join in the destruction. This is happening in areas apparently zoned for low-rise buildings and yet even in residential zoning areas, we see bizarre, out-sized construction in what were once back yards. 1

With the apparent blessing of the Seattle City Council, you are prepared to officially open up all R1 residential zones to even more poorly regulated growth. Already requirements for parking, on-site owners or height limits seem to be a thing of the past. Any hope of architecture sensitive to the surroundings is gone. Cheap and fast and high are apparently the guidelines for new structures. 2

We have heard at numerous meetings that the city is pushing growth in order to provide more low rent apartments. Affordable housing is a concept we heartily support in our neighborhood. However, none of the buildings going up on upper or lower Queen Anne are remotely "affordable." Instead developers are erecting high-rise structures, often in place of modest buildings that were indeed less expensive, particularly in the Uptown neighborhood. And instead of providing actual low-rent apartments here, developers may pay modest amounts into a low-cost housing fund for placing them elsewhere. The diversity of our neighborhoods is thus even worse than before as the developers pocket more profit. 3

Along with this building surge, Queen Anne is experiencing a spate of brazen robberies. We have been told the police force is too small to be of much help. If the city cannot provide the services to keep our rampantly growing neighborhood safe, please think of this as another reason to tighten, not further loosen zoning restrictions. 4

We sincerely hope you consider our concerns seriously.

Gail and John Mensher
1612 Eighth Avenue West
Seattle, WA 98119
gailjohn72@gmail.com

From: Paul Menzel [mailto:pablosba@msn.com]
Sent: Friday, September 09, 2016 2:44 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: uptownforpeople@gmail.com
Subject: Uptown/Queen Anne reasoning

Mr Holmes - I am not in favor of the rezoning of lower Queen Anne to allow greater building heights. I concur with the position letters suited by the following neighbors:

Alexandra Moore-Wulsin,
Alec and Cathy
Ramsay,
Luann and Irv
Bertram and
Jeff and Emily
Schrock

The proposed changes will destroy the iconic, "riviera" view perspectives of Seattle that are the historical essence of the city.

Paul J. MENZEL
355 W. Olympic Pl
Seattle, WA. 98119
Pablosba@msn.com

From: David Middaugh [mailto:middaughda@gmail.com]
Sent: Friday, September 02, 2016 10:53 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown proposal for rezoning

Dear Mr. Holmes,

I am writing because I am opposed to the proposed rezoning of the Uptown/Queen Anne area. I am a homeowner on Queen Anne and believe that the proposed increased density will greatly adversely affect the quality of Queen Anne life.

Please vote "No Action."

Regards, David Middaugh
1317 Willard Ave w/
Seattle 98119

From: robb miller [mailto:robbmaxmiller@gmail.com]
Sent: Wednesday, August 31, 2016 11:35 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezone - Infrastructure before density!

I have been a homeowner in Uptown since 1991.

This is to register my strong disapproval of Alternatives 2 and particularly Alternative 3 which I understand will permit 160' towers to be constructed in Uptown. I don't believe for a minute that these proposals will add affordable housing and/or increase diversity because developers will do what they've done elsewhere in Seattle, i.e., pay the fees because they know they will recoup those amounts in increased rents or prices.

Additionally, the relaxed setbacks will "canyonize" Uptown and completely ruin the character of the neighborhood. I don't want Uptown to ever look like Belltown, with its narrow sidewalks, lack of sunlight, and enormous blocks of apartments that will eventually look like Soviet-era neighborhoods in countries like Hungary.

Most importantly, since the so called improvement of Mercer St. (which has made traffic and gridlock in the neighborhood exponentially worse), I am strongly opposed to any increase in density until the problem of east/west gridlock on Mercer St. and Denny Way have been addressed. The Mercer Mess has now become the "Mercer Disaster" with gridlock being the rule, not the exception. With the exception of between the hours of 10 a.m. and 2 p.m., I feel trapped in my home. And although Uptown has adequate bus service, with the exception of the #8 bus line, I almost always have to go downtown and transfer to another bus to get anywhere I need to go. This often makes using the bus too time-consuming. And by the time light rail makes it to Uptown, I will be dead.

At the recent community meeting held at the Armory at the Seattle Center, person after person stood up to point out that increasing density before addressing the infrastructure problem is not acceptable. The idea that all the new residents of Uptown will not own cars and will walk, bike or ride the bus is "magical thinking." Unfortunately, Seattle is way behind the curve when it comes to public transportation, and it will be decades before most people will be willing to live in Uptown without owning and driving a vehicle.

So to summarize, I am opposed to any plan that increases density before the infrastructure problem in Uptown is resolved, and I am particularly opposed to permitting high-rise buildings in Uptown because they will ruin the character of the neighborhood. I have discussed this issue with many of my neighbors and believe I speak for most of them with this message.

Thank you for your consideration,

Robb Miller
168 Aloha St.
98109

From: Zach [<mailto:qspiddy@gmail.com>]
Sent: Tuesday, August 23, 2016 10:31 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: LEG_CouncilMembers <council@seattle.gov>
Subject: Support Upzoning of Lower Queen Anne/Uptown

Hi Jim,

As a resident of Queen Anne, just wanted to voice my support for allowing taller buildings to be built in Lower Queen Anne/Uptown near Seattle Center.

Seattle desperately needs more housing and urban density, and we're never going to get there with 4 story buildings and single family homes.

Best,

Zach Miller
905 Olympic Way W.
Seattle, WA 98119

From: Anne Mohundro [mailto:anne.mohundro@gmail.com]
Sent: Wednesday, September 07, 2016 10:10 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown plan

Hello,

I hope that even though it's after September 1 that you'll consider my opinions on the Uptown plan.

My husband and I have lived on Queen Anne since 1971, living first in an apartment on Valley Street, and then in an 1898 house on Prospect Street. We've enjoyed the community with its good transit options, the neighborhood stores, the community center and pool, as well as the great walking routes with terrific views.

I strongly support Option 1 because the other two have drawbacks that I think are detrimental to the charm of this very old area of Seattle. I know that development will occur, but allowing corridors that are canyons and greatly increasing the traffic through the only through east-west street on the entire hill (Mercer) is a terrible idea. Making coming to Queen Anne businesses from other areas nearly impossible is counterproductive. My strongest objection is to Option 3.

Thanks for listening.

Anne Mohundro
anne.mohundro@gmail.com

From: Michelle Moody [mailto:Michelle@Moody5.com]
Sent: Friday, September 16, 2016 9:23 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown situation

From: David & Michelle Moody [mailto:david@moody5.com]
Sent: Wednesday, September 14, 2016 11:18 AM
To: 'Michelle Moody'
Subject: Uptown situation

Dear Mr. Homes,

I am a native Washingtonian. I was born in Seattle in 1968. I am married to a 5th-generation Washingtonian. Together we have lived in the Queen Anne community since 1997. We have three kids and are passionate about our family and the neighborhood in which we chose to raise them. We are writing to you because of the proposed rezoning of the Uptown area of Queen Anne, specifically with our thoughts on the draft Uptown Environmental Impact Statement (EIS). Thank you for reviewing our comments.

1

We realize that growth is inevitable and support the project goal of increased density. We are, however, strongly opposed to the zoning changes being considered. It is our belief that the EIS is unfairly biased toward development and is deeply flawed in considering the impact of the zoning alternatives. Our primary concerns are:

Current zoning affords a significant amount of population growth and urban development. Why would we introduce all of this risk, change and inconvenience to the neighborhood and communities of Queen Anne and Uptown when there is already sufficient growth capacity in the current plan? These upzoning "remedies" are much worse than the growth challenges!

The EIS dramatically underestimates the impacts to views, traffic, parking and other neighborhood characteristics. Due to the misguided decisions of previous City officials, the Queen Anne/Mercer traffic corridor suffer on a daily basis from tremendous traffic congestion. Upzoning will make this issue much worse.

2

Upzoning will also put much more pressure on street parking than the EIS estimates. Uptown cars in search of parking are already deposited on a nightly basis on the South Slope streets. This benefits no one, except the car prowlers. Upzoning will exasperate this issue.

3

Upzoning also negatively impacts views from the entire South Slope of Queen Anne, not just Kerry Park. Each evening locals and tourists celebrate the beauty of our City and the expansive views of Puget Sound, Mt. Rainier and downtown. While tourists tend to stick to Kerry Park, neighbors walk all over the hill, enjoying peek-a-boo views of the water, downtown and our iconic Space Needle. Upzoning threatens this experience for tourists and neighbors alike.

4

From what we understand, low-income folks will be displaced through the upzoning process. Developers can choose to pay a nominal fine in order to get around providing homes for those with low incomes. This will contribute to Seattle's continued issues with displacing citizens.

5

We feel these upzoning choices threaten the character, safety, livability and viability of our urban neighborhood. We chose to live in Queen Anne because it is a great community in which to raise a family. We know that growth will occur but if it does at the cost of the neighborhood, we will all lose.

6

Sincerely,

Michelle and David Moody
410 West Highland Drive
Seattle, Washington 98119

From: Alexandra Moore-Wulsin [mailto:xanamw@earthhomeplanet.com]
Sent: Thursday, September 15, 2016 11:19 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>
Subject: Fwd: Supplemental Letter to J. Holmes re Uptown DEIS

Dear Mr. Holmes,

Please find the supplement to my response to the Uptown Draft EIS attached to this email. Thank you for this opportunity to comment.

I have copied Council member Bagshaw on this email too.

Best regards,
Xana

Sent from my iPhone. Apologies for "thumbos," auto-correct mis-assignments, and voice recognition errors.

Begin forwarded message:

From: Alexandra Moore-Wulsin <amoore-wulsin@stratalawgroup.com>
Date: September 15, 2016 at 9:48:44 AM PDT
To: "<xanamw@earthhomeplanet.com>" <xanamw@earthhomeplanet.com>
Cc: "<xanamw@q.com>" <xanamw@q.com>
Subject: Supplemental Letter to J. Holmes re Uptown DEIS

alexandra moore-wulsin
attorney at law | principal

ALEXANDRA MOORE-WULSIN

701 W. Kinnear Place
Seattle, WA 98119-3621
206-281-0874
xanamw@earthhomeplanet.com

14 September 2016

Mr. Jim Holmes, Senior Planner
City of Seattle Office of Planning and Community Development
700 - 5th Avenue, Suite 1900
Seattle, WA 98124-7088
Jim.holmes@seattle.gov

Re: Comments on July 18, 2016 Draft Environmental Impact Statement for
the Uptown Urban Center Rezone

Dear Mr. Holmes,

This letter supplements my August 29, 2016 letter on the above referenced topic. I have, since writing that letter, spent some time studying the Pike/Pine corridor and the good concessions the City made in the up-zoning of that urban center. I have learned that while HALA may not permit the City to consider conservation districts, the City did just that, post HALA if I am correct, in the Pike/Pine corridor when it adopted SMC 23.73.015. This ordinance helps to assure that the character of the neighborhood was preserved, that massing (height, bulk, etc) was consistent with existing structures and the surrounding neighborhood, that there was enough daytime activity to support local businesses, that development enhanced the neighborhood's ability to attract arts to the area, and that development promoted conditions that allow small, diverse, local businesses to survive. The letter from the Uptown Alliance outlines many good concerns about character structures and the need to identify them and to factor them into the EIS.

Uptown, once part of Queen Anne, still maintains a vital connection with the Queen Anne neighborhood. Residents of both neighborhoods frequent the businesses in each neighborhood and enjoy the parks in each neighborhood. Queen Anne comes to Uptown for its art and cultural affairs. Uptown comes to Queen Anne for its schools and its parks. When I think of Uptown/Lower Queen Anne, I think of the one story store-fronts along Queen Anne Avenue North, First

Avenue North, Mercer, Roy, Harrison, and even Denny. I think of the architecture of the older apartment buildings with decorative entry ways. I think of the craftsman, farm, and Victorian style homes that once adorned Uptown and are still smattered along the base of Queen Anne Hill. As with the Pike/Pine corridor, these historic structures need to be catalogued; character structures need to be inventoried and preserved so that their character can be carried forward or complimented by new structures that arise in the Uptown neighborhood. Development need to occur with an eye towards Uptown's history and how to preserve the character of that history if Uptown is to remain a unique neighborhood.

The Pike/Pine corridor created a conservation district and worked to create design standards to assure that the conservation district was preserved while still allowing some up-zoning, either of those structures or in close proximity to those structures. There was considerable attention paid to scaling, height, bulk, and spacing of taller structures. For example, where a new structure arose while preserving the façade of an old structure, the new structure may not project over the old structure. Significant structural alterations and additions were limited, only one portion of a building was allowed to exceed 35' in height, FAR's were modified, and a maximum height and width limit was imposed in the conservation district. In that section of the city, a structure was considered historic if it was built before 1940. The character and historic structures appear to have been catalogued and inventoried so that the neighborhood could work with developers to simulate symmetry with the new structures sprouting up in the area. This "encourage[d] adaptive re-use of historic buildings that maintain the character of the neighborhood." Pike/Pine Design Guidelines. 3

Ultimately, the SMC sought to "preserve the fragile balance of the high density residential and the commercial use with small scale, pedestrian oriented projects that lend to a vibrant street life." Pike/Pine Design Guidelines. 4

Importantly, even though the Pike/Pine corridor had been renamed, its place as part of the historic Capitol Hill was recognized when the City agreed that a gradual transition from the increased height development on the western end of the corridor needed to scale down to lower density as the corridor approached its eastern edge and the lower density neighborhoods there. While I oppose Alternatives 2 & 3, if up-zoning is to occur, the City should follow the lead it set in the Pike/Pine corridor, allowing some massing towards the southern end of the neighborhood and gradually transitioning to the existing zoning limits at the north end of the neighborhood. Even with massing at the south end of the neighborhood, the Uptown Draft EIS should take the lead from the Pike/Pine corridor and permit only one high rise per block (as envisioned in Alternative 2), in the areas where high rises occur. It should also take the same lead in 5

requiring 40' between high rise structures. The provisions of SMC 23.73.015 should be extended to the Uptown neighborhood.

The Draft EIS does not address this, or the points raised in my first letter, and it should address all of them. Thank you for accepting this supplemental letter. 6

Sincerely,

A handwritten signature in black ink, appearing to read 'Alexandra Moore-Wulsin', with a large, stylized initial 'A'.

Alexandra Moore-Wulsin

AMW/amw

cc Sally Bagshaw

ALEXANDRA MOORE-WULSIN
701 W. Kinnear Place
Seattle, WA 98119-3621
206-281-0874
xanamw@earthhomeplanet.com

29 August 2016

Mr. Jim Holmes, Senior Planner
City of Seattle Office of Planning and Community Development
700 - 5th Avenue, Suite 1900
Seattle, WA 98124-7088
Jim.holmes@seattle.gov

Re: Comments on July 18, 2016 Draft Environmental Impact
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As a preliminary note, I wish to draw the City's attention to two errors in images provided in the Uptown Draft EIS. First, the photo on page 1.37 is reported to be from Kinnear Park. In fact, it is from lower Kerry Park. My son assisted in erecting the playground structures depicted in this image as part of a fellow Boy Scout's Eagle project. The current caption suggests that it comes from the small tract of parkland between Queen Anne Drive and Queen Anne Avenue West, just south of the Bayview Manor. This is inaccurate.

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I also wish to draw attention to the fact that the Uptown Draft EIS makes no mention of the landslide potential of Kinnear Park (that portion that lies west of 5th Ave W, south of W Olympic, and north of Mercer). Currently, land is buckling in the eastern half of upper Kinnear Park, and when this land slides, it has the potential of impacting any development south of the slide. There is no mention of this in the Uptown Draft EIS.

Information gathered towards the Uptown Draft EIS.

As I understand it, the Draft EIS is built on prior input from Queen Anne in 1998, when Uptown was called "**Lower Queen Anne,**" and from the Uptown Urban Design Framework (UDF). The 1998 input from Queen Anne envisioned Alternative 1 zoning for Uptown, and included much more green space.

The Uptown UDF was developed following the 2014 "**charrettes**" involving interested parties in the Uptown UDF process, including neighbors. As a neighbor, I do not recall notice of these charrettes.¹ The Uptown UDF, at page 11, notes the following regarding the charrettes: "**Charrette topics included an overall evaluation of the neighborhood and how it functions, connections through Uptown and to adjacent neighborhoods, urban form and street character, transit oriented development, and neighborhood connections to the Seattle Center.**"

Regardless of these notice issues and looking to the notes from these charrettes, many concepts articulated there are watered down in the Uptown UDF and barely recognizable or minimized in the Uptown Draft EIS, including:

- The need for more green space;
- Incorporating lake to shore bicycle access/trails;
- The desire for the neighborhood to attract a diverse array of residents including cross age, race, income, family size, and work demographics;
- The need for schools and other infrastructure; and
- The need to address the transportation and parking issues plaguing the neighborhood.

Interestingly, the charrettes contain perhaps 2-3 references to upzoning Uptown. The Uptown UDF contains a few more references to upzoning, but these references are fairly oblique and discussed in unsupported and ambiguous statements of goals such as:

¹ I do recall notice of efforts to upzone Interbay, and I suspect had the Uptown charrettes and UDF process been publicized as well, including expressing an intention to go towards upzoning, I would have noticed it, and others would have too.

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3.3 Building Height. The guiding principles of this UDF call for a greater diversity of housing types. This means increased housing for families, singles, local artists of all income levels. An important variable to consider in advancing this principle is building height. Building height can influence diversity of housing opportunities and contribute to subarea character by achieving appropriate scale, affecting affordability through construction type, and in the case of taller buildings, requirement for affordable housing and other amenities."

Uptown UDF at page 19. And,

6.4 Building Height. Earlier in this UDF, locational criteria for building height were discussed. In addition to the urban form criteria set out in that discussion, height increases can advance important neighborhood goals. These goals include provisions of public amenities such as affordable housing, open space, historic preservation and in some case other vital public amenities.

Uptown UDF at page 40. This section proceeds to discuss the former requirements that taller buildings include affordable housing, the requirement replaced when Mayor Murray struck "the grand bargain" with developers.

The Uptown UDF's sole reference to potential building heights appears at page 46. The Uptown UDF at page 20, though, in discussing these heights states the following criteria for upzoning from the City of Seattle Municipal Code:

2. Preserve important views and land forms. **Seattle's hills, valleys,** and lakes give it identity – consider the impact of taller buildings.

3. Ensure new height limits are compatible with the neighborhood as it has developed already. Not all property will redevelop and compatibility between old and new should be considered.

Consider building heights of adjacent neighborhoods or provide a transition to a different scale rather than an abrupt drop or increase.

4. Advance goals established by the neighborhood through its neighborhood plan.

The Uptown Draft EIS does not appear to build upon the comments of the charrettes, the 1998 Queen Anne plan, or of the Uptown UDF when it comes to upzoning in general and to upzoning as it impacts views, neighborhood compatibility, transitioning to adjacent neighborhoods or

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advancing the objectives stated in the prior neighborhood plans. The Uptown Draft EIS should be re-written to factor in these variables.

Another focus in the charrettes and in the Uptown UDF is that of the historical aspects of the Uptown neighborhood, noted to be one of the oldest in the City of Seattle. The Uptown UDF notes, at pages 10 and 15, a desire to preserve brick buildings that are landmarks and to create a "conservation district" along Roy Street to retain the art deco influenced architecture there. This focus on conserving historic districts is glossed over in the Uptown Draft EIS, and suggested mitigation does little to assure that these historic districts and buildings will be preserved or integrated into an upzoned Uptown. This is error and should be corrected.

With regards to transportation, the Uptown UDF, at page 10, states that the neighborhood would be "best served by a strong multi-modal transportation system", yet the Uptown Draft EIS only provides this outcome if Alternative 2 or 3 is adopted – even after noting that Alternative 1 will increase traffic by 200% between now and 2035, and even after noting the problems with parking for one of Uptown's major attractions, a site that hosts many city-wide events – Seattle Center. As noted below, Sound Transit 3 has not restricted a high volume transit station in Uptown if Uptown does not upzone, and the Uptown Draft EIS should not do so either.

The Uptown Draft EIS almost mono-focus on upzoning is a major, bold, and unwelcome deviation from the considerations and the processes that have brought us to these crossroads. At page 1 of the Summary, it states, "The proposal is a non-project action to amend zoning in the Uptown Urban Center. The purpose of the proposal is to increase permitted height and density in the Uptown neighborhood" The Draft EIS reaches many wrong conclusions regarding the environment impacts of Alternatives 2 & 3. It does so in blatant disregard of the data before it and of the stated preferences of those few neighbors provided notice of the Uptown UDF. While it appears that the Uptown neighborhood may have been aware of the effort to move towards an EIS for Uptown, it also appears that adjoining neighborhoods were not considered or given notice and the opportunity to be heard on this effort. In fact, the July 18, 2016 letter signed by Samuel Assefa, Director of the City of Seattle Office of Planning and Community Development states, "The Uptown Urban Design Framework (UDF) is a summary of recent public input from the Uptown neighborhood." This phrase is repeated verbatim on page 1 of the Summary of the Uptown Draft EIS. The City of Seattle should have provided notice and the opportunity to be heard to all neighborhoods

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that would be directly impacted by changes in Uptown. The Uptown Draft EIS does not advance the articulated goals of the charrettes, of the Queen Anne 1998 plan, or of the Uptown UDF.

The Uptown Draft EIS.

I. *Giving Away Space without Consideration*. Through the Uptown Draft EIS, the City of Seattle gives away the space over the existing structures in Uptown without a *quid pro quo*. Through the changes proposed in the Uptown Draft EIS, the City has the opportunity to require developers to contribute towards the purchase of land for additional parks, schools, and low income housing, for example (all of which are identified priorities from the charrettes), but it fails to require these concessions in what has become one of the biggest airspace grabs in our state. Although the Queen Anne 1998 plan, the charrettes and the Uptown UDF all discuss the need for open space, for preservation of historic structures, and for amenities, the Uptown Draft EIS either makes no provisions for these goals and priorities or dismisses them outright. While I oppose Alternatives 2 and 3, if the City contemplates either of these alternatives, it should require these concessions.

II. *Bootstrapping and Disingenuous Conclusions on the Environmental Impact of Alternatives 2 and 3*. As one reads the Uptown Draft EIS, one reads multiple times disingenuous and boot strap conclusions regarding what should be seen as significant impacts from the proposed height changes but instead are consistently listed as “no significant adverse impacts” or “no significant unavoidable adverse impacts.”

- “This transition [growth and density; height, bulk and compatibility, job displacement] would be unavoidable but is not significant and adverse since this is an expected characteristic of a designated Urban Center . . . with the combination of existing and new development regulations, zoning requirements, and design guidelines, no significant adverse impacts are anticipated.” (page 1.17 - Land Use)
- “With mitigation [that is reviewing and re-writing inconsistent policy guidance and requirements to conform them with this Uptown Draft EIS], the proposal would be consistent with state, regional, and local policy guidance and requirements.” (page 1.18 – Relationship to Plans and Policies)
- “Uptown will continue to face housing affordability challenges . . . Uptown has the developmental capacity to add significant number

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- of new housing units . . . though it may still fall short of the **Comprehensive Plan goal.**" (page 1.21 – Housing)
- Regarding neighborhood character, protected views, and shading, "Under all alternatives, increased development . . . public spaces would experience increased shading . . . More intense development . . . would affect neighborhood character . . . With the incorporation of proposed mitigation, all alternatives would be **consistent with the City's policies . . . regarding protection of public views and shading of public parks and open spaces.** Thus, based on threshold of significance and proposed mitigation, no significant unavoidable adverse impacts are identified. . . . Under all alternatives, some private territorial views could change . . . **City view protection policies focus on public views.**" (page 1.27 – Aesthetics and Urban Design)
 - "Both Alternatives 2 and 3 establish height increases and other zoning changes that could result in significant unavoidable adverse impacts to above-ground historic properties." (page 1.30 – Historic and Cultural Resources)
 - "No significant unavoidable adverse impacts are anticipated." (page 1.32 – Transportation)
 - "No significant unavoidable adverse impacts are anticipated." (page 1.37 – Greenhouse Gas Emissions)²
 - "No significant unavoidable adverse impacts are anticipated." (page 1.39 – Open Space and Recreation)
 - "No significant unavoidable adverse impacts are anticipated." (pages 1.40, 1.41, 1.42, 1.44, 1.46, 1.47, 1.49 – Public Services – Fire (endeavor to maintain response times and may require increased staffing), law enforcement (department identified need to increase staffing and improve facilities), Schools (capital facilities management anticipated to be sufficient to address increases), Utilities (SPU will need to plan to meet the demand))

In fact, the adverse impacts are significant and a full environmental impact statement should be issued addressing the concerns raised in this and other letters. Furthermore, the City can best mitigate and minimize these adverse impacts by adopting Alternative 1.

² The City has the ability to further mitigate carbon emissions by requiring green roofs for the structures to be built in the future – along the lines of what Chicago has begun to require. This is an added aesthetic for those looking at those rooftops from view spots and other sites above Uptown.

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III. Seattle Does Not Need to Upzone Uptown to Accomplish Its Objectives. Many of the following comments are paraphrased from a letter drafted by Alec and Cathy Ramsey in response to the Uptown Draft EIS.

A. The City of Seattle does not need to upzone Uptown to accomplish the priorities of Uptown residents, businesses, and neighbors as outlined in the Uptown UDF and listed on page viii of the Uptown Draft EIS. As stated earlier, aside from lip service, these priorities are glaringly absent in the Uptown Draft EIS, a fundamental flaw of the document.

- Affordable Housing. In fact, Alternatives 2 and 3 detract from these priorities. The City of Seattle can impose new affordable housing requirements, consistent with HALA, without upzoning a neighborhood (see WAC 365-196-870(2)), and the City can attain the same affordable housing benefits in Alternative 1 as in Alternatives 2 & 3.

Flooding the market with expensive market rate units will not trickle down to provide affordable housing absent an intervention by the City of Seattle. Low income individuals are being evicted in the upzoned neighborhoods to make way for market rate units, which are being demolished City-wide. The Uptown Draft EIS merely queues up Uptown to join the neighborhood lemmings jumping into the no affordable housing waters. As a result of the failure to preserve affordable housing, Seattle suffers the highest rate of rent inflation in the nation.

As implemented, HALA and the grand bargain will result in a net loss of affordable housing in exchange for developers' rights to push for increased density. Per the Seattle Displacement Coalition, "Housing preservation is only given lip service, and the plan [HALA] identifies no specific strategies to achieve it" "[N]o net loss' policy. No developer fees." Queen Anne News, Is Ed Murray 'America's most progressive mayor?' Not by a long shot," Fox, John V. and Colter, Carolee, page 5, August 24, 2016.

Alternative 1 best furthers the City's objectives of retaining (and creating additional) affordable housing.

- Multi-modal Transportation System. The City presents no credible evidence to support its contention that this benefit will inure solely under Alternatives 2 & 3. Sound Transit 3 service to Uptown is not contingent upon upzoning under Alternatives 2 or 3.

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Irv and Luann Betram eloquently articulate the experience of Queen Anne residents going through Uptown to commute to work, attend cultural events, transport children to activities, and more.

Seattle Center continues to coordinate major city events that draw large crowds from around the greater Seattle metropolitan community. These events will suffer if parking and if public transportation issues are not addressed. The City of Seattle will fail its objective to decrease the use of vehicles in Uptown if it does not provide alternatives.

- Community Amenities (community center, new schools, open space). The City does not talk about a community center, deflects on new schools to Seattle Public increasing staffing and facilities after stating that it could not gauge the increase in demand, page 1.41 and specifically states that there will be no new open spaces, aside from sidewalks, courtyards, and alleys, p 1.37. The City offers nothing to advance these goals and priorities as stated in the 1998 Queen Anne Plan, the charrettes, and/or the Uptown UDF under any of the three alternatives. The Uptown UDF included these goals and advanced increased height to accomplish them. This is a total disconnect with the historical documents leading towards the development of the Uptown Draft EIS.

The City has the capacity to study the impact of the Uptown Draft EIS on new schools and open spaces now by looking to the effect of development in Belltown, the Pike/Pine corridor, and South Lake Union. The City should also mandate floor ratios so as to limit a building's footprint to 75% or less of the lot size in order to preserve the historic grassy strips found around the current and historic structures of the neighborhood. Additional open space is a must if children and dogs are not to compete for the use of the only greenspace available at Seattle Center.

The City has the ability to address this now to require quid pro quos from developers to provide these amenities. This is a significant environmental (and tax i.e. raising new revenue through levies) impact that the Uptown Draft EIS fails to address.

- An Arts and Cultural Hub. The Uptown Draft EIS provides no credible evidence for its assertion that Alternatives 2 & 3 better support this priority. Arts and culture hinge upon affordable retail, studio and

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housing. As previously stated, Alternative 1 best supports affordability and thus best supports this priority.

- A Strong Retail Core. This priority is not discussed in any of the three Alternatives proposed. Alternative 1 can presumably meet this as well as any Alternative.
- A Welcoming Urban Gateway to Seattle Center. This priority is not discussed in any of the three Alternatives proposed. Alternative 1 can presumably meet this as well as any Alternative.

B. The City of Seattle does not need to upzone Uptown to accomplish its increased density objectives. Additionally, the discretionary adverse impacts of the upzone flow from Alternatives 2 and 3. The City's stated objectives are to increase households by 3,000 and jobs by 2,500 in Uptown over the next twenty years. The Uptown Draft EIS then states that it also considers a 12% increase under Alternative 2 and a 25% increase under Alternative 3, neither of which are required to achieve the City's goals. The City can meet its goals under Alternative 1, and it can also meet its 12% and 25% stretch under Alternative 1 as Uptown is currently at 60% density capacity today. The City can also meet its goals under HALA under Alternative 1 and without any upzoning.

IV. The Uptown Draft EIS Completely Fails to Address the Impact of the Upzone on the Surrounding Community. There are 14 identified street view, parks and other areas of protected public site lines to various structures or natural features per the Seattle Municipal Code and/or protected from building shadows. This letter uses the term "obstruction," as the EIS does not delineate between "shadows" and "obstructions;" the term is used here to mean obstructed views and shadowing. The Uptown Draft EIS analysis looks at "no obstruction," "partial obstruction," and "full obstruction."

There are 14 identified street view, parks and other areas of protected public site lines to various structures or natural features per the Seattle Municipal Code and/or protected from building shadows.

- Under Alternative 1, 11 out of the 14 views have no obstruction, 3 out of the 14 views have partial obstruction, and 0 out of 14 views have full obstruction.
- Under Alternative 2, 6 out of 14 views have no obstruction, 6 out of 14 views have partial obstruction, and 1 out of 14 views have full obstruction.

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- Under Alternative 3, 6 out of 14 views have no obstruction, 4 out of 14 views have partial obstruction, and 4 out of 14 views have full obstruction.

Only Alternative 1 complies with the Seattle Municipal Code's requirements regarding obstructions (and shadows) from the viewpoints identified in the Seattle Municipal Code.

Per the Uptown Draft EIS, private views are addressed through mitigation (meaning after the upzoning has occurred and on a permit by permit basis, I believe). However, per SMC 23.60.060 & .220, height, bulk, and scale of development projects should be reasonably compatible with . . . the adopted land use regulations for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning.

SMC 23.60.060 & .220. This is consistent with the Uptown UDF paraphrase of the Seattle Municipal Code regarding views, which is provided on page 3 above. It is also consistent with the charrettes topic of exploring "connections through Uptown and to adjacent neighborhoods." Unless this topic was introduced to lull adjacent neighborhoods into complacency, the Uptown Draft EIS must explore and develop that now.

Irv and Luann Bertram have submitted a letter which eloquently points out the mistaken assumptions regarding both public and private views, and I adopt and endorse their arguments here. The Uptown Draft EIS fails to provide for a reasonable transition between Uptown and its northern neighbor under Alternatives 2 & 3. Alternative 1 does provide for reasonable transitions.

Queen Anne is one of the City's hills, and to obscure it behind the mid rises and the high rises envisioned in Alternatives 2 & 3 respectively, begins to erase the City's identity. The taller buildings are incompatible with Uptown's northern neighbor, Queen Anne, and any height increases should transition slowly moving south from the base of Queen Anne hill. Queen Anne residents relied upon the commitment of the City in making those statements in the Uptown UDF. The City disregards its own Code at its own financial peril, and it creates a rift of distrust between adjacent neighborhoods which have historically supported each other.

Irv and Luann Bertram, among others, clearly articulate the traffic concerns from the Uptown Draft EIS. I adopt their arguments.

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As a final point, the Uptown Draft EIS, despite its efforts to create a pedestrian friendly vehicle sparse neighborhood, fails to factor in human scale when it discusses alternatives. Alternatives 2 and 3 will forever change Uptown into canyons of brick and corrugated steel filled with shadows and devoid of all but the bare minimum skyline. We live in a City that is dark and dreary for most of the year. Alternatives 2 and 3 make that worse. Alternative 1 retains buildings at a human scale, one that invites pedestrians to walk, to shop, and to enjoy the arts that only Alternative 1 can support.

Listening to the Voices of Seattle Voters speaking out on the Uptown Draft EIS.

Mayor Murray has, thus far, disregarded comments such as those found in this letter by calling them unrepresentational, or some such term. These comments marginalize the concerns of citizens who are willing to engage in dialogue with him regarding what the future of our City looks like. He needs to identify the demographic whose voices are absent and then figure out how to get them to the table, if he wants them heard. Otherwise, we citizens are without a clue as to what demographic he believes is missing and what the voice of that demographic is. He creates a double bind – a voice is missing, and because that voice is missing, no one will be heard.

In conclusion, I thank you for your hard work on crafting the Uptown Draft EIS and appreciate your open-mindedness as you read my and other comments. Alternative 1 furthers the City's objectives, and it should be fleshed out the same way that Alternatives 2 and 3 are fleshed out in the final EIS. It is not fleshed out adequately at this time. Not to do so suggests that it is only listed as an Alternative because the Washington State Growth Management Act requires the City to list it. A final EIS should be issued factoring in all of the points raised in this and other letters drafted by concerned citizens.

Sincerely,

Alexandra Moore-Wulsin

Alexandra Moore-Wulsin (signed electronically to avoid delay)

amw

cc Sally Bradshaw, City Counsel

From: Alexandra Moore-Wulsin [<mailto:xanamw@q.com>]
Sent: Wednesday, August 31, 2016 12:26 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Alexandra Moore-Wulsin <xanamw@earthhomeplanet.com>
Subject: Comment on July 18, 2016 Uptown Draft EIS - due 2016 09 01 at 5 p.m.

Dear Mr. Holmes,

Please find a copy of my comments on the July 18, 2016 Uptown Draft EIS. I am also providing a copy to Council member Bagshaw by this transmission. Thank you for this opportunity to comment.

Best regards,
Xana

Effective immediately, I am migrating my email to xanamw@earthhomeplanet.com This old mailbox rusts out on October 31, 2016!

Xana
Xana Moore-Wulsin
xanamw@earthhomeplanet.com

ALEXANDRA MOORE-WULSIN
701 W. Kinnear Place
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29 August 2016

Mr. Jim Holmes, Senior Planner
City of Seattle Office of Planning and Community Development
700 - 5th Avenue, Suite 1900
Seattle, WA 98124-7088
Jim.holmes@seattle.gov

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August 30, 2016

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As I understand it, the Draft EIS is built on prior input from Queen Anne in 1998, when Uptown was called "Lower Queen Anne," and from the Uptown Urban Design Framework (UDF). The 1998 input from Queen Anne envisioned Alternative 1 zoning for Uptown, and included much more green space.

5

The Uptown UDF was developed following the 2014 "charrettes" involving interested parties in the Uptown UDF process, including neighbors. As a neighbor, I do not recall notice of these charrettes.¹ The Uptown UDF, at page 11, notes the following regarding the charrettes: "Charrette topics included an overall evaluation of the neighborhood and how it functions, connections through Uptown and to adjacent neighborhoods, urban form and street character, transit oriented development, and neighborhood connections to the Seattle Center."

6

Regardless of these notice issues and looking to the notes from these charrettes, many concepts articulated there are watered down in the Uptown UDF and barely recognizable or minimized in the Uptown Draft EIS, including:

7

- The need for more green space;
- Incorporating lake to shore bicycle access/trails;
- The desire for the neighborhood to attract a diverse array of residents including cross age, race, income, family size, and work demographics;
- The need for schools and other infrastructure; and
- The need to address the transportation and parking issues plaguing the neighborhood.

Interestingly, the charrettes contain perhaps 2-3 references to upzoning Uptown. The Uptown UDF contains a few more references to upzoning, but these references are fairly oblique and discussed in unsupported and ambiguous statements of goals such as:

¹ I do recall notice of efforts to upzone Interbay, and I suspect had the Uptown charrettes and UDF process been publicized as well, including expressing an intention to go towards upzoning, I would have noticed it, and others would have too.

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3.3 Building Height. The guiding principles of this UDF call for a greater diversity of housing types. This means increased housing for families, singles, local artists of all income levels. An important variable to consider in advancing this principle is building height. Building height can influence diversity of housing opportunities and contribute to subarea character by achieving appropriate scale, affecting affordability through construction type, and in the case of taller buildings, requirement for affordable housing and other amenities."

Uptown UDF at page 19. And,

6.4 Building Height. Earlier in this UDF, locational criteria for building height were discussed. In addition to the urban form criteria set out in that discussion, height increases can advance important neighborhood goals. These goals include provisions of public amenities such as affordable housing, open space, historic preservation and in some case other vital public amenities.

Uptown UDF at page 40. This section proceeds to discuss the former requirements that taller buildings include affordable housing, the requirement replaced when Mayor Murray struck "the grand bargain" with developers.

The Uptown UDF's sole reference to potential building heights appears at page 46. The Uptown UDF at page 20, though, in discussing these heights states the following criteria for upzoning from the City of Seattle Municipal Code:

8

2. Preserve important views and land forms. Seattle's hills, valleys, and lakes give it identity – consider the impact of taller buildings.

3. Ensure new height limits are compatible with the neighborhood as it has developed already. Not all property will redevelop and compatibility between old and new should be considered.

Consider building heights of adjacent neighborhoods or provide a transition to a different scale rather than an abrupt drop or increase.

4. Advance goals established by the neighborhood through its neighborhood plan.

The Uptown Draft EIS does not appear to build upon the comments of the charrettes, the 1998 Queen Anne plan, or of the Uptown UDF when it comes to upzoning in general and to upzoning as it impacts views, neighborhood compatibility, transitioning to adjacent neighborhoods or

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advancing the objectives stated in the prior neighborhood plans. The Uptown Draft EIS should be re-written to factor in these variables.

Another focus in the charrettes and in the Uptown UDF is that of the historical aspects of the Uptown neighborhood, noted to be one of the oldest in the City of Seattle. The Uptown UDF notes, at pages 10 and 15, a desire to preserve brick buildings that are landmarks and to create a **"conservation district" along Roy Street to retain the art deco influenced architecture there.** This focus on conserving historic districts is glossed over in the Uptown Draft EIS, and suggested mitigation does little to assure that these historic districts and buildings will be preserved or integrated into an upzoned Uptown. This is error and should be corrected.

9

With regards to transportation, the Uptown UDF, at page 10, states that the neighborhood would be **"best served by a strong multi-modal transportation system"**, yet the Uptown Draft EIS only provides this outcome if Alternative 2 or 3 is adopted – even after noting that Alternative 1 will increase traffic by 200% between now and 2035, and **even after noting the problems with parking for one of Uptown's major attractions, a site that hosts many city-wide events – Seattle Center.** As noted below, Sound Transit 3 has not restricted a high volume transit station in Uptown if Uptown does not upzone, and the Uptown Draft EIS should not do so either.

10

The Uptown Draft EIS almost mono-focus on upzoning is a major, bold, and unwelcome deviation from the considerations and the processes that have brought us to these crossroads. At page 1 of the Summary, it states, **"The proposal is a non-project action to amend zoning in the Uptown Urban Center. The purpose of the proposal is to increase permitted height and density in the Uptown neighborhood . . ."** The Draft EIS reaches many wrong conclusions regarding the environment impacts of Alternatives 2 & 3. It does so in blatant disregard of the data before it and of the stated preferences of those few neighbors provided notice of the Uptown UDF. While it appears that the Uptown neighborhood may have been aware of the effort to move towards an EIS for Uptown, it also appears that adjoining neighborhoods were not considered or given notice and the opportunity to be heard on this effort. In fact, the July 18, 2016 letter signed by Samuel Assefa, Director of the City of Seattle Office of Planning and Community Development states, **"The Uptown Urban Design Framework (UDF) is a summary of recent public input from the Uptown neighborhood."** This phrase is repeated verbatim on page 1 of the Summary of the Uptown Draft EIS. The City of Seattle should have provided notice and the opportunity to be heard to all neighborhoods

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that would be directly impacted by changes in Uptown. The Uptown Draft EIS does not advance the articulated goals of the charrettes, of the Queen Anne 1998 plan, or of the Uptown UDF.

The Uptown Draft EIS.

I. *Giving Away Space without Consideration*. Through the Uptown Draft EIS, the City of Seattle gives away the space over the existing structures in Uptown without a *quid pro quo*. Through the changes proposed in the Uptown Draft EIS, the City has the opportunity to require developers to contribute towards the purchase of land for additional parks, schools, and low income housing, for example (all of which are identified priorities from the charrettes), but it fails to require these concessions in what has become one of the biggest airspace grabs in our state. Although the Queen Anne 1998 plan, the charrettes and the Uptown UDF all discuss the need for open space, for preservation of historic structures, and for amenities, the Uptown Draft EIS either makes no provisions for these goals and priorities or dismisses them outright. While I oppose Alternatives 2 and 3, if the City contemplates either of these alternatives, it should require these concessions.

12

II. *Bootstrapping and Disingenuous Conclusions on the Environmental Impact of Alternatives 2 and 3*. As one reads the Uptown Draft EIS, one reads multiple times disingenuous and boot strap conclusions regarding what should be seen as significant impacts from the proposed height changes but instead are consistently listed as “no significant adverse impacts” or “no significant unavoidable adverse impacts.”

13

- “This transition [growth and density; height, bulk and compatibility, job displacement] would be unavoidable but is not significant and adverse since this is an expected characteristic of a designated Urban Center . . . with the combination of existing and new development regulations, zoning requirements, and design guidelines, no significant adverse impacts are anticipated.” (page 1.17 - Land Use)
- “With mitigation [that is reviewing and re-writing inconsistent policy guidance and requirements to conform them with this Uptown Draft EIS], the proposal would be consistent with state, regional, and local policy guidance and requirements.” (page 1.18 – Relationship to Plans and Policies)
- “Uptown will continue to face housing affordability challenges . . . Uptown has the developmental capacity to add significant number

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- of new housing units . . . though it may still fall short of the **Comprehensive Plan goal.**" (page 1.21 – Housing)
- Regarding neighborhood character, protected views, and shading, "Under all alternatives, increased development . . . public spaces would experience increased shading . . . More intense development . . . would affect neighborhood character . . . With the incorporation of proposed mitigation, all alternatives would be **consistent with the City's policies . . . regarding protection of public views and shading of public parks and open spaces.** Thus, based on threshold of significance and proposed mitigation, no significant unavoidable adverse impacts are identified. . . . Under all alternatives, some private territorial views could change . . . **City view protection policies focus on public views.**" (page 1.27 – Aesthetics and Urban Design)
 - "Both Alternatives 2 and 3 establish height increases and other zoning changes that could result in significant unavoidable adverse impacts to above-ground historic properties." (page 1.30 – Historic and Cultural Resources)
 - "No significant unavoidable adverse impacts are anticipated." (page 1.32 – Transportation)
 - "No significant unavoidable adverse impacts are anticipated." (page 1.37 – Greenhouse Gas Emissions)²
 - "No significant unavoidable adverse impacts are anticipated." (page 1.39 – Open Space and Recreation)
 - "No significant unavoidable adverse impacts are anticipated." (pages 1.40, 1.41, 1.42, 1.44, 1.46, 1.47, 1.49 – Public Services – Fire (endeavor to maintain response times and may require increased staffing), law enforcement (department identified need to increase staffing and improve facilities), Schools (capital facilities management anticipated to be sufficient to address increases), Utilities (SPU will need to plan to meet the demand))

In fact, the adverse impacts are significant and a full environmental impact statement should be issued addressing the concerns raised in this and other letters. Furthermore, the City can best mitigate and minimize these adverse impacts by adopting Alternative 1. 14

² The City has the ability to further mitigate carbon emissions by requiring green roofs for the structures to be built in the future – along the lines of what Chicago has begun to require. This is an added aesthetic for those looking at those rooftops from view spots and other sites above Uptown.

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III. Seattle Does Not Need to Upzone Uptown to Accomplish Its Objectives. Many of the following comments are paraphrased from a letter drafted by Alec and Cathy Ramsey in response to the Uptown Draft EIS.

15

A. The City of Seattle does not need to upzone Uptown to accomplish the priorities of Uptown residents, businesses, and neighbors as outlined in the Uptown UDF and listed on page viii of the Uptown Draft EIS. As stated earlier, aside from lip service, these priorities are glaringly absent in the Uptown Draft EIS, a fundamental flaw of the document.

- Affordable Housing. In fact, Alternatives 2 and 3 detract from these priorities. The City of Seattle can impose new affordable housing requirements, consistent with HALA, without upzoning a neighborhood (see WAC 365-196-870(2)), and the City can attain the same affordable housing benefits in Alternative 1 as in Alternatives 2 & 3.

Flooding the market with expensive market rate units will not trickle down to provide affordable housing absent an intervention by the City of Seattle. Low income individuals are being evicted in the upzoned neighborhoods to make way for market rate units, which are being demolished City-wide. The Uptown Draft EIS merely queues up Uptown to join the neighborhood lemmings jumping into the no affordable housing waters. As a result of the failure to preserve affordable housing, Seattle suffers the highest rate of rent inflation in the nation.

As implemented, HALA and the grand bargain will result in a net loss of affordable housing in exchange for developers' rights to push for increased density. Per the Seattle Displacement Coalition, "Housing preservation is only given lip service, and the plan [HALA] identifies no specific strategies to achieve it" "[N]o net loss' policy. No developer fees." Queen Anne News, Is Ed Murray 'America's most progressive mayor?' Not by a long shot," Fox, John V. and Colter, Carolee, page 5, August 24, 2016.

Alternative 1 best furthers the City's objectives of retaining (and creating additional) affordable housing.

- Multi-modal Transportation System. The City presents no credible evidence to support its contention that this benefit will inure solely under Alternatives 2 & 3. Sound Transit 3 service to Uptown is not contingent upon upzoning under Alternatives 2 or 3.

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Irv and Luann Betram eloquently articulate the experience of Queen Anne residents going through Uptown to commute to work, attend cultural events, transport children to activities, and more.

Seattle Center continues to coordinate major city events that draw large crowds from around the greater Seattle metropolitan community. These events will suffer if parking and if public transportation issues are not addressed. The City of Seattle will fail its objective to decrease the use of vehicles in Uptown if it does not provide alternatives.

- Community Amenities (community center, new schools, open space). The City does not talk about a community center, deflects on new schools to Seattle Public increasing staffing and facilities after stating that it could not gauge the increase in demand, page 1.41 and specifically states that there will be no new open spaces, aside from sidewalks, courtyards, and alleys, p 1.37. The City offers nothing to advance these goals and priorities as stated in the 1998 Queen Anne Plan, the charrettes, and/or the Uptown UDF under any of the three alternatives. The Uptown UDF included these goals and advanced increased height to accomplish them. This is a total disconnect with the historical documents leading towards the development of the Uptown Draft EIS.

The City has the capacity to study the impact of the Uptown Draft EIS on new schools and open spaces now by looking to the effect of development in Belltown, the Pike/Pine corridor, and South Lake Union. The City should also mandate floor ratios so as to limit a building's footprint to 75% or less of the lot size in order to preserve the historic grassy strips found around the current and historic structures of the neighborhood. Additional open space is a must if children and dogs are not to compete for the use of the only greenspace available at Seattle Center.

The City has the ability to address this now to require quid pro quos from developers to provide these amenities. This is a significant environmental (and tax i.e. raising new revenue through levies) impact that the Uptown Draft EIS fails to address.

- An Arts and Cultural Hub. The Uptown Draft EIS provides no credible evidence for its assertion that Alternatives 2 & 3 better support this priority. Arts and culture hinge upon affordable retail, studio and

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housing. As previously stated, Alternative 1 best supports affordability and thus best supports this priority.

- A Strong Retail Core. This priority is not discussed in any of the three Alternatives proposed. Alternative 1 can presumably meet this as well as any Alternative.
- A Welcoming Urban Gateway to Seattle Center. This priority is not discussed in any of the three Alternatives proposed. Alternative 1 can presumably meet this as well as any Alternative.

B. The City of Seattle does not need to upzone Uptown to accomplish its increased density objectives. Additionally, the discretionary adverse impacts of the upzone flow from Alternatives 2 and 3. **The City's stated objectives are to increase households by 3,000 and jobs by 2,500 in Uptown over the next twenty years.** The Uptown Draft EIS then states that it also considers a 12% increase under Alternative 2 and a 25% increase under Alternative 3, neither of which are required to achieve **the City's goals**. The City can meet its goals under Alternative 1, and it can also meet its 12% and 25% stretch under Alternative 1 as Uptown is currently at 60% density capacity today. The City can also meet its goals under HALA under Alternative 1 and without any upzoning.

16

IV. The Uptown Draft EIS Completely Fails to Address the Impact of the Upzone on the Surrounding Community. There are 14 identified street view, parks and other areas of protected public site lines to various structures or natural features per the Seattle Municipal Code and/or protected from building shadows. This letter uses the term "obstruction," as the EIS does not delineate between "shadows" and "obstructions;" the term is used here to mean obstructed views and shadowing. The Uptown Draft EIS analysis looks at "no obstruction," "partial obstruction," and "full obstruction."

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There are 14 identified street view, parks and other areas of protected public site lines to various structures or natural features per the Seattle Municipal Code and/or protected from building shadows.

- Under Alternative 1, 11 out of the 14 views have no obstruction, 3 out of the 14 views have partial obstruction, and 0 out of 14 views have full obstruction.
- Under Alternative 2, 6 out of 14 views have no obstruction, 6 out of 14 views have partial obstruction, and 1 out of 14 views have full obstruction.

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- Under Alternative 3, 6 out of 14 views have no obstruction, 4 out of 14 views have partial obstruction, and 4 out of 14 views have full obstruction.

Only Alternative 1 complies with the Seattle Municipal Code's requirements regarding obstructions (and shadows) from the viewpoints identified in the Seattle Municipal Code.

Per the Uptown Draft EIS, private views are addressed through mitigation (meaning after the upzoning has occurred and on a permit by permit basis, I believe). However, per SMC 23,60.060 & .220, height, bulk, and scale of development projects should be reasonably compatible with . . . the adopted land use regulations for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning.

SMC 23,60.060 & .220. This is consistent with the Uptown UDF paraphrase of the Seattle Municipal Code regarding views, which is provided on page 3 above. It is also consistent with the charrettes topic of exploring "connections through Uptown and to adjacent neighborhoods." Unless this topic was introduced to lull adjacent neighborhoods into complacency, the Uptown Draft EIS must explore and develop that now.

Irv and Luann Bertram have submitted a letter which eloquently points out the mistaken assumptions regarding both public and private views, and I adopt and endorse their arguments here. The Uptown Draft EIS fails to provide for a reasonable transition between Uptown and its northern neighbor under Alternatives 2 & 3. Alternative 1 does provide for reasonable transitions.

18

Queen Anne is one of the City's hills, and to obscure it behind the mid rises and the high rises envisioned in Alternatives 2 & 3 respectively, begins to erase the City's identity. The taller buildings are incompatible with Uptown's northern neighbor, Queen Anne, and any height increases should transition slowly moving south from the base of Queen Anne hill. Queen Anne residents relied upon the commitment of the City in making those statements in the Uptown UDF. The City disregards its own Code at its own financial peril, and it creates a rift of distrust between adjacent neighborhoods which have historically supported each other.

19

Irv and Luann Bertram, among others, clearly articulate the traffic concerns from the Uptown Draft EIS. I adopt their arguments.

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As a final point, the Uptown Draft EIS, despite its efforts to create a pedestrian friendly vehicle sparse neighborhood, fails to factor in human scale when it discusses alternatives. Alternatives 2 and 3 will forever change Uptown into canyons of brick and corrugated steel filled with shadows and devoid of all but the bare minimum skyline. We live in a City that is dark and dreary for most of the year. Alternatives 2 and 3 make that worse. Alternative 1 retains buildings at a human scale, one that invites pedestrians to walk, to shop, and to enjoy the arts that only Alternative 1 can support.

21

Listening to the Voices of Seattle Voters speaking out on the Uptown Draft EIS.

Mayor Murray has, thus far, disregarded comments such as those found in this letter by calling them unrepresentational, or some such term. These comments marginalize the concerns of citizens who are willing to engage in dialogue with him regarding what the future of our City looks like. He needs to identify the demographic whose voices are absent and then figure out how to get them to the table, if he wants them heard. Otherwise, we citizens are without a clue as to what demographic he believes is missing and what the voice of that demographic is. He creates a double bind – a voice is missing, and because that voice is missing, no one will be heard.

22

In conclusion, I thank you for your hard work on crafting the Uptown Draft EIS and appreciate your open-mindedness as you read my and other comments. Alternative 1 furthers the City's objectives, and it should be fleshed out the same way that Alternatives 2 and 3 are fleshed out in the final EIS. It is not fleshed out adequately at this time. Not to do so suggests that it is only listed as an Alternative because the Washington State Growth Management Act requires the City to list it. A final EIS should be issued factoring in all of the points raised in this and other letters drafted by concerned citizens.

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Sincerely,

Alexandra Moore-Wulsin

Alexandra Moore-Wulsin (signed electronically to avoid delay)

amw

cc Sally Bradshaw, City Counsel

From: Cindie Moulton [mailto:cindiemoulton@gmail.com]
Sent: Tuesday, September 13, 2016 9:29 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comment: Uptown QA development

Dear Mr. Holmes,

I live on Queen Anne Hill and just found out about the planned high density development of lower QA (Uptown). As a previous resident of lower QA and a current resident of QA Hill, this plan is highly disturbing and will destroy the current lower QA neighborhood. I believe the over development of every square inch of Seattle, extending to neighborhoods, is going to destroy the quality of life in Seattle. The proposals mention adding affordable housing in the mix, and this is not the only issue important to people. Access to local restaurants, the SIFF theater, coffee, shops, etc. will be replaced by what???? High rises, street level restaurants that are unaffordable because of the over priced rental space, disappearance of the local tasty, affordable restaurants: Greek, pizza, Thai, Mexican, etc. 1

You will not be able to control the traffic problem by disallowing parking. There is already bumper to bumper traffic on Mercer all day, mostly commuters from the suburbs, delivery trucks, tourists, and local traffic from other neighborhoods. Imagine increasing the height of buildings? Will these residents only be able to accept visitors who ride bicycles or happen to be on the bus line?? Your traffic plan is totally a "NO PLAN". Even when public transportation is much improved by 2035!!! this will not solve the problem. Twenty years in the future, the public transportation plan will most likely be outdated! There will still be drivers of cars and trucks on the streets. We, on QA Hill, already have problems getting to I-5, via Taylor Ave and Mercer Street. On weekends there are marathons and all kinds of activities at Seattle Center that currently cause horrific traffic obstacles. During the week when there are traffic accidents on I-5 and Aurora-99, QA Hill becomes a highway for people trying to drive north or south. Our neighborhood of narrow roads will not be able to accommodate the heightened overflow of traffic caused by lower QA higher density. 2

If it is true you are still accepting comments that will influence your proposals, then please accept my fervent request to limit the building heights to the bare minimum possible, which I have heard is 4 floors or less. 3

I believe the city should consider establishing tech company campuses south and east of the city in less dense areas, and shuttles can be used to travel between companies to conduct business. Not every company needs to be located on Mercer! Microsoft, a good example. 4

Respectfully,

Cynthia Moulton
1901 Taylor Ave N.
Apt 4
Seattle, WA 98109

email: cindiemoulton@gmail.com

From: diana mucci [mailto:binkandbiscuit@hotmail.com]
Sent: Thursday, September 01, 2016 10:37 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Queen Anne Uptown Rezone

To Jim Holmes & Sally Bagshaw:

I am a Queen Anne south slope resident. For 22 years I have resided in three separate homes in the neighborhood. What I most appreciate about this location is the view and relationship to Seattle Center. The south slope is like an amphitheater with Seattle Center as the focus and downtown Seattle as a backdrop. 1

Two weeks ago I attended one of the KEXP meetings to view the rezone alternatives. I was very disappointed in the midrise and high-rise computer renderings. This amount of development would destroy one of south Queen Anne's most desirable view features. Seattle Center and the lower half of the Space Needle would be blocked. The concept of a few tall, narrow structures and a partial views would be just as offensive as a solid wall of high-rises. Any increased building height at lower Queen Anne would be objectionable. 2

Increased density such as this should be developed in areas where so many high-end properties would not be effected-- perhaps Lake City or North Lake Union. There are many other neighborhoods with good access to public transportation where mid- and high-rise structures will not adversely affect so many view homes. 3

The no action alternative is by far the best option. Thank you for considering my thoughts. 4

Diana Mucci.

From: Joseph Mucci [mailto:joseph@mucci-trucksess.com]
Sent: Thursday, September 01, 2016 4:34 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Bagshaw, Sally <Sally.Bagshaw@seattle.gov>
Subject: Queen Anne Uptown Rezone

Mr. Holmes & Ms. Bagshaw:

I've been living on Queen Anne & practicing architecture here for 30 years. During that time, in my west side neighborhood I have seen the population quadruple. Nearly every home within several blocks has been purchased by developers who have added three or four additional units per lot. There are very few original owner occupants. Once the Seattle Children's Home project is complete, the population here will double again.

With all this current construction, Queen Anne has suffered enough from the impact on density, traffic, and our property values. We have absorbed far more than our fair share of new housing.

I recently attended one of the drop-in sessions to see the 3-D rendering of the various Uptown up-zoning proposals. The city representatives that I met with indicated that of the three Lower Queen Anne zoning alternatives, the lower impact "No Action" alternative will still meet the city's growth goals. This "No Action" alternative already allows the extensive higher density construction that is now underway. There is no need for any further consideration to the "Mid-Rise" & "High Rise" alternatives.

Thank you.

Joseph M. Mucci, AIA
Mucci / Trucksess Architecture & Interiors
206-283-2141
www.mucci-trucksess.com

From: Marylou Mucci [mailto:joeandmarylou@aol.com]
Sent: Thursday, September 01, 2016 8:50 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Bagshaw, Sally <Sally.Bagshaw@seattle.gov>
Subject: Uptown Rezone

> Dear Council Member Bradshaw and Mr. Holmes:

>

> My name is Mary Lou Mucci, I am an owner of property at 7 Highland Dr., Apt. 603. I am extremely concerned about losing my views that I have enjoyed for so many years. I am totally against having 16 story high buildings in and around the Roy Street area and the Seattle Center.

>

> Our Space Needle which stands as our landmark in Seattle should stand alone without having these ugly tall structures popping up around it. The proposed "no action" zoning option is by far the better way to proceed.

>

> Please reconsider the height of these structures that will block so many views in our Queen Anne neighborhood.

>

> Sincerely,

>

> Mary Lou

To: Jim Holmes, Senior Planner
Office of Planning and Community Development

From: Pam Piering,
Don Hopps
Nancy Silberg
Rick Hooper
Jeff Barr
Thomas Vaughan
Jon H. Rosen, Chair
Re-Zone Committee
Ward Street Alliance

RE: Comments on Draft EIS for Uptown Urban Center

The Ward Street Alliance (WSA), in existence for twelve years, is a diverse group of neighbors consisting primarily of residents on Ward Street, between 5th North and 1st North, on the south slope of Queen Anne. The group is currently comprised of 26 households and is growing. These neighbors meet regularly to address local issues such as improvement and maintenance of the street median and public stairways, neighborhood safety, traffic flow, and parking limitations and to get to know each other better through socializing. The WSA has a committee on land use that has sponsored several community meetings with City planning staff to gain a better knowledge of the proposed Uptown rezone and associated Environmental Impact Statement process. 1

Because of the impact of the proposals on the WSA and our neighbors we want to address what we see as many adverse consequences of the alternatives set forth in the draft EIS. 2

There are several areas where information is lacking and where assumptions are misplaced or just downright incorrect. These comments, questions, concerns, and criticisms are an amalgam of our group. You will also be hearing from many of us individually.

Two of the primary objectives of the Uptown upzone proposal are to “increase housing diversity and availability of affordable housing provided through private development” and to “create a residential, commercial and cultural center reflecting a broad constituency ... including traditionally underrepresented populations.” (Page 30) Where does the EIS adequately address these issues? Where is the analysis of how many actual units will be developed in the actual Uptown area, under Scenarios 2 and 3, versus how many are likely to be developed off site? The EIS speaks to the proposed benefit of increasing affordable housing throughout the document as if this benefit will accrue to Uptown and help it achieve its goals. This is not the case. The issue of on-site (performance) versus off site (fees) should be clarified up front in the EIS study. 3

Seattle and Uptown have a strong interest in providing housing for families as well as for professional singles. The Seattle Center houses a school, open space, a play area, a childrens’ museum and a children’s theater. Yet the EIS doesn’t address the impact of the proposed zoning change on families with children. 4

The EIS is silent on addressing the environmental impact of the Seattle Center being “walled off” from the surrounding community by 16 story buildings (Scenario 3). Why didn’t the EIS consider an option that includes a lower buffer zone around the Seattle Center?

The EIS generally does not consider the importance of timing. This is true for transportation as well as for housing. For example, light rail and improved bus service are assumed to be mitigating the impact of new development when light rail will certainly not be available until the very end of the study period, if at all, and enhanced bus service is unlikely to be available until well after the new development in Scenarios 2 and 3 impacts the neighborhood. Similarly, such transportation options will not become a substitute for automobile use until they are in place, leaving the already highly stressed road system in the area to absorb the increased auto traffic generated by new development. By the way, new bus service is also dependent on the current road system.

The transportation element of the EIS study is based on a definition of the traffic issues facing Uptown which is divorced from the reality of every day travel. The EIS begins by identifying multiple Uptown “screenlines” (points passed by traffic where data is collected) and reporting the current measurements taken of passing vehicles at each point. This data is supplemented by data on the current preference for mode travel to and from Uptown and the reported service capacity of the roads passing the screenlines. This current assessment of travel is then compared to the results of City of Seattle model of traffic passed the same screenlines in 2035.

This approach is fatally flawed because real travel does not happen in segments but has a beginning and end. What matters is the time and mental stress between those two points. Concretely, by defining traffic on Mercer Street as that which exists between the screenline at Queen Anne Avenue North and the screenline at Aurora the major traffic reality facing the area -- the so called Mercer mess – becomes non-existent. In other words, the travel time between screenlines may not change much if new residents and workers in Uptown are added to it. However, if travel in the entire Mercer Corridor is considered these additions could be greatly magnified in importance because they provide a tipping point for increased grid lock. The draft EIS analysis does not address that possibility.

There are other significant problems with this approach. Nowhere does this study provide the basic assumptions of the Seattle traffic model used, let alone assess them. The study assumes that the current pronounced preference of Uptown commuters for Single Occupancy Vehicles will change dramatically without any stated reason except that is what City policy calls for. It is the resulting reduction of vehicle trips based on this assumption that is the difference between little impact on transportation and significant impact of the land use alternatives being studied.

The draft EIS says Alternatives 2 and 3 include two Sound Transit stations (page 1.9). However, these two proposed Sound Transit stations are part of the ST3 ballot measure in November and are not dependent on the zoning in Uptown. Therefore, the same assumption should be used for all three alternatives. In other words, if you assume ST3 will pass, the two Sound Transit stations in Uptown should be assumed in all three alternatives. Conversely, if you assume ST3 will fail, the two Sound Transit stations in Uptown should not be included in any of the alternatives. We will have the answer before the EIS is finalized.

The draft EIS says, “...Alternative 3 High-Rise is expected to result in the lowest number of demolished units due to the higher zoned capacity, enabling expected growth to be accommodated on fewer parcels

compared to Alternative 1 No-Action and Alternative 2 Mid-Rise.” (page 1.19) This expectation is seriously flawed. Alternative 3 High-Rise will likely be the most profitable if housing demand remains high and, therefore, be most attractive to developers. More development is likely to occur with Alternative 3, and the number of demolished units would likely be greater.

The draft EIS states that with the incorporation of proposed mitigation, all alternatives would be consistent with the City’s policies regarding protection of public views and shading of public parks and open spaces. “Thus, based on thresholds of significance and proposed mitigation, no significant unavoidable adverse impacts are identified (page 1.27).” What are the details of the mitigation? Please describe how Uptown would look after the mitigation. Does this assumption contemplate a full build out?

Exhibit 3.4-7 (page 3.99) lists viewpoint locations – various parks and protected street-level viewpoints. Why are only these parks listed? For example, why is Ward Springs Park at Ward Street and 4th Avenue North not included?

Chapter 3.4.2 contains descriptions and a number of exhibits that review the impact of the various alternatives from “Street-Level Views”. The text on pages 3.116 and 3.117 and Exhibit 3.4-10 are examples of this. The text and exhibits describe the impact from five of the seven street viewpoint locations listed in Exhibit 3.4-7. Two locations are consistently omitted: 2nd Avenue North and Ward Street, and Queen Anne Avenue North and Valley Street. These omissions should be rectified and impact from all of the Street-Level Locations discussed.

The draft EIS does not contain any discussion of the difference in the building and development cost between the various alternatives. For example, we have been told that high-rise buildings are much more expensive to build and would command higher rents. This data has significant impact on the character of the neighborhood and should be included and evaluated.

The draft EIS does not contain any information about the demand for various housing types. What is the impact of raising land values due to a zoning change if the demand does not materialize? Currently there are no high-rise buildings in Uptown. What is the impact of little or no demand for the higher cost of units in high-rise buildings and the land is not developed? What is the impact on neighborhood character?

The list of other proposed mitigation measures on page 3.173 includes, “Implement height limits or setbacks in portions of the study adjacent to lower-intensity zones, such as along the northern boundary.” Does this apply to the Mercer-Roy corridor? What would the height limits and setbacks be? Where would they be applied?

The draft EIS emphasizes the analysis of the proposed zoning changes and its impacts on housing. The emphasis is justified by the underlying assumption that housing affordability is a critical issue before both the City and the Uptown neighborhood. Because of the importance the authors of the draft place on this issue, its treatment needs to be examined in detail.

❖ Chapter 1/Summary

• 1.4 -- Related Objectives

- ✓ “Preserving older brick apartment buildings” and “plan for major redevelopment opportunities along Mercer/Roy and NE quadrant of Seattle Center” are both missing from the draft here and should be included.

- ✓ A mix of residential and employment should be encouraged rather than just encouraging employment.

- **1.4 -- Growth**

- ✓ The paragraph discussing Alternative #3 inaccurately states: “Alternative #3 would have the greatest opportunity for affordable housing to support new residents.” The opposite is much more likely (see the reasons below). That sentence should be deleted. 20

- **1.6 -- Impacts/Mitigation**

- ✓ HOUSING: page 1.19 -- A general statement is made that Uptown could see an increase in housing options whether developers choose to include units within their projects (performance) or choose payment of fees to the City (fees). That statement is very misleading. Fees are unlikely to be used in Uptown compared to performance. Housing amounts are likely to vary among the alternatives, which should be the point of the paragraph. The general statement that affordable housing options are likely to increase under Alternatives #2 and #3 that appears in several locations in this section is questionable, at best, for Alternative #3 and should be removed (more on why below). 21

❖ **SECTION 3.3/Housing**

- **Program descriptions / Mitigation measures:** 22

- ✓ **Alternative #3: The use of the Multifamily Property Tax Exemption (MFTE) program is over-stated; the rate of MFTE utilization will not be equal for all alternatives:**
 - MFTE is an important source of rent and income restricted housing in Uptown;
 - The draft EIS assumes 20% of developers opt to use the MFTE Program under all 3 alternatives;
 - City experience with MFTE: no high-rise project developers/owners participate; participation is all in zones < 85’ height; while high rise developers can participate, they don’t;
 - The draft EIS needs to be modified to recognize that participation will be significantly less under Alternative #3 or that these developers are unlikely to participate based on program utilization history.

✓ **Alternative #3: There is a very high chance that high-rise developers will choose fees over performance under the Mandatory Housing Program – Residential Program (if given the choice) – a higher likelihood than under alternatives 1 or 2:**

23

- The draft EIS is language neutral on whether developers choose fees or performance regarding impacts on affordable housing in Uptown itself – it must be modified to make it clear that performance produces units in Uptown while fees will be difficult to use in Uptown and will likely be used elsewhere;
- High rise buildings under the City’s Incentive Zoning Program have always contributed fees over performance. The draft EIS should be modified to make it clear that Alternative #3 will likely be all fees -- Alternatives 1 and 2 have more potential for performance;
- Exhibit 3.3-19 claims that performance will produce about 1/3 of the units that fees can produce (based on numbers shown); this assumes the City’s access to leverage funding (4% tax credits) will continue at the same rate – this is highly speculative (in fact, the Washington State Housing Finance Commission suggests otherwise); the draft EIS needs to be modified to accurately reflect that while the performance number is relatively close to certain, the fee based production number is not and is much more speculative.

✓ **The availability of publicly owned property for affordable housing is significantly overstated:**

24

- Page 3.90, middle paragraph, says Uptown has “35 publicly-owned parcels that could be assessed for their suitability for an affordable housing development.” This claim overstates the potential to an enormous extent and should be deleted. The assessment has been done, and even the City (Office of Housing) only talks about one likely site. Other redevelopment sites along Mercer could incorporate affordable housing, ideally, but that is speculative at this point.

• **Age of Housing Stock -- The draft EIS appears to significantly undercount older apartment units (built before 1960):**

25

Exhibit 3.3-6 says only 59 units were built prior to 1960; a number of brick apartment buildings along Roy Street west of Queen Anne Ave. appear much older than 1960. On what verifiable data is the exhibit based?

• **Housing demolition / displacement**

26

We’d like to understand better the rationale for concluding that demolition under the 3 alternatives range from 42-66 units? This seems low given Uptown’s current growth rate (units produced over the last 10 years are 77% of the new 20-year projection (2,300 of a contemplated total of 3,000). The rapid disappearance of surface parking lots will increasingly cause developers to buy and demolish older, small, apartment buildings. A recent example is the 19 unit Mariner Apts at 2nd W. and Republican.

- **Development capacity**

27

A table appears twice in the draft EIS that shows household (or unit) net capacity numbers that are very confusing (Exhibit 1-2). It would be more accurate and clearer to use the Comprehensive Planning numbers being adopted by the City Council which show current capacity of 4,165 units for Uptown. That difference between capacity and the 3,000 unit estimate for the next 20 years is low relative to the differences being used for the other Urban Centers. The capacity figure for all Urban Centers being used during City Council discussions is nearly 3 times the new 20-year Comp Plan estimate of new units (97,000 vs 35,000) -- That ratio is similar to Capitol Hill, South Lake Union, and the University District, while Uptown's estimate is merely 75% of capacity.

The draft EIS says Uptown has sufficient capacity for all Alternatives, yet Uptown has seen an increase of 2,300 units during the last 10 years. The draft EIS must be modified to reflect this reality. It should also state that additional development capacity through rezoning efforts could be a mitigation factor to address what could become a problem if current development trends continue. It would be helpful to know the capacity numbers under Alternatives 2 and 3.

- **DATA: Subsidized Low-income Housing (Exhibit 3.3-13)**

28

Two Seattle Housing Authority buildings are not on the list:

- ✓ Michaelson Manor – 320 W Roy St; 57 units (1 + 2 br units)
- ✓ Olympic West – 110 W Olympic Place; 73 units (Studio + 1 Br)

Adding these to the others boosts the total of income- and rent-restricted units in Uptown to 7% of total units (rather than the 5% as claimed on page 3.76)

- **Non-subsidized low-cost housing**

29

The narrative beginning on page 3.77 suggests many older buildings offer significantly lower rents -- city-wide data suggests a significant number of higher income renters rent these units, making them not available to low income households. We think that is especially true in Urban Centers like Uptown. Availability of lower cost units needs to include this caveat in a much stronger way.

- **High Rise impact on land values and Uptown rents in general**

30

It would be helpful to have the EIS address the likely impact of high-rise zoning on land values and possible impacts on rent levels in general. Uptown already has high rent apt options, and needs a serious look at how to create more affordability options for households with incomes under 80% median income. How does high-rise development affect those efforts? Recently, Prof. Raphael Fischler, a professor of Urban Planning at McGill University, wrote: “[A] larger volume of new development, made possible by looser zoning laws, does not lower prices when demand is strong. Rather, it puts a greater number of expensive units on the market.” New Yorker, Aug. 22, 2016, p. 5.

The draft EIS is seriously deficient in its failure to discuss the impact on past revenues caused by the diminution of land values north and west of Uptown if alternative 2 or 3 are adopted. The value of many properties north and west of Uptown is determined by city and territorial views that will be substantially diminished putting a substantial downward pressure on tax revenues for the city, county and school district.

The draft EIS is unduly dismissive of the significant unavoidable adverse impact in several areas.

❖ **SECTION 3.5/Historical and Cultural Resources** 31

- **The measure proposed for mitigating the significant unavoidable adverse impact are unrealistic and likely to lead to drawn out and expensive litigation.**

❖ **SECTION 3.6/Transportation** 32

- **Traffic and parking**

Traffic and parking have reached a critical mass on lower Queen Anne. It is disingenuous to claim that no significant unavoidable adverse impacts are anticipated. For those of us who travel through Uptown every day the thought of greater traffic and more competition for parking creates a hellish scene.

❖ **SECTION 3.9/Public Services** 33

- **Effect of Alternatives 2 and 3 on fire and police responses.**

The data contained in the draft EIS is unrealistic. Daily travel on Mercer St., 5th Ave. N., Queen Anne Ave. N., Denny Way and other arterials tests one's patience, at best. Automobile traffic, even if mitigated by new and more environmentally friendly forms of transportation, will continue to degrade and adversely impact the response time for emergencies of all different types. Getting emergency vehicles to a location is only half of the equation. The remaining half is getting the emergency vehicle to a hospital or other site. With response times less than average currently, it can only be expected that if either alternative 2 or 3 is adopted that they will get markedly worse.

❖ **SECTION 3.10/Utilities** 34

- **The effect of increased capacity will be much greater than asserted in the draft EIS.**

While no great impact is expected during dry weather, the draft EIS vastly understates the effect of Alternatives 2 and 3 on waste water, storm water and electricity usage. Under current conditions severe weather often backs up the Uptown drainage system resulting in up to knee-deep water in highly trafficked intersections. Even with contemplated improvements in kitchen and bathroom products, the contemplated increased usage, as well as the reduced green runoff areas, will overrun the existing and even contemplated utility systems. Likewise, electrical outages during peak times will become much more likely. To claim that there are no significant unavoidable adverse impacts wholly ignores the reality that exists even today.

Increased height will do little if nothing to increase housing diversity affordability. It will do little to attract underrepresented population. The adverse impacts created by increased height is not ameliorated by any of the speculative and aspirational litigation efforts.

From: sasha muir [mailto:sasha_j_muir@yahoo.co.uk]
Sent: Monday, September 05, 2016 10:53 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Please Vote NO CHANGE for QA Upzone and Protect Our City

Dear Mr. Holmes,

Please vote for NO CHANGE to the current zoning for lower QA. Here are the reasons why:

-This increased density Is supposed to create more affordable housing.

-But developers can and will opt out of this by paying a fee to the city.

-Better public transit is supposed to relieve the resulting traffic nightmare. But this will not happen for **30 years** according to the city's timetable.

-The new 99 tunnel enters and exits near Mercer. Combined with thousands of new Expedia employee commuters, QA will be **gridlocked**.

-**Views are expected to be blocked** all the way up to Comstock, including the view from Kerry Park? Where else in the city can people gather for sunsets, special occasions, out of town guests, family photos? We all go there. Locals and tourists alike. Let's protect it.

-Dublin, Rome, Boston, London, cities with millions of people, have **residential buildings of 4-6 stories**. They are connected like row houses. Openness and lots of sky are preserved. Density is possible without high rises.

-The people that will benefit from 140 foot tall buildings are the developers and the few who can afford to buy the condos. We will never get the skyline back.

-Those high rises will have the best views in the city and will sell for millions, but will do nothing for our quality of life. **Density can be accomplished better without them.**

-Scattered tall towers before we can get transit to this area will not be an improvement.

Please do the right thing by our city for the long term and not be lured by the short term money and promises of the developers.

Regards,

Sasha Muir
QA Resident
333 w Kinnear Park
Seattle WA 98119

Sasha Muir
Entrepreneur & Executive
Goldman Sachs 100 Most Intriguing Entrepreneurs, 2014

[butter LONDON](#) | [BEVÉE](#) | [Knickerbocker Glory](#)

Sent from my iPhone so please excuse brevity and any spelling mistakes!

From: Shirish Mulherkar [<mailto:smulherkar@comcast.net>]
Sent: Thursday, September 01, 2016 2:19 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Upzoning proposed by the City in the Queen Anne neighborhood

Dear Mr. Holmes,

I was recently made aware of the upzoning proposed by the City in the Queen Anne neighborhood. I used to live in the Queen Anne neighborhood in the mid Eighties and now, thirty years later still treasure the area for its character. As a frequent visitor to Uptown for events at the Seattle Center, the Uptown Theater, friends' parties and enjoying the bars and restaurants, I am a stakeholder and have concerns about the development of the Uptown neighborhood.

I should add that I am acutely aware of the shortage of housing in the city and welcome density and affordable housing. However, it seems the city's goals can be accomplished without upzoning the Queen Anne neighborhood in a way that will overwhelm its character and scale and effect the iconic views of the Sound and Mountains from Kerry Park. I concur with the issues raised in the letters submitted by Moore-Wulsin, Ramsay, Bertram and Schrock and urge you to revise the EIS statement accordingly.

Thank you,
Respectfully,

Shirish Mulherkar
2612 Shoreland Drive S.
Seattle WA 98144

Letter: Mullarkey, Dawn and Mike

From: Dawn Mullarkey [<mailto:dawn.mullarkey@gmail.com>]
Sent: Thursday, September 01, 2016 3:40 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: No Action on Uptown Rezone!!!

You are destroying our city.

Dawn Mullarkey
Mike Mullarkey
1422 8th ave west
seattle, 98119

From: Dawn Mullarkey [mailto:dawn.mullarkey@gmail.com]

Sent: Wednesday, August 17, 2016 9:43 PM

To: bharrington43@gmail.com

Cc: Chris Longston <chrislongston@hotmail.com>; Sean Maloney <seanm2@hotmail.com>; Penn Gheen <Penn.Gheen@bullivant.com>; Kelly Blake <kj_blake@hotmail.com>; Bill Ritchie <ritchie@seanet.com>; Michael Harrington <har1site@aol.com>; Pam Longston <pclongston@yahoo.com>; Brandon Renfrow <bjrenfrow@gmail.com>; Holmes, Jim <Jim.Holmes@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; O'Brien, Mike <Mike.O'Brien@seattle.gov>; Burgess, Tim <Tim.Burgess@seattle.gov>; Juarez, Debora <Debora.Juarez@seattle.gov>; Sawant, Kshama <Kshama.Sawant@seattle.gov>; Herbold, Lisa <Lisa.Herbold@seattle.gov>; dwestneat@seattletimes.com; Marjorie Uwi <kealoha483@gmail.com>; Toni (Antoinette) French <tonifrench@comcast.net>; Joan Johnson <ajohn.johnson@comcast.net>; Carol Veatch <ceveatch1@gmail.com>; Claudia Campanile <campie2@outlook.com>; Jackie Hennes <jachennes@icloud.com>; Pat <mnpnutt45@gmail.com>; Pat Nolan <esppman@gmail.com>; Roberta de Vera <robertadevera@msn.com>

Subject: Re: Thursday night meeting: It's not "just about the view."

San Francisco is another unfortunate example. It was overly developed under the guise of affordable housing. The city is outrageously expensive along with horrible traffic congestion.

1

Murray and the city council are in the pocket of developers and are intent on destroying Seattle's unique neighborhoods. Sally Bagshaw has not advocated for her QA constituents.

On Wed, Aug 17, 2016 at 8:06 PM, <bharrington43@gmail.com> wrote:

Hi, you all, I have re read the Uptown (should be called the Lower Queen Ann) Urban Design Framework 50 page draft proposal, and I have some concerns about changes in the building and zoning codes that affect, not only views, but that may affect the quality of life (taxes, noise level, available sunshine, traffic congestion, sewage, garbage collection, overall infrastructure of our neighborhood). Page # 10 of the draft states "development of the Uptown Design Framework is the result of advocacy by the Uptown Alliance, " if you review the membership of the Uptown Alliance, I believe it is comprised of many Lower Queen Anne business owners, not just residents whose quality of life would be affected by building code changes, but whose businesses would thrive under increased population in our neighborhoods.

2

I think under the guise of creating "mandatory affordable housing" these Uptown Alliance business owners, developers, REIT holders and nonlocal investors have convinced our Mayor and City Council members , and Seattle Office of Planning and Development that increased building created by raising current building allowance heights from 4 stories to 8 to 16 stories will create more affordable housing here in our neighborhood. Have you noticed that the opposite is true? Our home values have risen and rental costs in the neighborhood are at an all time high? Traditionally and historically, when have inundating neighborhoods with high rises lowered housing costs? Look at Manhattan. 60 Minutes did a segment last year on the adverse effects of changing building codes to allow for height increases.

There are approximately 258 pink zones targeted for redevelopment on page 16 of the draft. If

those zones had 40 units such as our building, that would create approximately 10,000 more units in Lower Queen Anne. If height allowances increased to 16 stories, conceivably, that could add approximately 165,000 units to Lower Queen Anne. How did we provide the infrastructure for this number? Increased taxes? How would that affect you as a property owner? How would that affect your Home Owner dues and assessments?

Please read page # 24 of the report, you will notice that our area Aloha / Taylor (4.) and Aloha/ Taylor Blocks (6.) have a separate treatment section. Areas for redevelopment include the Crow, Naboo, and Cafe Vita block. How would 16 story buildings affect our block? There are two new buildings approved at the intersection of 5th Ave and Valley. Would these two buildings be allowed to increase their height allowance.? Currently, there is not enough parking garage spaces for each unit. Page #16 of the draft proposal shows the outline of our block defined as a "subarea." It appears that a permit has already been issued to allow an 8 story unit on Roy St.

The 3 height proposals in this draft also include proposals for "new design and development standards " and re zoning. What does that mean? I don't know, do you? I do know that higher buildings require concrete steel structures whereas lower buildings permit wood and brick structures. See pages 42, 43, and 45 of the draft to see examples of these 4 story to 16 story structures.

What can you do?

1. Attend the meeting tomorrow night to become informed. Ask Jim Holmes to clarify your questions.
2. Contact City Council members listed above to get their input. I believe Sally Bagshaw and Tim Burgess (email addresses above) live on Queen Anne, let's see what their take on this is.
3. If you agree that this proposal would adversely affect our neighborhood, contact the business owners of Uptown Alliance to get their view. If their position doesn't make sense to you, boycott their business.
4. Could we possibly get Scott Pelley of 60 MINUTES
To do a segment on this development and zoning changes proposed for Seattle? Does Anyone have contacts with local TV SHOWS?
5. Encourage Danny Westneat of the SEATTLE TIMES to research and write a column of this draft.
6. Would Bill and Melinda Gates, who have their Foundation building in this neighborhood, have an opinion on the proposed draft ?

Candidly, if short term you are considering moving from this area (and where would you move?), you could profit from these zoning changes as your home value increases. (how does that verify the "affordable housing proposition?) Long term, if you intend to remain here, would you have increased taxes and for what enhanced services?

Hope to see you at the meeting in #401 tomorrow, Thursday, August 18, 6 PM.

Please forward to Bill and Patt Nutt or others in this building who may have interest in the Uptown Rezoning Proposals, thanks, BEV

Sent from my iPad

From: Trent Mummery [mailto:trent@metropolitancos.com]
Sent: Friday, August 05, 2016 11:36 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: response to Uptown DEIS - 4 August meeting

Hello Mr. Holmes,

Please find attached my comments to the Open House I attended last night.

Thanks,
Trent

Uptown DEIS Open House and Public Hearing

WE WANT TO HEAR FROM YOU!

Was the meeting informative?

☒ Yes ☐ No

Did you feel that your concerns were heard and/or recorded?

☒ Yes ☐ No

Questions or Comments about the Uptown DEIS:

I live in Magnolia (owner of a single family residence) and work on Capitol Hill and Queen Anne. I support the city's efforts to provide additional housing stock by increasing density and height of currently zoned areas in Uptown.

Yours truly



Trent Mumery 3615 41st Ave West, Seattle 98199

Return this form or send e-mail to:

Jim Holmes
Seattle Department of
Planning and Development
PO Box 94788
Seattle, WA 98124-7088

Tel (206) 684-8372
Fax (206) 733-7088
E-mail jim.holmes@seattle.gov

If you have questions about Uptown,
please include your name and contact information.

From: Alicia Nakamoto [<mailto:anakamoto@arivale.com>]
Sent: Wednesday, August 31, 2016 9:57 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Re-zoning of Queen Anne

Jim,

I've been a resident of Queen Anne for 18 years and have chosen to raise our family here. I love the hill and the community. I walk the loop every morning starting at Kerry Park reminding myself what a beautiful city we live in. I've seen much change to the Hill and downtown and I love the growth, but there is a limit. The re-zoning proposal of splitting upper and lower Queen Anne to allow for more housing is not about the residents and the people who have worked so hard to live on Queen Anne. It's about money and changing the landscape of what we hold so dear. I ask you to please listen to the residents and do not allow for the re-zoning. It would completely change the spirit of what has made Queen Anne special. I hope you understand and will consider.

Alicia Nakamoto
206-683-7851



BRICKLIN & NEWMAN LLP
lawyers working for the environment

Reply to: Seattle Office

September 1, 2016

VIA E-MAIL TO jim.holmes@seattle.gov

Jim Holmes
Senior Planner
Office of Planning and Community Development
PO Box 34019
Seattle, WA 98124-4019

Re: Comments on Uptown Urban Center Rezone Draft EIS

Dear Mr. Holmes:

I am writing on behalf of Bayview Manor Retirement Community to comment on the Draft Environmental Impact Statement for the City of Seattle Uptown Urban Center Rezone (DEIS). If adopted, the proposed area-wide rezone will have substantial and irreversible negative impacts on Bayview and the lower Queen Anne community as a whole. To a large degree, the DEIS does not acknowledge many of the significant adverse impacts that will occur as a result of this rezone. Where it does address certain negative effects of the rezone, the DEIS downplays those impacts and incorrectly concludes that these impacts won't be significant. 1

We urge OPCD to revise the analysis and discussion in the DEIS so that it reflects the true nature of the impacts that the proposed rezone would have on Bayview and the entire lower Queen Anne community as is discussed in more detail below.

1. About the Bayview Manor Retirement Community

Bayview Manor Retirement Community, located 11 W Aloha Street, is a not-for-profit organization that provides low income and other housing and health care services for the elderly in the heart of Lower Queen Anne. Bayview sits outside of, but adjacent to, the northern boundary of the Uptown Urban Center, directly north of W. Queen Anne Driveway. 2

Bayview provides independent living, assisted living, and skilled nursing to over 200 residents. It also provides year-round childcare services (ages 1-5) to 44 children. Bayview's main building houses six floors of independent living apartments for the elderly and two floors of assisted living apartments. To the south, a lower building is built into the hillside. The roof of that building is finished with a large grass lawn terrace (the "Terrace"), which is at the same

elevation as the lower levels of the main building. The Terrace serves as Bayview's dedicated outdoor and open space, providing views of the Cascades, downtown Seattle, Mount Rainier, Elliot Bay, and the Olympic Mountains. The Terrace is available to the entire Bayview community and provides year-round access to sunlight. For many residents with limited mobility, the Terrace provides the bulk of their opportunity to enjoy the outdoors with a view and sunshine. The Terrace serves a critical function for the physical and emotional well-being of the skilled nursing residents, in particular.

Since being founded in 1961, Bayview has contributed to the community and the built environment of Lower Queen Anne neighborhood and Uptown. The Terrace lawn is open to the community for special events and "the Hub" common space is frequently used for community events. Medical and housing services provided at subsidized costs or for free represent a donation to the community of hundreds of thousands of dollars each year.

At this time, an application is pending for a site specific rezone at 14 West Roy Street seeking to increase the height limit from the current 40 feet to 85 feet (Project No. 3022847). That property is immediately to the south of Bayview and is in the area now being reviewed as part of the EIS. Why the applicant's request for a site specific rezone is being considered despite that an area-wide rezone is underway for the same property is a mystery, but the multiple issues raised by the impacts of the site specific rezone provide a window into the impacts that will be caused by the area-wide rezone. Looking at the impacts of an 85 foot building on Bayview – multiply those impacts by the many homes, parks, businesses, and other areas that will be similarly impacted as is described below.

2. The DEIS does not adequately disclose and analyze the probable significant adverse impacts of Alternatives 2 and 3 along the northern border of the Urban Center Boundary

The DEIS does not adequately disclose and analyze the probable significant adverse impacts of Alternatives 2 and 3 along the north Uptown Urban Center boundary from Fifth Avenue West to Nob Hill Avenue North. Under Alternatives 2 and 3, that entire stretch of the Uptown Urban Center boundary would not provide for adequate transition from the LR3 and Mid-Rise zoning to the north of the boundary and would, as a result, have substantial negative aesthetic and land use impacts.

2 cont.

As shown in the DEIS, the current zoning along the northern boundary of the Urban Center *within* the Urban Center is generally NC3-40. DEIS at 2.8, Ex. 2-4. Therefore, currently, the height limit along that northern border within the Urban Center is 40 feet. The current zoning along the northern boundary of the Urban Center *outside* of the Urban Center is LR3, with a small portion zoned Mid-Rise. *Id.* The height limit for those zones immediately outside of the Urban Center is 40 feet. DEIS at 2.9, Ex. 2-5. Under Alternative 2, the height limit would change to 85 feet along most of that northern stretch *inside* of the Urban Center. Under Alternative 3, the height limit would change to 160 feet. The height limit in the LR3 and Mid-Rise zone outside of the Urban Center, but immediately adjacent to the Urban Center boundary, would remain at 40

feet. That is an enormous difference between the two adjacent zones. In addition, the northern boundary of the zones is on a hill, so the jump in height is even more exaggerated.

In its description of the affected environment, the DEIS does not include a description of the character of development in the neighborhoods immediately adjacent but outside of the northern boundary of the Uptown Urban Center. This is a major deficiency in the DEIS – with no description of the character of the neighborhoods to the immediate north, the DEIS cannot adequately assess the impacts to those neighborhoods.

In the discussion of land use impacts common to all alternatives, the DEIS states: “All alternatives provide for a transition to much of the upper Queen Anne neighborhood adjacent to the northern boundary of the Uptown Urban Center.” DEIS at 3.15. That is not true. The heights immediately adjacent to that neighborhood will more than double or quadruple the heights. That stark contrast can hardly be characterized as a “transition” between zoning categories.

Alternative 2 is inappropriately described in the DEIS as a “moderate” increase in development density and intensity. *See e.g.* DEIS at 3.145. More than doubling the current zoning height limit (from 40 feet to 85 feet) is not a “moderate” change. That is an enormous change. Alternative 3 – going from 40 feet to 160 feet - is so extreme that it is not even realistic. It is as if Alternative 3 exists just to make Alternative 2 look “moderate,” when it really isn’t so.

In addition, the number of redevelopable sites has been understated significantly by the DEIS. It appears that the methodology for that study doesn’t jibe with the reality on the ground.

In the specific land use impact analysis for Alternative 2, the DEIS mentions that there will be a “potential for conflicts” (page 3.23) with neighborhoods adjacent to the Uptown Urban Center. For Alternative 3, the DEIS states that the neighborhoods adjacent to the Uptown Urban Center “could experience land use compatibility conflicts” with Alternative 3 (page 3.25-3.26). But then the DEIS states:

City of Seattle development and design standards, including those addressing screening, landscaping, noise, light, and glare should help to reduce impacts related to this difference in height and intensity.

DEIS at 3.23 and 3.26. The suggestion that development and design standards should help to reduce impacts caused by these massive height differences is simply not credible. Anyone who has been through the design review process or the site specific land use process can tell you that the aesthetic window dressing that would occur could not possibly mitigate the adverse impacts to view and light caused by such a massive change in the height limit for a building. It is preposterous to suggest that these standards will mitigate the impact of allowing 65 foot, 85 foot, or 160 foot buildings along this entire northern boundary adjacent to 40 foot buildings.

The images on pages 3.112 and 3.113 of the DEIS are not useful at all – it is impossible to gauge what the impacts will be from those diagrams. To make matters worse, those diagrams don't even show what is adjacent to and outside of the Urban Center Boundary. In fact, that is a major oversight of the DEIS overall – nowhere is there any image or figure that shows the contrast between development to the north of the boundary line and the proposals south of that boundary line. That must be included in the DEIS.

The DEIS doesn't provide any credible or realistic images from the perspective of a resident who lives directly north of the Urban Center Boundary. Exhibits 3.4-15 through 34 are quite peculiar and, to say the least, they do not provide an adequate or accurate portrayal of aesthetic impacts of the proposal. They are cut off at the top so that the difference between Alternative 2 and Alternative 3 is barely evident (you can't even see the top of the buildings). Ex. 3.4-18 doesn't make sense – it is supposed to be showing Alternative 3, but it is identical to the figure for Alternative 1. Nonsensically, Ex.'s 3.4 -19 through 3.4-22 have trees that completely block the images of the buildings. And, the drawings cannot possibly be considered a credible attempt to show the difference between the alternatives – the perspective provided makes them all appear identical (except for existing). It is unclear how an eight story structure could be built in the No Action Alternative, as is depicted in Ex. 3.4-24. Nor does it make sense that an eleven story structure could be built under Alternative 2 as depicted in Ex. 3.4-25. While under Alternative 3, a developer could build up to 160 feet, Ex. 3.4-26 shows the exact same 11 story building as it does in Ex. 3.4-26. These same problems show up in Ex.'s 3.4-27 through 34. Nor do Ex.'s 3.4-35 through 58 accurately portray the impacts. Those all show see-through buildings from the perspective of a bird in mid-flight.

Ultimately, the DEIS concludes that there will be no significant unavoidable land use impacts caused by change in height limits along the northern boundary of the Urban Center. In the final analysis of land use impacts, the DEIS states: “the potential impacts related to these changes may differ in intensity and location in each of the alternatives. However, with the combination of existing and new development regulations, zoning requirements, and design guidelines, no significant unavoidable adverse impacts are anticipated.” DEIS at 3.31. We urge OPCD to change that conclusion. The DEIS conclusion that Alternatives 2 and 3 will not create probable significant adverse impacts to the neighborhood to the north of the Urban Center boundary is clearly erroneous. 3

The DEIS also incorrectly concludes that the proposal will not have significant unavoidable adverse aesthetic and urban design impacts regarding protection of public views and shading of public parks and spaces. DEIS at 3.174. The DEIS indicates that “under all Alternatives, some private territorial views could change as a result of increased development and building heights and some persons may consider a change in their view to be a significant adverse aesthetic impact.” DEIS at 3.174. This is a poor attempt at avoiding a plain and honest discussion about the reality and significance of the view impacts caused by Alternatives 2 and 3. The DEIS inappropriately states that significant unavoidable view impacts would occur under the “no action” alternative when it says under “all alternatives.” That is misleading and simply incorrect. Second, the DEIS makes the strange comment that only “some persons may consider” this a significant impact. When an entire neighborhood has breathtaking views and access to sun that 4

will be eliminated by a dramatic and substantial change in height limits – I think it's safe to say that any objective observer would conclude that there will be significant adverse impacts.

Under Alternative 1, the No Action Alternative, the existing 40 foot building height protects the northern neighbors from view obstruction and loss of access to daylight. In fact, it protects all of the properties north of the Mercer/Roy corridor from these impacts. The proposed change in height limits in Alternatives 2 and 3 will change this status quo immensely. The heights proposed will eliminate current views of the Cascades, downtown Seattle, Mount Rainier, Elliot Bay, and the Olympic Mountains from the Terrace. The proposed height increase will block any direct sunlight to this area during the winter – the time when access to sun is most important.

Development at these heights would cast vulnerable patients at Bayview into pervasive shade for at least half of the year. For the residents with limited mobility, this will take away their sole opportunity to enjoy the outdoors with a view and sunshine. It will affect the physical and emotional well-being of the skilled nursing residents, in particular. The Child Day Care Center at Bayview, which serves the greater community, will suffer complete blockage of sun and light to children during the majority of the year. A lack of natural light for children will be detrimental to their health and well-being. These impacts would all occur with an 85 foot building, but the impacts overall would be even more severe with a building twice that height – 160 feet.

With Alternatives 2 and 3, the adjacent Kinnear Place, a Seattle public park, will have its view and sun blocked year-round. Under Alternative 2, an 85-foot structure would leave the park shaded almost year-round and completely block views to the west. A 160 foot structure would be even worse. In addition, any street view of Downtown Seattle from West Queen Anne Driveway will be entirely blocked and more than 50% of the street will be completely in shade year-round.

These are just examples of what will occur as a result of the significant height increases along that northern boundary line. Multiply these impacts for all of the homes, parks, and businesses along that entire stretch of the north Uptown Urban Center boundary from Fifth Avenue West to Nob Hill Avenue North. The increase in height north of Roy will directly adversely affect their these properties by reducing their access to daylight and views.

The DEIS states that: "It is the City's policy to regulate height, bulk, and scale of development *in relation to* the neighborhood, surrounding structures, and topography, to create a reasonable transition between the various zones." DEIS at 3.95 *citing* SMC 25.05.675.G.2.a (emphasis supplied). The character of the existing development north of Roy is four and five story residential buildings and small neighborhood centered commercial development. The imposition of a wall of structures 85 to 160 feet *is not in relation to* the existing neighborhoods or surrounding structures. Another SEPA policy related to public view protection states:

It is the City's policy to protect public views as significant natural and human made features: Mount Rainier, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water including Puget Sound, Lake Washington, Lake Union, and

the ship canal, from public places consisting of the specified viewpoints, parks, scenic routes, and view corridors . . .

DEIS at 3.97, *citing* SMC 25.05.675.P.2.a.i. *See also* SMC 25.05.675.P.2.c regarding views of the Space Needle.

Alternatives 2 and 3 will block access to sunlight during the late fall winter and early spring, and will substantially block views in violation of these policies.

There is an area within the Uptown Urban Center boundary that I will refer to as the “Northern Node,” which is north of W. Roy Street and bounded by 3rd Ave. West to the west and by West Queen Anne Driveway to the east. The lack of transition and the significance of impacts caused to the properties north of this Northern Node are particularly significant because it is entirely surrounded by lower density and lower height zoning. This node is on a hill, and while there are a few buildings to the south of Roy with 60 or 65 foot heights, there is enough space between those buildings and the hill to retain the views. Building over 40 feet will block the views of those on the Northern Node.

The proposal to increase the height limit along that entire stretch will have substantial and irreversible land use and aesthetic impacts. Under Alternatives 2 and 3, that entire stretch of the Uptown Urban Center boundary would not provide for adequate transition from the LR3 zoning to the north of the boundary. The abruptness of the height increase from 40 feet to 65, 85, or 160 feet is not consistent with good planning. Retaining the 40 foot height against the toe of the hill would be more consistent with good neighborhood planning and would have less significant impacts. Any increase in heights should be south of Mercer Street in order to provide a transition zone.

3. The DEIS fails to disclose inconsistencies between the Uptown UDF and Alternatives 2 and 3

The DEIS fails to disclose that there is a conflict between the Uptown Urban Design Framework (“UDF”) and the rezone proposals under Alternatives 2 and 3.

According to the DEIS, the Uptown UDF is designed to provide guidance on the form and character of future development in the Uptown Urban Center. DEIS at 3.30. As explained by the DEIS on page 2.10, the UDF identifies the desired character and intent of height increases by subareas: Uptown Park North, Uptown Park Central, Heart of Uptown, Mercer/Roy Corridor, Taylor Aloha, Uptown Triangle, and the Seattle Center.

According to the map in DEIS Ex. 2-6, the Northern Node (my own title as I described above) is part of the Uptown Park-North Subarea in the Uptown UDF. But, the height limit envisioned by the Uptown UDF for the Uptown Park-North area, including the Northern Node, is only 65 feet. In contrast, Alternative 2 proposes a height limit of 85 feet and Alternative 3 proposes a height limit of 160 feet. This is an obvious conflict between the UDF and Alternatives 2 and 3 for areas within the Uptown Park North Subarea that should have been mentioned in the DEIS.

4. Section 3.2 of the DEIS is missing basic analysis and information that is required by SEPA
 - a. The DEIS does not contain a summary of zoning regulations that are applicable to the proposal and how the proposal is inconsistent or consistent with them

Curiously, the DEIS does not does not contain a summary of zoning regulations that are applicable to the proposal or how the proposal is inconsistent or consistent with those applicable regulations. Section 3.2, which would have been the appropriate place for this review, addresses only the general policy and plan documents that are applicable. But does not mention applicable regulations.

This is a significant and problematic oversight. SEPA rules explicitly require that the DEIS contain not only a summary of existing land use plans, but also the applicable zoning regulations with a discussion of how the proposal is inconsistent or consistent with them. WAC 197-11-440.6.d.i.

If the DEIS contained that analysis, I suspect that it would have revealed inconsistencies between applicable regulations and Alternatives 2 and 3. For example, rezoning to allow for a height limit of 85 feet or 160 feet in the Northern Node in Uptown Park North and part of that entire northern Mercer/Roy Corridor) does not minimize the impact of that more intensive zone on the less intensive zones to the north as called for in SMC 23.34.008.E.1. As mentioned above, more than doubling and quadrupling the height immediately adjacent to that neighborhood (40 feet will be immediately adjacent to 85 feet or 160 feet) can hardly be characterized as a “gradual transition” between zoning categories. Also, the code dictates that rezone requests for additional height “shall” consider view blockage. SMC 23.34.009.B. Further, the “height limits established by the current zoning shall be given consideration.” “In general, permitted heights shall be compatible with the predominant height and scale of existing development. ...” SMC 23.34.009.C.2. “Height limits for an area shall be compatible with actual and zoned heights in surrounding areas. ...” SMC 23.34.009.D.1. The proposals are not consistent with these requirements.

As mentioned above, this lack of disclosure of applicable regulations and failure to discuss the consistency or inconsistency of Alternatives 2 and 3 to those regulations was a major oversight that needs to be fixed in the DEIS.

- b. The DEIS relies on cherry picked portions of the Uptown UDF, but then fails to analyze overall consistency with the Uptown UDF

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As another major oversight, the DEIS does not analyze the proposal’s consistency with the Uptown UDF in Section 3.2. While the Uptown UDF has not been formally adopted by the City Council, this did not stop the authors of the DEIS from relying heavily on the Uptown UDF

throughout other sections of the DEIS. Also, Section 3.2 contains review and analysis of the Draft Seattle Comprehensive Plan, which hasn't been adopted yet.

And furthermore, the DEIS explicitly states that "the alternatives are intended to support," among other things, "implementation of an Uptown specific vision and urban design concept expressed in the Uptown UDF to create an active and dynamic neighborhood." DEIS at 2.3.

The DEIS seems to cherry pick certain parts of the Uptown UDF to support a theory that Alternatives 2 and 3 are in sync with the goals of that plan. But, a close look at the Uptown UDF, as was provided in other public comment letters (such as the comments of Alexandra Moore-Wulsin and Alec Ramsay) reveals that this is not true. Because the proposal is said to be rooted in implementing the recommendations and goals of the UDF and because the DEIS relies significantly on portions of the UDF to justify certain conclusions, then the DEIS must include a full analysis of consistency and inconsistency with that document in Section 3.2.

- c. The DEIS does not contain a summary of the Queen Anne Neighborhood Plan and how the proposal is inconsistent or consistent with that plan

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Another major oversight in Section 3.2 of the DEIS is that it does not contain a summary of the Queen Anne Neighborhood Plan and how the proposal is inconsistent or consistent with that plan. The Queen Anne Neighborhood Plan obviously applies to the proposal. In fact, it is driving the proposal. The DEIS describes the intent of the proposal as being "to increase permitted height and density in the uptown neighborhood to advance the Comprehensive Plan Urban Village strategy and Queen Anne Neighborhood Plan goals." DEIS at 1.2. In another section, The DEIS states that "the alternatives are intended to support," among other things, "implementation of the Queen Anne Plan Vision, June, 1998, that applies to the study area." DEIS at 2.3.

It makes no sense whatsoever for the DEIS to completely ignore the Queen Anne Neighborhood Plan in Section 3.2. There is a likelihood that the DEIS would reveal inconsistencies with that Plan. For example, the Queen Anne Neighborhood Plan does not promote up-zoning. In fact Goal LU3.2 provides:

Queen Anne shall identify the need for and the extent of additional designated urbanized areas throughout the neighborhood *consistent with existing zoning* (in addition to the designated Urban Center).

(emphasis added). Thus, the Plan is calling for an analysis of how much density can be reached within the existing zoning.

The DEIS must include a summary of that Plan and an analysis of the proposal's consistency with that Plan. That fact that it doesn't contain that analysis is baffling in light of the DEIS statement that the purpose of the proposal is to advance the Queen Anne Neighborhood Plan goals.

5. The DEIS overstates aesthetic impacts of Alternative 1, No Action, and then understates the impacts of Alternative 3 14

The methodology utilized by the DEIS in its assessment of aesthetic impacts included a “baseline of existing of existing conditions plus pipeline development.” DEIS at 3.110. This is a flawed methodology. This approach overstates the impacts of the No Action alternative and, in turn, creates a false appearance that the impacts of jumping up to Alternatives 2 or 3 won’t be as significant (in fact there will be no change). To make matters worse, this methodology also understates the impacts of Alternative 3.

As I mentioned above, an application is pending for a site specific rezone at 14 West Roy Street seeking to increase the height limit from the current 40 feet to 85 feet (Project No. 3022847). The “pipeline” methodology creates an assumption in the DEIS that this site-specific rezone will be approved. For example, Exhibits 3.4-51 & 52, which are represented as showing the impacts of Alternative 1, No Action, show a building at 85 feet. The end result: The DEIS overstates impacts of Alternative 1, No Action, with respect to impacts to Bayview from development at 14 West Roy Street. This does not accurately reflect the impacts of “No Action.” No Action would mean that a 40 foot height limit remains on that site – that is what the current height limit is. This exhibit does not represent a 40 foot height limit. The building at 14 West Roy Street represented in that exhibit is 85 feet – *i.e.*, the same as in Alternative 2.

A look at the view from Kerry Park with No Action implies that Key Arena is already somewhat obscured, but with the current designations, Key Arena is easily visible. Accordingly, someone looking at a comparison with the current “No Action” and another alternative, will not see that there actually will be an effect on the view of Key Arena with Alternatives 2 and 3.

While overstating impacts of Alternatives 2 or 3 would make sense, overstating the impacts of No Action is not appropriate. That results in understating the impacts of Alternatives 2 and 3.

And to add to that, obviously understating the impacts of Alternative 3 is not appropriate, yet that is exactly what this “pipeline” method does. For example, with the 14 West Roy Street project, the image shown for Alternative 3 shows an 85 foot building. It does not show a 160-foot building, which would cause much more shadowing throughout the day fall winter spring and at some time in the summer on the north property from 14 West Roy Street. So, for Alternative 3, the DEIS understates the impacts significantly. Throughout the DEIS, the 14 West Roy Street property is consistently shown as an 85 foot building in the same shape as the pending proposal for Project No. 3022847. *See e.g.*, DEIS at 3.158, Ex. 3.4-67. Exhibit 3.4-61 is also incorrect – it shows an 85 foot building being built in the No Action Alternative.

This is an inappropriate approach to analyzing aesthetic and land use impacts. The City’s assumption that pending projects will be approved skews the analysis in the DEIS so that the impacts of the No Action Alternative are overstated, thus making the shift to Alternative 2 look less significant, and then the impacts of Alternative 3 are significantly understated. It is a false disclosure that understates the true impacts of Alternatives 2 and 3 based on an assumption that Project No. 3022847 will be approved. It may make sense to include “pipeline” proposals if that

resulted in overstating the impacts, but it doesn't make sense to include them when they result in understating the impacts as happens here.

6. The DEIS does not adequately address traffic and transportation impacts

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Overall, the DEIS does not adequately address traffic and transportation impact. The existing traffic situation in that area is already extremely problematic and Alternatives 2 and 3 propose to add to the problem without first identifying and addressing existing traffic and parking problems. It is critical that the City appreciate what really happens in that area before moving forward with a proposal that will allow such massive growth. The DEIS should have contained real ground data – the City should testing intersections, perform an analysis of corridor times, etc. This is a small enough study area that the City should be able to analyze the existing situation – get some sense of what's happening within the zone currently before approving massive growth.

Towards the end of the transportation section, policies from the Mayor's Draft Comprehensive Plan for Queen Anne (Uptown) are noted, including these two:

- *QA-P30 Seek to find solutions to Queen Anne's traffic congestion.*
- *QA-P41 Seek to alleviate parking problems in the Queen Anne planning area.*

These policies imply known problems with Uptown traffic and parking, yet the DEIS doesn't identify any problems. The EIS must accurately reflect assessments in the Draft Comprehensive Plan at the corridor and intersection level. Given the magnitude of growth over existing conditions, and the relatively focused study area, it would be appropriate and useful to test key intersections for their performance. While the differences between the alternatives appear small by most measures, it is possible that certain intersections will experience significant increases in delay and queuing with that level of growth.

The traffic and transportation section of the DEIS begins with a summary of trips generated under existing conditions and future conditions. DEIS 3.194, Ex. 3.6-1 *Trip Generation by Mode — Daily Trips (All Types)*. That exhibit shows Alternative 1, No Action, more than doubling trips over existing 2015 trips. That large increase differs substantially from land use and employment data that show much smaller increases in households (39% more for Alternative 1) and employment (12% more than Alternative 1). It is impossible to reconcile the doubling of trips with much lower increase in trip generators. This conflict needs to be addressed.

Curiously, and without any basis, the DEIS assumes that a strong multi-modal transportation system will suddenly occur under Alternatives 2 and 3, but won't exist under Alternative 1. The discussion of trips and mode shares on page 3.195 of the DEIS states: "With taller, denser land uses in Uptown, the amount of total trips will increase; however, more of them will be made in less impactful modes." But, in reality, there is very little change in mode share between the alternatives - the differences amount to less than 1 percentage point. The statement is misleading in suggesting that more non-auto trips will occur with Alternatives 2 and 3.

A similar misleading statement occurs on page 3.229 of the DEIS: “Overall growth between 2015 and 2035 is expected to increase trips by 60 percent. The number of people taking transit, walking, and biking for travel in Uptown could almost double between 2015 and 2035 with anticipated growth.” The first sentence is inconsistent with the trip generation information provided in Exhibit 3.6-1, as noted above – it doesn’t square with the data in the DEIS. The second sentence is misleading – all modes will double between 2015 and 2035 - not just non-auto modes. In other words, SOV trips will double too, not just the number of people taking transit, biking and walking.

On page 3.223, the DEIS lists as a threshold of significance the Comprehensive Plan target of 85% of non-work trips involving modes other than driving alone. The analysis notes that each of the alternatives fails to meet that threshold, even when considering additional high capacity transit service. Yet, it addresses that failure neither as a significant unavoidable impact nor as a specific focus of mitigation measures. By this measure, the Comprehensive Plan (No Action) fails its own test, as do the higher density alternatives.

The assessment of High Capacity Transit on p. 3.242-3 appears to result in shifting trips exclusively from SOV to Transit. In other words, there is an assumption that only the people driving in single occupancy vehicles will use High Capacity Transit and no one using other modes would switch. That assumption doesn’t seem credible and there is no evidence in the DEIS to support it.

A mention is made on p. 3.214 of the potential to eliminate 1st/Queen Anne one-way couplet as “transportation investments are made.” What is the goal of such a recommendation? And what evidence suggests that sufficient traffic capacity will exist (or demand will decrease) to remove the couplet?

The parking analysis shows overall increases in demand of 10 to 12 percentage points hour-by-hour. How dependent is Uptown on availability of Seattle Center parking? Would areas more distant from Seattle Center face higher occupancy?

If the DEIS conclusion that trips will double under every Alternative is accurate – this area is going to have very significant problems. Yet – the DEIS states “no significant unavoidable adverse impacts are anticipated.” DEIS at 3.248. That conclusion simply does not jibe with the numbers and data provided earlier in the DEIS.

7. Conclusion

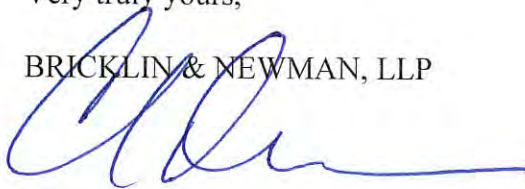
16

As it stands, the DEIS downplays the true impacts of this massive proposed change in zoning. It isn’t written from the perspective of the community. That way it’s written, it seems that the goal of the DEIS is to clear the way for the area-wide rezone to move forward as soon as possible instead of providing a sincere and credible review of the impacts. We urge OPCD to revise the analysis and discussion in DEIS so that it reflects the true nature of the significant impacts that the proposed rezone would have on Bayview and the entire lower Queen Anne community

Jim Holmes
September 1, 2016
Page 12

Very truly yours,

BRICKLIN & NEWMAN, LLP

A handwritten signature in blue ink, appearing to read 'C. Newman', with a long horizontal flourish extending to the right.

Claudia M. Newman

CMN:psc

From: Walter Newport [mailto:newportRE@gmx.com]
Sent: Thursday, September 01, 2016 11:05 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezone

Mr. Holmes,

Thank you for the opportunity to chime in on this proposed seismic shift to the Uptown neighborhood. We here at Newport Real Estate are quite discouraged at the report on both what it will accomplish and what damage it will cause to the surrounding neighborhood.

Your EIS report is beyond bias, as it under reports the negative impacts to views, traffic, the loss of existing affordable housing and various other failures. The report makes some spectacular claims as what the end result will be without any supporting data. Namely it does not properly reflect the net gain of affordable housing units created. You must take into account how many existing units will be demolished and ACTUAL units created not fees paid. By our estimates you will create a slight net negative by pursuing alternative 2 and significant net loss of affordable units under alternative 3. 1

Furthermore our studies have concluded that the loss of views, increase in traffic and reduction of parking will result in a nearly 20% drop in values of properties located north of Roy Street to Highland Drive and stretching west to 5th West and east to Taylor Ave North. This encompasses nearly 2000 mostly SFR parcels and a total loss of value in the 10's of millions. 2

In summation your Alternative 1 which better maintains the existing affordable housing stock and does not cause millions of dollars of property value loss is the path to pursue. Thank you for your time and enjoy your Labor Day Weekend. 3

Sincerely,

Walter Newport Esq.

From: Martha Nicholson [mailto:nicholson.martha@gmail.com]

Sent: Thursday, September 01, 2016 10:54 AM

To: Holmes, Jim <Jim.Holmes@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>

Subject: Uptown Rezoning Proposals

Dear Jim & Sally,

I am writing in response to the City of Seattle seeking input from residents on the three potential rezone options for Uptown.

As a 19 year Uptown resident (renter), I believe that the existing zoning (referred to as Alternative 1, No Action - allows building heights in the range of four to eight stories or 40 to 85 feet) already addresses the city's need to bring density to the Uptown area. 1

I understand and agree that the city need to make good use of the space it has in the Uptown neighborhood. Parking and Traffic are already a huge challenge in Uptown. Higher than 8 story building density without the means to move people through the area, will be more of a nightmare than it currently is. Lower Q.A., when there is gridlock on 99/Denny and/or Mercer/15th West there isn't a way to move people and cars effectively in to and out of Queen Anne. 2

Parking in our neighborhood (1st & Aloha) is often taken up by all of the people who don't want to pay for parking in Uptown, so any parking study has to include more than the activity at Seattle Center parking garages. Residents here are pushed up 3-4 blocks up into the higher neighborhoods to find parking not taken up by the people who work in Uptown, and others seeking to avoid paying for parking. 3

I am attaching the portion of the email sent to me by another long-time QA resident which is well stated with reference to the particulars of the DEIS document: 4

There are many issues addressed in the document and many more that are either not well studied (the horror of traffic and parking) or not addressed in sufficient detail or language to be understood at all.

Included below are letters to Senior Planner, Jim Holmes jim.holmes@seattle.gov, that were forwarded to me by another neighbor. I urge you to contact Jim Holmes and others with your comments and concerns.

Personally, I believe that our existing (Alternative 1) zoning restrictions allow Uptown development to meet the DEIS priorities by increasing density at a human scale, maintaining diversity (overwhelming support of Seattle's Proposition 1 replaces an expiring levy to pay for more affordable housing

and provides \$290 million, new money, over the next 7 years for low income housing strategies and the opportunity for non-profit developers to build or rehab existing property) , protects views (Alternative 2 and 3 will forever change the iconic views from Kerry Park as well as the view from the top of the Space Needle down) , and enhance QA/ Uptown amenities without compromising the heart and soul of our community. That's a very long sentence but it summarizes what I believe.

Please provide Jim Holmes, jim.holmes@seattle.gov, Sally Bagshaw (QA representative on City Council), sally.bagshaw@seattle.gov and anyone else who you think can help develop acceptable future development needs for the residents of and visitors to QA/Uptown and the Seattle Center. Please take action by September 1.

Thank you,

Barbara Mays
rambam40@msn.com
1401 5th Ave West
#413
Seattle, Wa
98119

Thank you for your consideration.

Sincerely,

Martha Nicholson
nicholson.martha@gmail.com
23 Aloha St. #202
Seattle, WA 98109

From: Berta Nicol-Blades [<mailto:nobhillnorth@aol.com>]
Sent: Monday, August 29, 2016 3:53 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Re: Questions about the Uptown rezoning

Thanks much for the clarification!
-Berta

-----Original Message-----
From: Holmes, Jim <Jim.Holmes@seattle.gov>
To: Berta Nicol-Blades <nobhillnorth@aol.com>
Sent: Mon, Aug 29, 2016 8:46 am
Subject: RE: Questions about the Uptown rezoning

We have met with many people in the Uptown neighborhood in the course of this process. Additionally, we convened an advisory group to review the Urban Design Framework which included 2 developers, 3 Uptown residents, 4 Queen Anne residents, the Gates Foundation, the Seattle Center, and the Space Needle. This Advisory Committee's work on the Urban Design Framework is complete and they will not be making a rezone recommendation to the Mayor or the City Council. The Office of Planning and Community Development will provide options to the Mayor who will make a recommendation to the City Council. This recommendation will be informed by the EIS, the input from stakeholders such as yourself that we have received throughout this planning process and the comments we receive when we release a preliminary recommendation for public review. I have no idea who the committee of 18 developers and 8 residents you mention is. They are not part of this planning process.

7% is the number of affordable residential units to be provided onsite.

From: Berta Nicol-Blades [<mailto:nobhillnorth@aol.com>]
Sent: Saturday, August 27, 2016 3:40 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Questions about the Uptown rezoning

Thank you for meeting with us on Monday. We really appreciate having a chance to speak. I heard a couple of disturbing things about the rezone and wonder if you can address them.

- Is the committee to present this to the Mayor comprised of 18 developers and 8 residents? How are these people appointed?
- Is 7% the developer's requirement for affordable residences?

Would you please give me the approximate dates of the review process (I didn't write them down fast enough at the meeting and what I did jot down doesn't make sense).
September 1st - cut-off date for submitting comments (I know you said you'd be flexible with the date)
Then what....

Thanks much,
Berta Nicol-Blades

From: Berta Nicol-Blades [mailto:nobhillnorth@aol.com]
Sent: Sunday, August 14, 2016 2:38 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Queen Anne Uptown Rezone

Hi Mr. Holmes,

My husband and I attended the August 4th meeting and, unfortunately, didn't have the opportunity to meet you. We both spoke at the podium but, not being prepared to speak, I forgot to mention several of my concerns (deer-in-the-headlights effect).

Just FYI, my family has a long history on Queen Anne, well over 100 years. My great grandfather moved to Queen Anne sometime in the very early 1900's. My great grandmother was an active member of the Children's Orthopedic Hospital guild when it began here on QA. My grandfather went to Queen Anne High School and was a Seattle city police officer. My mother was born and raised on Queen Anne and also attended QA High School. I'm the fourth generation and have lived on the hill for 35 years. My niece is the fifth. It breaks my heart to see this very special community of great historic significance be turned into an impossible situation without regard to it's residents or it's history. What follows is a list of concerns I have with the Uptown rezone.

Traffic

Getting off Queen Anne hill during rush hour (which is most of the day now) has become a real hardship affecting all residents of Queen Anne and the surrounding area. There are at least twenty-three buildings currently planned, under construction or recently completed within three blocks of Mercer. From these buildings alone we can expect to see more than an additional 2 million square feet of office space, 250,000 square feet of retail space, 524 hotel rooms, and 1837 apartments. (See <https://www.downtownseattle.com/resources/development-and-construction-projects-map/>) This does not include the proposed building in Uptown.

The new northbound 6th Avenue N. street (from the north tunnel portal) will exit onto Mercer Street with yet another traffic light.

Expedia moves into their new space in 2018. There will be 3000 employees, 75% of whom live on the east side. Their most direct route to the Interbay area is Mercer Street.

We would be facing gridlock on a daily basis. And, when the inevitable happens and the new tunnel is closed due to traffic mishaps or tunnel malfunctions, where will we go?

Alternate forms of transportations

Traffic congestion is intolerable as it is and there are only promises of adequate infrastructure. Even with additional bus lines, they are not going to accommodate the many thousands of people who will be moving into or passing through our neighborhood. Given our topography and weather conditions, walking and bike riding are going to be the least favored mode of transportation. For our elderly population on Queen Anne, walking (or riding a bicycle) is a hardship and, with aging baby boomers, their numbers are likely to grow.

SDOT conducted bicycle use surveys in 2011, 2012 and 2013. In it's latest survey (Sept 26th, 2013) 600 Seattle residents participated. Of those, only 300 stated that they had access to a bicycle.

67% of those 300, said they didn't ride more often because of terrain, weather or lack of interest. SDOT's argument for bicycle ridership for the entire city of Seattle is based on the responses of 300 people! (See <http://www.seattle.gov/transportation/docs/bikes/13-5004%20Bicycle%20IVR%20Report.pdf>)

Safety

I am a volunteer for King County Search and Rescue. We are on call 24/7 which, of course, includes rush hour. I have been forced to wait, up to 45 minutes, in traffic while someone is lost or injured. It has taken me as long to travel one mile from my house to the freeway as it takes me to travel from I-5 to exit 32 off I-90 (32 miles) where some of our rescues take place.

I'm concerned that emergency vehicles (Medic One, Police, Fire, ambulance) are going to have life-altering difficulties trying to navigate the worsening traffic congestion. I have witnessed them try to navigate Mercer, even during off-peak hours, where they are forced to sit in traffic. Vehicles try to get out of the way but there's nowhere to go. All of our hospitals, including our primary trauma center, require transportation through often extremely congested streets. The increase in density is going to affect first responder's access to emergencies, putting all of us at risk.

4

Noise

The construction noise is loud and disruptive. It begins at 7:00 in the morning and generally ceases by 4:00 in the afternoon, at least five days a week. The more buildings there are and the taller they get, then the longer it will take to complete them. The Mayor's Recommended Plan indicates that "development" will continue at least through 2035. In addition, the resulting 'canyon effect' will cause any sound to echo throughout this 'urban village' and the surrounding QA neighborhoods.

5

Business

Businesses will suffer. It was suggested that parking would be plentiful during off-peak hours. This might be true *only* if the number of businesses and available parking remained the same. With the planned new businesses and reduced available parking greatly increases competition for parking. The large number of additional residences, most without provided parking, will further overwhelm whatever parking remains.

6

During construction (potentially through 2035), parking lots and streets will be blocked by construction vehicles that will create even more long-term competition for parking. I have already stopped frequenting businesses in Uptown because of the lack of parking spaces. I have been shopping at the Uptown QFC on Mercer for years and have reluctantly started shopping elsewhere because, where traffic turns from Taylor Street onto Mercer, it can take up to 10 minutes *just* to reach the QFC parking garage.

Parking (see also 'Business')

Even now it's a struggle to find parking in our neighborhood, especially when there are events at the Seattle Center. Residents in lower Queen Anne who aren't provided with parking are going farther up the hill to park. People park anywhere they can find a space, whether it's legal or not.

7

I sincerely hope our voices are heard. There is great historic significance here and a way of life that has already been severely impacted by growth and density. The proposed increase will continue to adversely impact, to a much greater degree, the quality and safety of all our lives. I really appreciate that you are trying to help us mitigate the impact. Please don't hesitate to contact me if you have any questions.

8

Berta Nicol-Blades
1012 Nob Hill Avenue N.
Seattle, WA 98109
206-283-3778

From: Michael Nikolaus [mailto:mjnikolaus@hotmail.com]
Sent: Thursday, September 01, 2016 7:25 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: uptownforpeople@gmail.com
Subject: Uptown EIS

Dear Mr. Holmes,

As a frequent visitor to Uptown for events at the Seattle Center, the Uptown Theater, friends' parties and enjoying the bars and restaurants, I am a stakeholder and have concerns about the development of the Uptown neighborhood.

While I welcome density and affordable housing in the area, it seems the city's goals can be accomplished without upzoning the neighborhood in a way that will overwhelm the character and scale of the neighborhood and effect the iconic views of the Sound and Mountains from Kerry Park.

I concur with the
issues raised in the
letters submitted by Moore-Wulsin,

Ramsay, Bertram and

Schrock
and hope you will revise the EIS statement accordingly
.

Thank you,
Michael Nikolaus

From: Anna Nissen [mailto:nnarch2@gmail.com]
Sent: Thursday, September 15, 2016 3:38 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Bicknell, Lyle <Lyle.Bicknell@seattle.gov>
Subject: Revised Comments: Uptown Draft EIS

Oops, opened my blind copy to discover I'd posted in way too much of a hurry.
So I am resending the comments.

Also thought you might enjoy Bartholomew's 1932 account of how "zoning" swept the country and out of the control of the first of our now many "elite planners." He amazingly didn't retire though until the 1960s.

Anna
Nissen/Nissen Architect

September 15, 2016 (AN corrected copy)

Comments on **Draft EIS** for what the powers-that-be choose to call the **Uptown Urban Design Framework**.

In contrast to the extensive outreach conducted between 1996 and 1998 for the Comprehensive Plan mandated neighborhood planning of Uptown, i.e. *the Seattle Center Urban Center* in which I participated, I was unaware of the current effort until a member of the community belatedly posted a notice on a telephone pole at the intersection of Highland Drive and Queen Anne Avenue, which I saw yesterday on my walk to the library. 1

This sent me to my files to review the objectives the Uptown Community, itself, established that were quite definitive until watered down as the hilltop participants pushed through an overall planning effort unmandated by the Comprehensive Plan. 2

I submit the relevant parts of the Uptown subgroup's outreach and unwatered down conclusions, in that they are as valid today as then, if not more so—in particular, retaining and expanding housing affordability. I would be surprised if a single participating renter (and an unusually high number of renters did) has avoided being driven out. Many of their buildings are but memories. 3

The upzoning envisioned by the two action alternatives is the antithesis of the community's 1998 objectives and I have little doubt that current inhabitants fully informed (belatedly, so it seems) would disagree that these action alternatives are the antithesis of either the community's 1998 objectives or their current objectives were they to be genuinely sought, obtained and considered. 4

Extensive upzoning envisions (if “thought” even enters the picture) a complete turnover of inhabitants. As Seattle's history makes clear, upzoning done to excess, politically correct or not, can also create affordable hermit-crab-like abodes as land owners wait for their ship to come in and the more natural and modest redevelopment that would have occurred spreads farther and wider in search of less costly land prices. Normalcy, if not busts, are forgotten, off boom-time planners' table, or possibly our youngest professionally trained elites have yet to experience this full range of scenarios. 5

Nonetheless, to proclaim one thing (urban design, i.e. concentration) while producing its opposite (dispersion, see chart below) is exactly what Environmental Impact Statements were invented to preclude, as opposed to being turned into rote and then boilerplate. 6

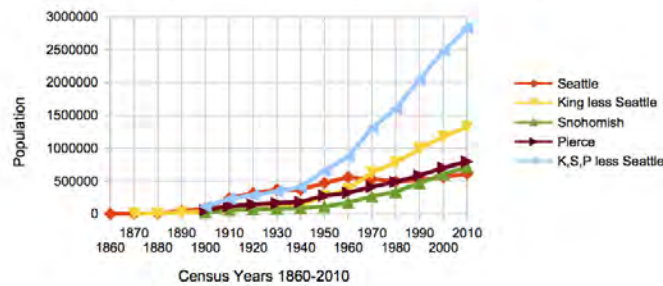
Please pursue community objectives of the genuine kind (e.g. attachment) with a comprehensive plan, itself of the genuine kind. 7



Anna Nissen
Nissen/Nissen Architect
206 Highland Drive
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	King County	Seattle	King less Seattle	Snohomish	Pierce	K,S,P less Seattle
1860		302	300			
1870		2120	1107	1013		
1880		6910	3533	3377		
1890		63989	42837	21152		
1900		110053	80671	29382	23950	55515
1910		284638	237194	47444	59209	120812
1920		389273	315312	73961	67690	144127
1930		463517	365583	97934	78861	163842
1940		504980	368302	136678	88754	182081
1950		732992	467591	265401	111580	275876
1960		935014	557087	377927	172199	321590
1970		1159375	530831	628544	265236	412344
1980		1269898	492846	777052	337720	485667
1990		1507305	516259	991046	465628	586203
2000		1737046	563376	1173670	606024	700818
2010		1931249	608660	1322589	713335	795225

Seattle, King (net), Snohomish, Pierce, K/S/P less Seattle



data: <http://www.ofm.wa.gov/pop/census.asp> (4th item)

8/19/15

Preface

The practice of zoning has spread so rapidly in this country in the last dozen years... that the time has come to pause ...and to promote a wider understanding of zoning rationalized and related to sound economic policy. It is clearly impossible that all the land in a community should be developed for the uses which the individual landowner might imagine would be most profitable to him, were there no economic laws of supply and demand to inevitably govern the amounts of land needed for the various purposes and the types of activities engaged in by citizens of any community.

by T&H Hubbard, Harvard University School of City Planning

INTRODUCTION

TOO often is the American city considered as a vast unlimited speculation in real estate. If no harmful results accompanied or followed such speculation, the practice might be accepted with equanimity. Unfortunately, the results are so bad as to become a problem of major economic significance. Well constructed buildings become vacant while still in excellent condition merely because the neighborhood has deteriorated or become "blighted." More often, properties never do build up with permanent structures of good value because of too rapidly changing and shifting conditions.

With relatively few exceptions, and these mostly commercial in character, property throughout a city's area generally reaches its highest value when it has been improved with a suitable, permanent structure. Thereafter land and building values may fluctuate, but more often will tend to decrease in varying degree, depending upon such factors as location, measure of community protection by deed restrictions or neighborhood organization, rapidity of growth of the city, and the like.

There is all too little stability and permanence of land use and of land and building values in American cities. Blighted districts are not accidents but the inevitable concomitants of the present method of growth of American cities, both large and small. They are symptomatic of a deep-seated malady whose origin can be found in excessive real-estate speculation. This speculation is based in turn upon erroneous or exaggerated ideas of the character and extent of the probable growth of the city. This over-estimate of growth and consequent over-estimate of the character and extent of increase in property values is blindly accepted by large numbers of the American people.

Zoning has come about partly through the desire of certain better residential districts to obtain a protection which is difficult, if not impossible, to secure by private initiative, and partly through municipal authorities who seek to curtail the enormous losses brought about by uncontrolled growth. Zoning as now practiced, however, has scarcely succeeded in attaining either of these objectives. Owing to inaccurate

and, more particularly, insufficient information, our zoning ordinances have been quite out of scale with actual needs. The same forces of speculation that have warped city growth in the past continue to do so through the distortion of zoning ordinances.

It is obviously impossible to forecast completely and accurately all probable growth. If the matter becomes merely one of individual opinion, there may be a gross over-estimate or an equally gross under-estimate, depending largely upon the knowledge, foresight, and point of view of the individual making the calculation. Too much zoning has been done upon the basis of individual opinion. This was probably necessary and inevitable in the early stages of such work. Now, however, if zoning is to attain its presumed objectives of best promoting the health, safety, morals, and general welfare of each community, its practice should be based solidly upon facts which bear some relation to actual needs.

This research has as its purpose the determination of the requirements of the American city as to land areas used for various purposes, ratios of these areas to a given population unit, and analogous statistical information that will be an aid to more scientific zoning practice. *This research should have practical value in providing a method for estimating the total area required for each particular urban use for any given future population of between 5,000 and 300,000 persons.* The apportionment of the majority of the land uses need no longer be based on conjectures, but can be determined accurately within certain limits. The limits of variation may be compared to the safety factor in structural design.

The information contained herein is a prerequisite to reasonable zoning. Hastily conceived and arbitrarily prepared zoning plans can never accomplish results which are socially desirable and economically sound: the best zoning practice demands a thorough understanding of the requirements of each particular city, supplemented by a complete knowledge of the requirements which are common and necessary to all cities. Even where a zoning ordinance has already been prepared without the benefit of such information, statistics should still be collected so that changes and revisions of the zoning plan and ordinance may be made in accordance with actual needs. Zoning commissions will then be able to know their task and to perform it more satisfactorily.

While the American courts have firmly established the validity of zoning as a lawful exercise of the police power, they have properly reserved the right to decide the reasonableness of any particular ordinance or

subject to wider variation than the densities in the dwelling districts since the total amount of city area is not related to the population. These statistics have been shown in Table No. 20 only because density per gross acre is a commonly discussed figure which is generally available for every city. The densities in each of the three types of dwelling areas are more representative of actual housing conditions.

The mean average population density in the single-family dwelling area for the self-contained cities is 28.8 persons per acre; for the two-family dwelling area, 68.7 persons per acre; and for the multi-family dwelling area, 105.9 persons per acre.

The mean average population density for all residential areas in the sixteen self-contained cities is 34.4 persons per acre.

The statistics on satellite cities represent two distinct types of development which are diametrically opposite in character. However, it should be noted that the mean average density in the single-family dwelling area in satellite cities is 18.6 persons per acre, which is considerably less than the average of 28.8 for self-contained cities. Population density in the two-family dwelling area is 43.7 persons per acre, and in the multi-family dwelling area 87.3 persons per acre for the satellite cities, as compared with 68.7 in the two-family dwelling area and 105.9 in the multi-family dwelling area for the self-contained cities.

One and two family

Smaller cities often have "less urge for land speculation which encourages larger lots with resulting larger open spaces around buildings. Two family buildings might properly be permitted in the single-family district if adequate lot area is required and especially if a reasonable measure of architectural control could insure their being in harmony with the single-family development. p. 35

Multi-family

Too often zoning plans have designated an unduly large area for multi-family dwelling uses. Not only is it improbable that large areas will ever be absorbed for multi-family dwellings, but new single or two-family dwellings cannot be expected to come into such area, and permanent blight is thus encouraged. p.47

The average apartment is not attempting to create values by its won design and arrangement, but rather is absorbing values already crated by single family and two family dwellings. In few cities has the apartment house attempted to establish distinct districts.

Generally its location has been contingent upon the maximum possible financial return with minimum investment. ...Its greater efficiency secures a greater economic return for its promoters rather than more open space or more light and air for its occupants. p.51

it would be a fallacy to reach any definite conclusion from these data alone. The future is uncertain, but it is probable that there will not be any vast change in the predominant types of housing in the average city of less than 300,000. Single-family dwellings now occupy by far the most extensive acreage and will probably continue to do so, since all of the apartment requirements can be supplied by a relatively small area. Except in 1927, in these cities of less than 300,000, single-family dwellings provided a majority of the new accommodations.

The tremendous increases in multi-family dwelling construction which occurred between the years 1921 and 1929 will probably not occur again, at least in such large degree. There are two reasons for this. The multi-family dwelling lends itself to speculation much more readily than do two-family or single-family dwellings. In the great era of speculation prior to 1929, a percentage of new multi-family dwelling construction can be attributed more to speculative promotion than to actual public demand for this type of housing. Since the apartment house is also the newest type of housing, many persons have taken occasion to try its numerous advantages. There are, however, disadvantages in this type of housing, which many people have learned only by experience, and which will probably result in less demand than has heretofore occurred. Housing trends, consequently, will be in the direction of a more moderate increase in the number of multi-family dwellings, fewer two-family dwellings, and about the same number of single-family dwellings as heretofore in cities of less than 300,000.

Complete data are not available on the number of housing accommodations in each of the sixteen self-contained cities which are dealt with more specifically in this research. Full information for nine of the self-contained cities is, however, available. In these nine cities the total population increased from 879,882 in 1920 to 1,262,261 in 1930, a total increase of 382,379, or an average annual increase of 38,238. In these nine cities new housing accommodations were provided each year in the different types of dwellings for the following numbers of persons:

TYPE OF DWELLING	PERSONS ACCOMMODATED	PER CENT OF TOTAL NUMBER OF PERSONS ACCOMMODATED
Single-family	33,794	56.8
Two-family	6,080	10.2
Multi-family	19,561	33.0
Total	59,435	

The total new housing accommodations for 59,435 persons exceeded the annual increase in population (38,238) by 21,197, or 55.4 per cent. This large excess of accommodations is probably accounted for by the era of excessive speculation during which they were built.

A logical application of the analysis of housing trends in the planning of any city, and especially in its zoning, could be made in the following manner: there should first be an estimate of the total population increase for any given period, whether ten, twenty, or fifty years. By a study of housing trends, the percentage of this population which would probably be accommodated in single-family, two-family, and multi-family dwellings could be determined. From a study of the amount of land absorbed by different types of housing as disclosed by data contained in this research (see Chapters III, IV, and V) and by further study in the particular community under consideration, it should be possible to determine how much land would be needed for the different types of housing to accommodate the estimated increased population. With this information at hand the zoning ordinance and the city plan should be considered, and adjustments made to incorporate the new housing construction into the existing city structure so as to bring about a logical, desirable, well balanced city.

CHAPTER VIII

COMMERCIAL AREAS

DURING the period when the majority of the present effective zoning ordinances were prepared, there was no consideration of the possibility that urban land use might be subject to definite laws of supply and demand. Too often the zoning work was done hastily with very little regard to the fundamental principles of city planning. During this pioneering period, when supporting court decisions were lacking, city planners were wisely reluctant to attempt to place any pronounced limitations on the amount of property zoned for commercial use. The predominating zoning motive was to curb the rapidly increasing number of stores, filling stations, and similar uses which were invading established residential districts.

The increased use of the automobile fostered the opinion that main thoroughfares offered desirable locations for commercial enterprises. In the absence of any comprehensive surveys or statistical data concerning the actual amount of commerce required to serve a given population, it seemed only logical to assume that all property on all main thoroughfares was potential business property.

In recent years it has become clearly evident that not all frontage on all main thoroughfares, even though zoned as business, can ever be utilized for this purpose. Only that portion which is required to supply the actual needs of any community can reasonably be expected to be used.

The over-zoning of business frontage is detrimental in many ways. It has created a great surplus of property for commercial use, that can never be absorbed. It has stimulated speculation in this property beyond reasonable limits, the result of which has been depressed values. It has produced involved problems of taxation. It has blighted and

materially retarded the development of a large proportion of the frontage along our newer main thoroughfares.

Much of this property would normally have been developed with some type of dwelling. The mere fact that a city by its zoning ordinance has designated property for commercial use deters many owners from considering the erection of anything but a business structure upon it. Each owner hopefully awaits an increase in value that would be commensurate with commercial use. In the majority of cases it cannot come. The inevitable result is the retardation of the proper development of most of the frontage on our major streets. One does not have to look far in the average city to find areas where much of the undeveloped or shoddily improved sections is along or adjacent to the main thoroughfares.

Over-zoning for commercial property is largely the result of too much haste and too few facts, but the blame does not rest alone upon the zoners and city planners. The insistence of over-zealous property owners that all major streets be zoned for business use is another factor that has created great excesses of commercially zoned property. In spite of carefully prepared surveys, selfish property owners and over-enthusiastic real estate promoters have insisted upon an arbitrary designation of such an excess of business frontage that the inevitable result will be a depreciation of all of the business properties except that small proportion of frontage which enjoys the advantage of the most strategic location.

Self-contained Cities

The statistics in Tables Nos. 22 and 23 offer convincing proof that *the area required for commercial use in any self-contained city is decidedly and definitely limited.*

An examination of the figures indicating acres of commercial development per 100 persons shows that there is very little variation between individual ratios in the sixteen cities. The mean average for all of the cities is 0.179 acres per 100 persons. The minimum number of acres per 100 persons is 0.125, and the maximum 0.253, the higher figure being 102 per cent greater than the lower figure. Nine of the sixteen cities have between 0.150 and 0.189 acres per 100 persons and five cities have between 0.205 and 0.253 acres per 100 persons.

Separating the number of acres of commercial area per 100 persons into the four population groups, the following results are obtained :

NUMBER OF CITIES	POPULATION CLASSIFICATION	PER CENT OF DEVELOPED AREA OCCUPIED BY COMMERCE
4	5,000- 50,000	1.80
5	50,000-100,000	2.78
6	100,000-250,000	2.34
1	250,000-300,000	2.85

In the cities between 5,000 and 50,000, the percentage of the total developed area occupied by commerce is materially smaller than that recorded for all of the other population groups. The cities of from 50,000 to 300,000 have a fairly constant ratio averaging approximately 2.7 per cent of the total developed area.

The percentage of the total privately developed area occupied by commerce is fairly constant for the three population classifications over 50,000. The four cities of less than 50,000 have a smaller percentage of total privately developed area occupied by commerce. For the four population groups the data are subdivided as follows :

NUMBER OF CITIES	POPULATION CLASSIFICATION	PER CENT OF PRIVATELY DEVELOPED AREA OCCUPIED BY COMMERCE
4	5,000- 50,000	3.96
5	50,000-100,000	5.43
6	100,000-250,000	5.05
1	250,000-300,000	5.39

The practical value of the statistics on the percentages of various areas required for commercial use is readily apparent. It is indeed impossible to develop a scientific or economic zoning plan without such data. *This information makes it possible logically to refute the frequently expressed contention that all major thoroughfares are adaptable to some form of commercial development. Certain sections outside of the central downtown business district are adapted to this use, but the greater part of major-thoroughfare frontage should ultimately be absorbed by some type of dwelling or institution if the owners hope to have it used at all.* While the intersections of main thoroughfares, and to a certain degree the frontage immediately adjacent to them, are suitable for the establishment of commercial areas, there is no warrant for apportioning the entire frontage of all major traffic arteries to this use.

It is a comparatively simple bit of mathematics to estimate that, if all major thoroughfares were zoned for commercial use, we should have

about ten times the amount of commercial area needed. As all developed property fronts upon streets, and since the average major-street system comprises about 25 per cent of the total street mileage, it follows that, if all major thoroughfares were zoned for commerce, we should have about 25 per cent of the total city area zoned for commerce. It has been conclusively shown for the cities studied, however, that only 1.5 to 3.0 per cent of the total developed area is required for this use. It is reasonable, therefore, to state that if all major thoroughfares were zoned for commerce, this would provide at least ten times the amount actually required. These figures pertain to self-contained municipalities but the same principle holds true for satellite cities. The incongruity, in the latter type of city, would be even greater.

The data concerning the commercial area are further elaborated in Table No. 24.

The law governing commercial development can be expressed also as a ratio of linear feet of store frontage to population. This method is preferred, from a practical standpoint, to either of the above methods.

A few years ago similar studies made in different cities in the Chicago region revealed that there was an average commercial-property development of about 50 linear feet of store frontage per 100 persons, although in parts of the region this varied from 22 to 90 feet of business frontage per 100 persons.

The results of the surveys in the sixteen self-contained cities substantiate the conclusions reached by the Chicago Regional Survey. The total commercial development for all cities shows a mean average ratio of 63.7 linear feet of commercial or store frontage per 100 persons. The high and low ratios are 99.9 and 47.1 respectively.

The maximum ratio of the total commercial frontage per 100 persons is found in the population group between 50,000 and 100,000. The lowest classification, 5,000 to 50,000, shows a materially decreased ratio, while the next three population groups show that decreases accompany an increase in the population of the city.

NUMBER OF CITIES	POPULATION CLASSIFICATION	STORE FRONTAGE:
		LIN. FT. PER 100 PERSONS
4	5,000- 50,000	53.4
5	50,000-100,000	74.9
6	100,000-250,000	64.0
1	250,000-300,000	47.4

P.110 Park officials state frequently that the desirable ratios of park and playground space to population and city area are one acre for each 100 persons and about 10 % of the total city area—equally distributed among all sections of the city.

PARKS AND PLAYGROUNDS

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Self-contained Cities

Few cities have sufficient park and playground area to meet these standards. A tendency to provide a much reduced ratio of park space to population was noted in fourteen of the sixteen self-contained municipalities. Only two of these cities, Vancouver, B. C., and Troy, O., have approached the desirable ratio (see Tables Nos. 43 and 44).

The mean average in the sixteen self-contained cities is 0.479 acres per 100 persons, or 3.98 per cent of the total city area, occupied by parks and playgrounds. A mean average of 6.33 per cent of the developed area is so occupied.

In the different cities the variation among the figures for the number of acres per 100 persons is extremely wide. The maximum, 0.961, is found at Vancouver, B. C., while the minimum of 0.068 is recorded for San Jose, Cal. The higher figure is 1,313 per cent greater than the lower. Allocation of the statistics in Table No. 43 to the four population classifications follows :

NUMBER OF CITIES	POPULATION CLASSIFICATION	PARK AND PLAY- GROUND AREA: ACRES PER 100 PERSONS
4	5,000- 50,000	0.494
5	50,000-100,000	0.455
6	100,000-250,000	0.467
1	250,000-300,000	0.611

The ratio of park and playground area to population diminishes directly with the increase in the size of the city for the first two population groups, while the last two groups show an increase. The first three groups have a mean average of 0.472 acres per 100 persons, while the last classification (250,000 to 300,000), with 0.611, is much higher.

When park and playground area is expressed as a percentage of the total developed area, a maximum of 18.52 per cent is found in Vancouver, and a minimum of 0.86 per cent in Knoxville, Tenn. The higher figure is 2,053 per cent greater than the lower. Figures for remaining cities are spread between the lower limit and 10 per cent. If the percentage for Vancouver, which is at least twice that of any other city, be eliminated, the mean average for the fifteen cities is reduced to 5.51 per cent. This latter ratio more nearly represents the average that is found now in the majority of cities between 5,000 and 300,000 population.

- p. 129. Single-family dwellings are found to require the most extensive area of all of the urban land uses, having a mean average of...(over)

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URBAN LAND USES

2.94 acres per 100 persons. A general norm is considered to be 2.8 acres per 100 persons, although this will range from 2.0 to 3.5 acres per 100 persons, and under special circumstances may require a somewhat higher, or possibly a somewhat lower, figure. The ratio is not constant but diminishes as the cities increase in population.

The mean average ratio required for the single-family dwelling area is 20.6 times the mean average for the two-family dwelling area, and 38.7 times that for the multi-family dwelling area.

TWO-FAMILY DWELLINGS

The area requirements for two-family dwellings are small, the mean average being 0.143 acres per 100 persons. There is no norm because of the relatively large variation in the figures for the sixteen self-contained cities. The mean average of 0.143 has, therefore, no particular significance, and seems to bear no relation to the population classifications of the different cities. Since, however, only four cities show more than 0.2 acres per 100 persons, this figure may be and is generally considered an ordinary maximum for most cities of between 5,000 and 300,000 population.

MULTI-FAMILY DWELLINGS

Multi-family dwellings are found to absorb the smallest area of all the urban land uses. The mean average is 0.076 acres per 100 persons. The general norm is considered to be 0.07 acres per 100 persons, although this will range from 0.03 to 0.12 acres per 100 persons. The ratio increases as the cities increase in population.

COMMERCIAL AREAS

The area requirements for commercial purposes, based upon ratio of acres per 100 persons, are also small. The mean average ratio is 0.179 acres, while a general norm is considered to be 0.18 acres per 100 persons. It will ordinarily range from 0.15 to 0.22 acres per 100 persons. The smaller self-contained cities exhibit a slightly higher ratio than do the larger cities.

COMBINED LIGHT AND HEAVY INDUSTRIAL AND RAILROAD PROPERTY

Industries and railroads absorb more area per unit of population than do commercial buildings, multi-family dwellings, or two-family dwellings, but considerably less than single-family dwellings. As we have seen, geographic position, labor supply, proximity to raw materials, availa-

bility of transportation facilities, and similar factors exert a determining influence on the amount of industry and railroad property in any particular city. The ratios of area to population with respect to railroad property and heavy industry thus vary considerably in the different cities, while there is less variation in the ratios for light industry. For none of the three uses taken separately is there a general norm, but when combined the ratios become more constant.

The mean average ratio for combined light and heavy industrial and railroad property is 0.92 acres per 100 persons. A general norm is considered to be 0.9 acres per 100 persons, although it will range from 0.5 to 1.4 acres per 100 persons and under certain conditions may require a somewhat higher, or possibly a somewhat lower, figure. In cities of from 50,000 to 300,000 population the ratio is fairly constant. The ratio for cities of from 5,000 to 50,000 is noticeably higher.

STREETS

Street space occupies the second largest number of acres per 100 persons of the various urban land uses: it is only slightly less than the area absorbed by single-family dwellings. The mean average ratio is 2.82 acres per 100 persons. A general norm is considered to be 2.4 acres per 100 persons. It will ordinarily range from 2.1 to 2.9 acres per 100 persons, although prevailing methods of land subdivision, variation in street widths, relative amount of subdivided but undeveloped land in each city, or new street patterns may require a somewhat higher, or possibly a somewhat lower, figure. The ratio generally decreases with the city's increase in population.

PARKS AND PLAYGROUNDS

Parks and playgrounds do not absorb unusually large areas per unit of population. The mean average ratio is 0.479 acres per 100 persons. Because of the wide variation of ratios in different cities, as disclosed by this research, there is not considered to be a general norm. The ratio in the three population groups of cities between 5,000 and 250,000 is fairly constant. Parks and playgrounds will rarely absorb in excess of one acre per 100 persons, however, and that figure is generally considered a desirable standard for American cities.

PUBLIC AND SEMI-PUBLIC PROPERTY

Public and semi-public property is found to require relatively small areas. The mean average ratio is 0.622 acres per 100 persons. There is

maximum limits to the amount of land that will be absorbed for individual uses even though there may be no definite norms. In all cases, with the possible exception of single-family dwelling purposes, the amount of land which will be used is very much smaller than popularly supposed.

If zoning is to reach its highest and best form in really encouraging and insuring logical, appropriate, and economic property development, it must be based upon or at least bear some relation to the amount of area which can reasonably be expected to be absorbed for various uses. *This research reveals that there are definite laws of absorption or norms for single-family dwellings, multi-family dwellings, commercial uses, and combined industrial and railroad property.* For all the other urban land uses, which include two-family dwellings, streets, parks and playgrounds, and public and semi-public property, there are more or less definite maximum amounts of land which can be absorbed, even though there may be no norms. It is believed that the results of a detailed survey of land uses in any city will closely approximate many of the findings contained in this research.

The specific application of these data and conclusions in the preparation of new zoning plans and ordinances or in the revision of those now in existence may be made in the following manner.

The first step in the evolution of a new zoning plan and ordinance is to make a detailed survey of the character and extent of present city development.

From these data can be obtained the present amount of total developed area expressed in acres per 100 persons. By comparing this norm with that of other cities as exhibited by this research, it will be possible to arrive at a satisfactory norm for future growth of the city under consideration. By applying this local norm to the figure of estimated future population for any given year, such as 1980, it will be possible to determine the probable total developed area required.

Next a tentative zoning plan should be prepared, the greatest care being taken to allocate areas for different uses in accordance with a pattern which will best conform to present conditions and provide for future growth of various kinds in the most appropriate places. The amount of area assigned to various land uses in the tentative zoning plan should be computed separately by districts and summarized. Through use of the various norms previously discussed and by use of the estimates of maximum area which will be absorbed by various land uses where no norms have been found, the reasonableness of the tentative zoning plan

can be tested. The test of reasonableness can be applied both to the total area of development as well as to local areas. Necessary readjustments in areas devoted to various uses by districts or for the whole area can then be made, having regard for existing conditions and the most logical future growth as this may be determined, among other things, by the several elements of the comprehensive city plan.

To apply the results of this investigation to cities in which zoning ordinances are now in effect, much the same procedure should be followed. A field survey of existing conditions is the first requisite. This should be followed by detailed computations of the various areas now in use and similar pertinent data. Next this information should be compared with data on the areas actually provided for the various uses by the existing zoning plan. Finally, the existing plan should be adjusted to comply as nearly as possible with the actual land use requirements of the estimated future population.

In cities already zoned the problem of changing the existing zoning plan and ordinance is much more difficult than the preparation of a new ordinance. The mere fact that the municipality has designated certain areas for specific uses has not only fixed the future use to a certain extent in the minds of property owners and interested citizens, but it has also influenced land values. To change an established ordinance requires much patience and considerable work. Satisfactory readjustments can be obtained as a rule only when the citizens completely comprehend the need for such change.

Some change must be made in many existing zoning ordinances if all areas of a city are to be afforded any logical chance to maintain their character and values or to improve them. It is not always to be expected that a complete readjustment can take place all at once, although the sooner this is done the better. Modification should not always tend toward leniency: frequently stricter requirements are needed if a city is to maintain permanent values in all of its districts.

Zoning should look forward to the apportioning of the city area in accordance with actual economic needs. The California Supreme Court expressed an opinion of this character in the case of *Zahn v. Board of Public Works of the City of Los Angeles* (note the part here italicized):

Zoning in its best sense looks not only backward to protect districts already established but forward to aid in the development of new districts according to a *comprehensive plan having as its basis the welfare of the city as a whole.*

From: William Nutt <drwnutt@gmail.com>
Sent: Friday, August 19, 2016 12:36 PM
To: Holmes, Jim
Subject: Comments on Draft Uptown EIS
Attachments: EIS Comments.pdf

Jim,

We would like to thank you for taking the time to talk to us last night. 1
I am including my comments on the draft EIS as an attachment.

Regards,
Bill Nutt

Comments On The Draft EIS For The City Of Seattle Uptown Urban Center Rezone

There are two major items for which I am providing comments. These are 1) the evaluation of draft rezone plan and 2) the evaluation of impacts on traffic. In both of these areas, the Draft Environmental Impact Statement (EIS) presents results that are flawed by a failure to address the policy explicitly set forth in the Seattle Municipal Code (SMC), failure to incorporate the bases from the Uptown Urban Design Framework (UDF) and by an apparent failure to consider the environment in which Uptown must function. ²

SCOPE OF THE EIS

The City held a scoping meeting on October 8, 2015. The City presented an overview of the alternatives, the EIS and the rezone process. Comments, to be provided by November 8, 2015, were solicited. ³

The comments received were broken down into a few categories. Two that were reported are listed below.

Views

Impacts to both public and private views. Specific concerns primarily include view impacts to residences on the south Slope of Queen Anne with views of Elliott Bay and the Space Needle most frequently mentioned. View impacts along key corridors and viewpoints were also cited as needing study. These will be analyzed in the Height/Bulk/Scale analysis (titled Aesthetics and Urban Design in the Draft EIS).

Transportation

Adequacy of the transportation system to handle increased automobile traffic as the neighborhood grows, concerns that the transportation analysis include the potential of projects like Expedia, the opening of the deep bore tunnel, and other baseline conditions. Commenters also identified potential impacts related to parking that should be studied as part of the EIS process.

The scoping review reached the conclusion that the EIS would address all the issues and that no changes were required.

Changes to Scope

The comments received during the comment period are consistent with the scope set out in the Determination of Significance and no changes were made. Some comments reflect concerns that fall outside the scope of the EIS such as advocacy for specific alternatives or comments on the Draft Uptown Urban Design Framework that are not related to impacts on the built and natural environment and will be addressed through the rezone process.

Before providing my comments on the two main items, I will note that the parking study is performed over an area that does not correspond to Uptown. In some places it includes areas not in Uptown and it does not include the Aloha/Taylor triangle, which is a heterogeneous region, being principally residential with commercial inroads from the south boundary ⁴

Comments On The Draft EIS For The City Of Seattle Uptown Urban Center Rezone

REZONE: HEIGHT, BULK AND SCALE

The SMC sets forth a policy for land use regulations in Seattle. The extract from the SMC below makes clear that land use will display smooth transitions between areas. The transition from residential areas (there are several on the north side of Uptown) will be regulated to as to provide a smooth transitions into the commercial neighborhoods to the south. The Alternate Height Scenarios as described in the draft zoning map do not provide for smooth transitions and would not conform to the SMC land use policy. 5

SMC 25.05.625

G. Height, Bulk and Scale.

1. Policy Background.

- a. The purpose of the City's adopted land use regulations is to provide for smooth transition between industrial, commercial, and residential areas, to preserve the character of individual city neighborhoods and to reinforce natural topography by controlling the height, bulk and scale of development.

In addition, the UDF, which is the planning document for the rezone effort, clearly calls for a transition from the currently-developed neighborhood and instructs that building heights of neighborhoods adjacent to currently-developed neighborhoods be restricted or that a transition be provided to avoid an abrupt drop or increase. 6

UDF Section 3.3

3. Ensure new height limits are compatible with the neighborhood as it has developed already. Not all properties will redevelop and compatibility between old and new should be considered.

Consider building heights of adjacent neighborhoods or provide a transition to a different scale rather than an abrupt drop or increase.

The EIS in Section 1.5 , " MAJOR ISSUES, SIGNIFICANT AREAS OF CONTROVERSY AND UNCERTAINTY, AND ISSUES TO BE RESOLVED," ignores both the SMC policy and the UDF basis. 7

In the Section 7.0 of the UDF, "COORDINATED IMPLEMENTATION STRATEGY," the actions of the OPCD with respect to seeing that the EIS addresses heights and rezone impact include the three items listed below.

Urban Form

- Conduct EIS to evaluate increases in height for mixed use zones.
- If heights are increased, consider development standards that maintain important view corridors and setback appropriate to maintain light and openness at street level.

Land Use

- Conduct rezone analysis to evaluate potential shift from NC3 zoning to SM zoning.

Given the requirements of the UDF and the SMC zoning policy it would have seemed to be a requirement that the Alternate Zoning Map would reflect a smooth transition in allowed heights 8

Comments On The Draft EIS For The City Of Seattle Uptown Urban Center Rezone

from existing developed areas, regardless of the scenario selected. In addition, the EIS Scoping Review process made it clear that the scope of the EIS would consider the views of residents on the south slope of Queen Anne. The only discussion of private views in the EIS is given in Section 3.4.4, "SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS," which states that the EIS does not address this issue.

Under all alternatives, some private territorial views could change as a result of increased development and building heights and some persons may consider a change in their view to be a significant adverse aesthetic impact. City view protection policies focus on public views. The City attempts to address public and private views generally through height and bulk controls¹.

However, the explanation in Footnote 1 says that private views are protected by zoning regulations.

The City of Seattle's public view policy background indicates: " Adopted Land Use Codes attempt to protect private views through height and bulk controls and other zoning regulations but it is impractical to protect private views through project-specific review." (SMC 25.05.675 P.1.f.)

Given that the EIS was evaluating a proposed rezoning scheme and that a commitment existed to evaluate private views for the residents on the south side of Queen Anne, how does the EIS avoid addressing the impact of these specific private views i? 9

Custom zoning is mentioned in the summary only with regard to appropriate onsite open spaces in new developments. Custom zoning seems to be required by the UDF and to the SMC policy on Height, Bulk and Scale. Yet, no discussion of these basic requirements occurs in the EIS, nor is it reflected in the draft Rezone alternatives, which places 160' buildings across the street from residential building with heights of 40' or less. 10

The EIS should place more emphasis on the limitations regarding height transitions in both the "Impacts" section and "Mitigation" section. Both of these sections should refer back to the SMC policy and the UDF goals. In the "Impacts" sections, it should refer to the limitations on height changes as impacts to be considered in evaluating height, bulk and scale on an equal footing with the other impacts. In the "Mitigation" section the EIS should identify conforming to the SMC policy and the UDF goals as the resolution to the impact. 11

REZONE: TRAFFIC ANALYSIS

An analysis of traffic patterns was prepared for the EIS that concluded it takes only 12 minutes to get from the west side of Uptown on Mercer to Dexter during rush hour. As a resident of Uptown I find this incredible and I mean that in the literal sense. You can't get from 5th Avenue to Dexter in that length of time. The problem is not with Uptown, it's South Lake Union (SLU). It is not uncommon to sit through 4 - 6 stoplight changes at Dexter just to get from 5th avenue to Dexter. As the analysis fails to describe what is happening now, there is little likelihood it can assess the future traffic flows. 12

Prior to the Mercer project, Mercer had 4 eastbound lanes from the heart of Uptown through SLU and there were 4 stoplights between Aurora and I-5. Now, there are 3 eastbound lanes and 6 or 7 stoplights between Aurora and I-5 and a dramatically increased population of workers and residents in SLU. It is difficult to see the impact of the reduction from 4 lanes to 3 13

Comments On The Draft EIS For The City Of Seattle Uptown Urban Center Rezone

lanes in the Uptown portion of Mercer because the impact of SLU traffic stagnates all eastbound flow. The cross traffic on Mercer has risen to the point that sitting through multiple cycles of the stoplights is a part of commuting during rush hour.

The analysis of traffic flow in Uptown does not properly reflect the current state of affairs on Mercer and can't be taking into account the potential for the almost certain worsening of the traffic east of Aurora with the growth in high-density living along the Dexter/Aurora corridor.

14

As a retired engineering systems analyst, I would assert that you cannot analyze Uptown traffic without interfacing it with the surrounding areas - most notably SLU. The impact of current SLU traffic flow could not have been properly incorporated in the model. It is hard to say what the analysts did consider as Appendix D, which is supposed to describe the analytical methodology and process, is almost completely blank.

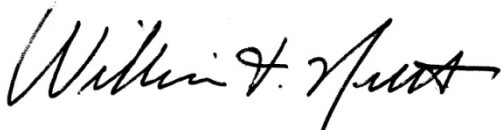
15

There is some credit being taken for routing east-west traffic via Harrison and Republican when the tunnel is finished. A large portion of the eastbound traffic on Mercer is headed to I-5. In addition, eastbound traffic on the west side of 5th would have to remain on Mercer. A significant portion of the eastbound traffic on Harrison and Republican would be headed for I-5, which would result in it joining Mercer in SLU and increasing the congestion on the Mercer corridor. The remaining traffic would run into the massive congestion that occurs on Harrison and Republican just at Westlake. Any attempt to increase eastbound traffic on these two streets is likely to result in traffic delays propagating back into Uptown

16

Traffic is almost impossible during rush hours right now. It is extremely difficult to place any credence in the analyses that say it will be fine in the future.

17



William T. Nutt, Ph.D.

From: Michele O'Connell [<mailto:michoconn3@gmail.com>]

Sent: Wednesday, August 31, 2016 3:15 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Uptown and Lower Queen Anne Rezone

Dear Jim,

I am writing to voice my opinion on the proposed re-zone of lower Queen Anne.

I thoroughly oppose the increase in height restrictions due to the following:

1. This area has already experienced the highest growth of any neighborhood in Seattle, the the last three years the parking situation has dramatically changed, there is no available parking during the day, I can verify in now worse than downtown. 1
 2. The area already has severe traffic limitations due to the extreme congestion on Mercer and Elliott and all adjacent streets used to avoid these streets. We more often than not also have weekend traffic nightmares due to all of the many events at the Seattle Center. It is often impossible to get around when you must use a car. 2
 3. The western slope has been slipping for years, the proposed widening of W. Mercer Place that was to be part of the tunnel traffic program was shelved due to hillside slippage concerns. 3
 4. There have already been lawsuits filed, and won on behalf of homeowners on the western slopes due construction of four story buildings that caused damage to housing, it some cases the damage made elevators usual able and caused a loss in value. The area cannot sustain heavier footprints. 4
 5. View of the Space Needle is imperiled, as the most notable symbol of the city, you would think this essential view point should be preserved. 5
 6. The growth in Uptown as earlier mentioned has been significant, unfortunately most of the development is not only keeping with a neighbor character it been cheap, ugly and will not be an asset in the future. 6
- I feel this neighborhood has suffered enough of the developers and the city's lack of regard for its citizens and urge you to vote down any height increase. 7

Most sincerely,
Michele O'Connell

From: Margaret Okamoto [mailto:margaretokamoto@yahoo.com]
Sent: Sunday, September 04, 2016 1:00 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comments on EIS for Upzone of Uptown

Dear Mr. Holmes:

Attached is my letter of comment.

Margaret Okamoto

Margaret Okamoto
2563 6th Avenue W
Seattle, WA 98119

September 4, 2016

Mr. Jim Holmes
Senior Planner
City of Seattle Office of Planning and Community Development
PO Box 34019
Seattle, WA 98124-4019

Dear Mr. Holmes:

Thank you for the opportunity to comment on the EIS for the proposed upzone of the Uptown Urban Center (Lower Queen Anne) issued on July 18, 2016.

I would like to suggest that a blanket rezone of this area will be detrimental to the community. I do not see any mention of the infrastructure (parks, schools, transportation) that will need to be put into place at the same time as this upzone goes into effect to support the significant increase in population density that will result from the proposed increase in building height. 1

An additional issue I see is the “one size fits all” nature of this proposed upzone. The Uptown Urban Center is a diverse neighborhood with varying environmental issues. Some streets will be able to accommodate the proposed heights without major impact to residents; for other areas in this neighborhood these heights will be of significant negative impact. One example is the impact to the residents living on either side of the Counterbalance as it goes from Uptown to the top of Queen Anne Hill. Quality of life is an important issue to take into consideration. Regardless of necessary density increases, people still need to feel a sense of breathing space rather feeling closed/hemmed in. 2

Thank you for your consideration of these comments.

Sincerely,
Margaret Okamoto

From: H P Oliver [mailto:pike@urbanexus.com]
Sent: Thursday, September 01, 2016 9:32 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>
Cc: Deborah Frausto <dfconsults@comcast.net>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>
Subject: Comments on Draft EIS / Uptown Urban Center Rezone

Jim Holmes, Senior Planner
Lyle Bicknell, Principal Urban Designer

Office of Planning and Community Development for the City of Seattle

Gentlemen,

As a resident within the area encompassed by the proposed Uptown Urban Center Rezone, I would like to endorse the comments contained in two letters submitted by the Uptown Alliance on August 31, 2016. For reference I have attached those two documents to this email.

I am particularly enthusiastic about the Uptown Alliance's recommendation that the Uptown Urban Center Rezone more specifically address the potential loss of Uptown's character brick buildings that were recognized in the Urban Design Framework process as being significant to the neighborhood. I believe that the Uptown Alliance's proposal for the creation of a conservation fund and a transfer of development rights (TDR) program warrants consideration. Such a TDR program would increase the chances of preserving these wonderful buildings while also allowing desirable intensification of commercial and residential uses in this increasingly vibrant district of Seattle.

Yours truly

HPO

H. Pike Oliver
[\(206\) 890-7456](tel:(206)890-7456)
pike@urbanexus.com

330 W Roy, #101
Seattle, WA 98119

From: Mark Ostrow [mailto:mark.j.ostrow@gmail.com]
Sent: Thursday, September 01, 2016 10:25 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown EIS Comment

Hi, Jim.

I am a Queen Anne resident and I would like to express my support for increased building heights in Uptown. I have followed the Uptown UDF process and I believe my neighborhood would benefit from additional density. One of my concerns is the quality of construction. Taller buildings are required to use higher quality building materials. Current height limits are more likely to result in low quality, cookie-cutter development that dilutes the character of my neighborhood. Taller buildings make it economical to construct buildings that respond creatively to site conditions, offer affordable options, and provide street-level amenities.

At the same time, I am concerned that zoning changes could threaten the older brick apartment buildings we have in Uptown. They provide naturally occurring affordable housing and, frankly, they are just beautiful and it would be a shame to lose them. I hope the Uptown UDF takes historic preservation into account.

I believe we should look to successful neighborhoods like the Pearl District in Portland, which has a variety of building types, to create a lively, walkable, desirable urban center here in Uptown.

Thanks for your hard work on this process.

Mark Ostrow
Queen Anne Community Council
Queen Anne Greenways
Lake2Bay Planning Committee

From: Chad Pankratz [<mailto:onkusito@gmail.com>]
Sent: Thursday, August 18, 2016 3:38 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Re-Zoning

Mr. Holmes—

I own a condo in The Courtyard at Queen Anne Square at 275 West Roy. I bought the place for many reasons but one is that I have a nice view of the Space Needle. Another is that I do not live in the shadow of a 16-story tower. I chose to live in Lower Queen Anne precisely because it isn't Belltown.

I am strongly opposed to changing zoning to allow towers in my neighborhood. Property owners are more than welcome to redevelop their holdings but they should observe existing zoning laws.

Everyone I have spoken with in my homeowners association is opposed to changing the zoning in Uptown. I am alarmed that the city is even considering allowing high-rise towers when such a move is so clearly opposed by the people who actually own homes in the neighborhood. "Design and development standards" are fine with me but I urge you to maintain current zoning and building heights. I do not want Uptown to become Belltown.

Thank You—
Chad Pankratz

From: Niloufar Park [mailto:nillypark@q.com]
Sent: Thursday, September 01, 2016 10:17 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Carolyn Mawbey <cmawbeyc@gmail.com>
Subject: Re: Uptown Queen Anne Rezone Proposal

Mr. Holmes,
I'm contacting you regarding the proposed rezoning for the urban design of Uptown neighborhood of Queen Anne. I have many concerns regarding the rezoning and most of all, the current infrastructure is not able to safely handle the existing traffic and public transportation.

One of my neighbors, Carolyn Mawbey, has recently provided you with a letter of concern. I like to echo her views and agree with the feedback she provided to the committee. Thank you for considering our views and please let me know if you have any questions.

Sincerely,

Niloufar (Nilly) Park
511 W. Mercer PL #302
Seattle, WA 98119

From: Mary Bridget Pehl [<mailto:mbpehl@comcast.net>]
Sent: Tuesday, August 30, 2016 11:16 AM
To: Juliet Roger <juliet@julietroger.com>
Cc: Holmes, Jim <Jim.Holmes@seattle.gov>; Karen Adler <karenkadler@comcast.net>; Jennifer Hyde <jaygee715@gmail.com>; Annie Gleason <gleason169@hotmail.com>; Helen Gleason <hmgleason@comcast.net>; Jack Roger <jr_454545@hotmail.com>; Holly C. Allen <holly.allen@yahoo.com>; Clara Peterson <claradp@msn.com>; Andrew Roger <arog424@hotmail.com>; Steve Roger <sarog4@hotmail.com>; Kary Doerfler <kary.doerfler@comcast.net>; Lisa Cole <davidandlisacole@mac.com>; John Navone <navone@unigre.it>; Tom Gleason <tomlisagleason@msn.com>; Tom Pehl <tom.pehl@cbre.com>; Ali Yearsly <alijack@msn.com>; Colleen McKeown <ckmckeown@gmail.com>; Karen Adler <stevenjadler@comcast.net>; Steve Roger <sarog04@hotmail.com>
Subject: Re: Rezoning of Uptown/Lower Queen Anne

Dear Jim,
I am in 100% agreement with everything Juliet has to say. I will pass this on to all in our community who I know are also in agreement. That will be 100's of people. Thank you Juliet!
Mary Bridget Pehl

Sent from my iPhone

On Aug 30, 2016, at 10:30 AM, Juliet Roger <juliet@julietroger.com> wrote:

Dear Jim,

I have been a resident of Queen Anne for all but 5 years of my 49 year life. My great grandmother came here with my grandmother in 1907 to join her uncle Chris and aunt Guilia after her husband died. They resided on lower Queen Anne and then eventually moved up the hill to 3rd Ave West where my great grandmother remarried and had two more children. My family and I have lived here and grown in number to 23 living on Queen Anne. Queen Anne is home first and then Seattle second, it has been a wonderful and dynamic neighborhood for our family for more than 100 years.

The proposed changes to lower Queen Anne will have a catastrophic effect on our lives and destroy so much of the integrity of our community. The option of building 140 foot buildings on lower Queen Anne is complete insanity and clearly PROFITERING!!!! NO ONE WILL BENEFIT FROM THIS EXCEPT THE DEVELOPERS!!!! Why would the city ever consider this as a viable option??? The traffic will be gridlock at all times and the proposed light rail is 30 years out. Homes are built on a foundation, the infrastructure of the city needs to be built first, especially if the options to do so exists. Now is the time for careful consideration and a chance to get it right. Already with none of those building and Expedia not having come yet, one can barely get on or off Queen Anne Hill after 2pm without experiencing major congestion. Rarely if ever do we leave QA on a

week night for fear of getting stuck in one hour traffic for what should be 10-15 minute drives.

Besides the traffic, it is simply unimaginable that the city would consider blocking the spectacular vista from our beloved Kerry Park. All the years growing up here the local and nation newscasters have broadcast from Kerry Park and that has been a symbol of the beauty of our city. Blocking that view with 140 foot tall buildings will destroy that beauty and I believe is a symbol of the overall destruction that will occur if in fact the city allows this crazy plan to move forward! NO ONE WANTS THIS TO HAPPEN EXCEPT THE PEOPLE WHO WILL PROFIT FROM IT!!!!

Yes, we are clearly a growing and thriving metropolis and are proud to now have large and successful companies as the backbone of our economy. Yes, we need to address low income housing and density. But let's be honest, the DEVELOPERS who will be making SO MUCH MONEY off the buildings can OPT OUT of the low income option in these building by PAYING the city. HMMM???? Let's really consider why these buildings are going in? It seems so corrupt at it's core. Honestly, there has been little to no city planning AND EVERY PERSON WHO ATTENDS THE PUBLIC MEETINGS IS OPPOSED TO THIS DEVELOPMENT EXCEPT FOR THOSE WHO PROFIT!!!! What is wrong with our public officials??? How have they come into power and how will they stay in power if they make such misguided decisions that DO NOT REPRESENT THE PEOPLE THEY REPRESENT???? WE ALL SMELL A RAT!!!!

We simply cannot have 140 foot tall buildings at the bottom of Queen Anne Hill. FOR THE LOVE OF GOD, TAKE THIS OPTION OFF THE TABLE. Let's work together to build a better city and not try to pull the wool over the eyes of the residents while developer destroy the integrity of our beautiful city and line their pockets. This is clearly not an option that will benefit us. So much can be done to make the city denser without destroying us simultaneously. PLEASE TAKE THE 140 FOOT BUILDING OPTION OFF THE TABLE.

I have cc:ed a few of my relatives and friends from Queen Anne as I know they are equally horrified by this proposal and to encourage them to contact you directly as well, even if just to second my opinions on this matter.

Sincerely,

Juliet Roger

From: Janet Perez [<mailto:janetmperez@gmail.com>]
Sent: Thursday, September 01, 2016 1:13 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Alex Perez <alexperetz363@gmail.com>
Subject: Comment on the Draft EIS for the Uptown Urban Center Rezone

We (Alex and Janet Perez) are commenting on the following bullets from Chapter 1 of the EIS that are subsequently addressed in detail in Chapter 3:

Bullet from 1.5 MAJOR ISSUES, SIGNIFICANT AREAS OF CONTROVERSY AND UNCERTAINTY, AND ISSUES TO BE RESOLVED

- Effect of growth on transportation mobility and mode share goals;

Bullets from 1.6 SUMMARY OF IMPACTS AND MITIGATION MEASURES (Transportation)

- Screenlines are theoretical lines across multiple transportation facilities where trips can be measured and compared.
- To forecast and test different land use alternatives, the citywide 2035 travel demand model was employed, testing the medium and high land use compared to No Action. As an option, High Capacity Transit in the form of two new light rail stations as proposed in the Sound Transit 3 long-range plan, were tested in Uptown assuming higher access to transit.

Our comments:

Your assessment of transportation choices in the year 2035 may be relatively accurate (although it is our opinion that it is overly optimistic), but many of EIS proposed building/housing changes are likely to be phased in *before* 2035, meaning that there will be increased numbers of people traveling into and out of Uptown before there is an adequate transportation options. We believe that the EIS needs to emphasize that growth in Uptown should only be allowed to take place as the transportation options increase.

Additionally, we believe that you should have analyzed the potential impact on streets other than the screenlines. The EIS does not consider the impact on the other streets when the screenlines become over-taxed. Many of our streets are highly impacted NOW, and adding 1000 to 3000 people to the area will make it worse.

This is an issue that directly impacts our household along with everyone else that lives, works and shops at Lumen. Caused by the City of Seattle during the Mercer realignment, Thomas Street (designated by SDOT as a two-lane minor arterial) was reconfigured and has now become a major alternative for drivers to access EB Mercer and I-5. This reconfiguration was completed without consulting or allowing input from the surrounding businesses and residents. As a result, ingress and egress from the Lumen Building (a parking garage that is accessed via Thomas Street, just south of Roy St.), is nearly impossible for several hours each day (i.e., traffic blocks access to the garage, on both NB and SB Taylor). Since the reconfiguration, Lumen has funded and completed a traffic study, but the City of Seattle has refused to consider any simple changes to alleviate the problem.

We are detailing this particular issue in order to highlight the need to *realistically* assess transportation concerns throughout the Uptown area. Travel via car is not going to go away in the next 20 years, even with increased public transportation options. Adding more people to the Uptown area will make our crowded roadways worse unless the growth is managed in concert with the *actual* transportation options available. In addition, any proposed roadway changes should only take place after considering input from local residents and businesses.

Sincerely,
Alex Perez
Janet Perez
501 Roy Street #233
206.552.6308

--

Janet Perez

"I am still learning" -- Michelangelo at age 87

From: Evelyn Perry [<mailto:Evelyn@nwlabel.com>]
Sent: Wednesday, August 24, 2016 10:15 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Alternative 3

We do not want alternative #3.. It is bad for the city.
Mike & Evelyn Perry

Sent from my iPad

From: Pam Piering [<mailto:ppiering@comcast.net>]
Sent: Wednesday, August 31, 2016 4:23 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: donhopps@forwashington.org; ppiering@comcast.net
Subject: Comments, draft EIS on Uptown upzone

Dear Jim:

Attached please find our comments on the Uptown Upzone EIS draft document.

Thank you,

Pamela Piering
Don Hopps
174 Ward St.
Seattle, WA 98109

August 31, 2016

To: Jim Holmes, Senior Planner
Office of Planning and Community Development

From: Pam Piering and Don Hopps
174 Ward Street
Seattle, 98109

RE: Comments on Draft EIS for Uptown Urban Center

We have major concerns with the Draft EIS for the Uptown Urban Center rezone. These thoughts and comments reflect those concerns most important to us, but in no way exhaust the many problems we have with the current EIS.

- Two of the primary objectives of the Uptown upzone proposal are to “increase housing diversity and availability of affordable housing provided through private development” and to “create a residential, commercial and cultural center reflecting a broad constituency ... including traditionally underrepresented populations.” (Page 30) These statements of purpose are taken from the current community supported plan for Uptown. We do not believe the EIS adequately understands, let alone addresses these objectives and the issues they raise. The EIS speaks to the proposed benefit of increasing affordable housing throughout the document as if this benefit will serve to achieve these major goals of the Uptown plan. This is not the case. The EIS itself is clear that very little if any new affordable housing will be developed in Uptown. But where is the analysis of how many actual units will be developed in the actual Uptown area, under Scenarios 2 and 3, versus how many are likely to be developed off site? Hence, where is the analysis of the resulting housing diversity and representation of diverse populations that would occur in Uptown under each scenario? At the very least, the EIS should be honest and clarify up-front the issue of on-site (performance) versus off site (fees) and how these options affect the accomplishment of Uptown goals. 1
- The problems created by the lack of analysis of the three scenarios and the impact of the development they entail on the Uptown goals for diversity cited above is compounded by a similar inattention to the destruction of present affordable housing in the Uptown area in order to accommodate new development. The EIS acknowledges that the current affordable housing in Uptown is subject to the tear-down phenomenon now plaguing Seattle, but makes no effort to analyze the possible losses that could be generated by new development under each scenario. Rather they speculate, implausibly, that more the intense zoning under scenario 3 would reduce tear downs as it would require less land to produce more housing. This speculation ignores the reality that the properties most vulnerable to redevelopment are those where the ratio between the cost of purchasing them and preparing them for development and the value of the final build out is highest. That is, besides parking lots, properties with older smaller buildings on them; those properties that are most likely to be affordable housing. In foregoing any real analysis of the likely tear downs generated by zoning which increases the value of redeveloping property, the EIS fails to deal with and account for the likely possibility that the alternatives considered here would end up reducing the availability of affordable housing in Uptown. 2

- Seattle and Uptown have a strong interest in providing housing for families as well as for professional singles. The Seattle Center houses a school, open space, a play area, a children's museum and a children's theater. Yet the EIS doesn't address the impact of the proposed zoning change on families. 3
- The EIS is silent on addressing the environmental impact of the Seattle Center and views of the iconic Space Needle being walled off from the surrounding community by 16 story buildings. We are curious why a scenario that includes a lower buffer zone around the Seattle Center wasn't among the options considered. 4
- The EIS generally does not consider the importance of timing. This is true for transportation as well as for housing. For example, light rail and improved bus service is assumed to be mitigating the impact of new development when it is unlikely to be available until well after the new development in Scenarios 2 and 3 is impacting the neighborhood. 5
- When it comes to transportation, the EIS studiously ignores the elephant in the room- the Mercer mess. Yet every one, every business, every event, virtually everything in the Uptown area is presently affected by it. The EIS achieves this result in three ways: first, its analysis of traffic is based on simply determining how much of an increase in traffic would occur under each scenario as opposed to the more realistic what impact the traffic generated by each alternative would have on level of service. Second, the estimate of additional traffic assumes a radical change in the current mode of travel in and through Uptown. Presently, Uptown travel is dominated by single occupancy vehicles (SOV). The EIS assumes that, without any supporting analysis that Uptown travel will be dominated by mass transit. This allows the EIS to reduce the number of potential new SOV trips over 50%. Third, the EIS confines itself to analyzing the increase in traffic generated by new development in Uptown passed five points on Mercer. This allows the EIS to ignore the impact of possible new traffic on Mercer generated from outside Uptown, presently a substantial source of traffic in the Mercer corridor, as well as ignoring the impact of the ever present traffic jams on Mercer East of Uptown which are and will continue to be the greatest cause of traffic blockages and delays in the Uptown area. This analytical construct leads to the inevitable failure of the EIS to address how much traffic we can add to the Mercer corridor before we achieve ultimate grid lock. There is no reference to whether or not any or all of the scenarios will cause us to reach that tipping point where the system fails, generating great impacts not only on the general ability to travel but also on environmental quality, emergency services and general quality of life. 6
- A word on private views. The EIS dismisses the question of possible environmental impacts on private views out of hand with no further analysis. The reason given by the EIS is that it is City Policy stating not to consider private views in making land use decisions. This flies in the face of the Letter and Spirit of the State Environmental Policy Act. The very purpose of the Act is to require agencies of the state government to study and reflect on the environmental impacts of their policies and actions in order to insure that before any action and policy is undertaken the environment in all its dimensions has been consciously considered. The idea that any jurisdiction- even the City of Seattle- can avoid conforming to the requirements of the Act by simply establishing a "policy" is clearly destructive of the Act itself. It does not matter if the policy itself is reasonable. What matters is the integrity of the process. If jurisdiction were able to ignore State law and the environment simply because they think this or that potential environmental impact is not important or they simply do not want to consider it, any jurisdiction 7

could negate the Act for any reason or no reason at all. Regardless of whether there is such a City policy or not, the impact of the several scenarios on private views must be studied and reported to the City and its citizens. Who knows, a thorough and considered study might even convince the City that a change in such a policy is called for.

Letter: Podemski, Paula

From: Paula Podemski [<mailto:ppodemski@hotmail.com>]
Sent: Monday, August 29, 2016 12:36 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Please do not allow bldgs in QA to go 160ft

Dear Mr. Holmes:

I have been alerted to the proposal that may allow buidlings near Mercer St to be built to 160ft. I do not live there but work for Seattle Opera and deal with the traffic woes daily of Dexter and Mercer as well as the surrounding streets.

Any promised improvements to public transportation will come long after I'm gone. Trying to force disabled and elderly onto non-existent buses or bicycles is non-sensical and cannot be done. Already I witness parking lot type traffic on Mercer backing up to Warren Ave. by 2:30 in the afternoon. With the added businesses and companies coming (Facebook, Google among them) this is only going to get worse. To allow 16 story bldgs with any sort of housing (low income or otherwise) as well as the added businesses would be disasterous for traffic and pedestrians. It is already Russian Roulette tryng to cross the streets around here.

Please, please, please do not allow 16 story buildings in this neighborhood.

Sincerely,
Paula Podemski
Company Manager
Seattle Opera

From: Sara/Robert Poore [mailto:randspoore@comcast.net]
Sent: Wednesday, August 31, 2016 9:30 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown rezone plan

Jim - We appreciate the opportunity to offer comments on the uptown rezone process. We have looked briefly at the EIS and Uptown Urban Design Framework in an effort to educate ourselves on the issues, but frankly these documents are not written in a way that efficiently communicates the information we are interested in. So, rather than comment on them, we will offer our thoughts on what makes sense to us for Uptown. 1

Growth is inevitable, and the City needs to do a much better job than we have in the past managing the growth we get. What we DO NOT WANT is more development like that which has occurred recently along Dexter, where a virtual tunnel of architecturally boring, poorly built but expensive to live in, buildings has sprung up, and the situation in Ballard is even worse. Similarly we don't want the absurd traffic mess that the development in South Lake Union has been allowed to create. We also have to create more housing that is affordable for artists, teachers and other non-tech people so that we maintain a culturally vibrant and interesting environment. Preserving the few remaining views of the water and Mt. Rainer when driving through the area should also be a priority. 2

Which of the options being considered best accomplishes these objectives is not clear to us. However, the idea of fewer, taller skinnier buildings, similar to what has been done in Vancouver, seems like the freshest idea. If done with adequate spacing and interesting street level spaces it could make uptown unique and special. That said, unless we can actually ensure that the developers are forced to adhere to well defined design guidelines that are not so prescriptive that we get cookie cutter buildings but also meet our other objectives, we should do nothing. There is no evidence that the average developer will act in the public interest and our efforts to date to control them in ways that create redeveloped areas the city can be proud of have not worked. So, while everyone is focusing on the macro issues of the options and the height limits, in our view the focus should be on the details of how under whatever option is implemented will result in redevelopment that works and we can be proud of as a city. Simply citing the design framework as a way to address the details is insufficient. The framework is full of recommendations, not requirements, and the details must be different for each of the options under consideration. Thank you for your consideration. 3

Robert and Sara Poore
Upper Queen Anne

Sent from my iPad

From: Julie Price [mailto:juliep101@gmail.com]
Sent: Monday, September 12, 2016 9:28 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Rezone Lower Queen Anne

Hello,

I am writing to express my concern as someone who has lived on QA on & off for 40+ years. Until the last 2 years, it has been great. However, with the move in of Amazon, and the Mercer mess it has created, I no longer want to live here. The traffic is intolerable (it makes me stutter when I try to describe it to those who don't live here). Taking 45 minutes to get to the freeway from Canlis in the morning (less than a mile) just doesn't work!! PLEASE PLEASE PLEASE don't create more densification in the housing, until the traffic and parking consequences are considered. I believe that those who wanted Amazon in their current location on Mercer, did NOT consider the consequences of this decision at all. In fact, I'm pretty sure unless they live in QA, they still don't understand how bad it really is. Residents of QA can really only move on & off the hill "normally" between 10-2 or so. Weekends are a little better, unless there is a game or some other event (Bumbershoot etc).

I am looking at options for moving out of my much loved neighborhood, because it is no longer a nice lifestyle. Living at the top of a hill, I don't consider biking a good alternative.

Please do not add any more units to lower QA before finding a way to handle the cars, parking, and the people in general (even bikes!). If you are a city planner, come to QA and hang out mid day, then try to find a way out of the city.....TRY IT!!!!!!

Thanks for listening,

Julie Price
1008 W Blaine St
Seattle WA 98119
206-898-5587

From: Alec Ramsay [<mailto:alecramsay@comcast.net>]
Sent: Sunday, August 28, 2016 8:22 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: uptownforpeople@gmail.com; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>
Subject: Re: Uptown Rezone - Draft EIS

Hi Jim,

Can you please confirm the following?

- You got my summary comments letter (below), and
- You are including my linked analyses as comments as well

1

For your convenience, I'm including the letter and analyses as a zipped attachment.

Thanks again for the opportunity to comment on the Draft EIS.

Alec Ramsay
917 3rd AVE W

On August 25, 2016 at 7:37:58 PM, Alec Ramsay (alecramsay@comcast.net) wrote:

[Some Queen Anne neighbors Bcc'd — see the P.S. below.]

August 25, 2016

Dear Mr. Holmes,

Thank you for the opportunity to comment on the draft EIS (@ <http://bit.ly/2bm9Lr2>).

While we fully support greater density and more affordable housing, we strenuously object to the upzoning being considered. The proposals and draft EIS are deeply flawed:

- The City doesn't need to upzone to accommodate the increased density – All the density scenarios can be accommodated within the current zoning (analysis @ <http://bit.ly/2bGylC9>);
- The City also doesn't need to upzone in order add affordable housing requirements – State law allows the City to add affordable housing requirements and keep the current zoning (WAC 365-196-870 (§2) @ <http://bit.ly/2bhUrqN>);
- The upzoning alternatives being considered by the City far exceed the height increases the HALA advisory committee recommended to the Mayor and City Council – This excessive upzoning is not required by or called for under HALA (analysis @ <http://bit.ly/2bOkzue>); and
- The upzoning alternatives do not advance the priorities residents and the City established in the Uptown Urban Design Framework – In fact, at the margin, upzoning would seem to detract from them (analysis @ <http://bit.ly/2bPEhqU>).

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We would all be much better served, if the City focused on mitigating the effects that certain much greater density will undoubtedly have on already bad traffic and parking congestion and tried to address the neighborhood needs (including more affordable housing!) outlined in the UDF priorities. Developers clearly do not need more incentives to develop in Uptown, as evidenced by all the current and recent projects in the neighborhood.

6

A copy of this letter is posted online (@ <http://bit.ly/2c8UPxq>) along with the detailed supporting analyses noted above.

7

Thank you,

Alec & Cathy Ramsay
917 3rd AVE W

P.S. [Neighbors](#) – Please ReplyAll/Forward to Jim Holmes
(Jim.Holmes@seattle.gov) cc'ing uptownforpeople@gmail.com and endorse the comments you agree with. Please forward this to other neighbors so they can too. Comments are due by September 1st.
Thanks!

Uptown Rezone DRAFT EIS – Summary Comments

August 25, 2016

Dear Mr. Holmes,

Thank you for the opportunity to comment on the draft EIS (@ <http://bit.ly/2bm9Lr2>).

While we fully support greater density and more affordable housing, we strenuously object to the upzoning being considered. The proposals and draft EIS are deeply flawed:

- The City doesn't need to upzone to accommodate the increased density – All the density scenarios can be accommodated within the current zoning (analysis @ <http://bit.ly/2bGylC9>);
- The City also doesn't need to upzone in order add affordable housing requirements – State law allows the City to add affordable housing requirements and keep the current zoning (WAC 365-196-870 (§2) @ <http://bit.ly/2bhUrqn>);
- The upzoning alternatives being considered by the City far exceed the height increases the HALA advisory committee recommended to the Mayor and City Council – This excessive upzoning is not required by or called for under HALA (analysis @ <http://bit.ly/2bOkzue>); and
- The upzoning alternatives do not advance the priorities residents and the City established in the Uptown Urban Design Framework – In fact, at the margin, upzoning would seem to detract from them (analysis @ <http://bit.ly/2bPEhqU>).

We would be much better served, if the City focused on mitigating the effects that much greater density will have on already bad traffic and parking congestion and tried to address the neighborhood needs (including more affordable housing!) outlined in the UDF priorities. Developers clearly do not need more incentives to develop in Uptown, as evidenced by all the current and recent projects in the neighborhood.

A copy of this letter is posted online (@ <http://bit.ly/2c8UPxq>) along with the detailed supporting analyses noted above.

Thank you,

Alec & Cathy Ramsay
917 3rd AVE W

P.S. Neighbors – Please Reply All/Forward to Jim Holmes (Jim.Holmes@seattle.gov) and endorse the comments you agree with. Please forward this to other neighbors so they can too. Comments are due by September 1st. Thanks!

Uptown Rezone DRAFT EIS – Re: Upzoning Alternatives

The upzoning being considered for Uptown far exceeds the height increases the HALA advisory committee recommended to the mayor and city council. This excessive upzoning is not required by or called for under HALA. 8

Analysis

“Appendix E: Strategy for Housing Affordability through New Development” of the final Advisory Committee recommendations to the mayor City Council (starting on P. 49 of Seattle Housing Affordability and Livability Agenda [@ <http://bit.ly/2bSrbrO>]) details the concepts of Mandatory Inclusionary Housing (which I believe is now called Mandatory Housing Affordability [MHA]).

The proposed additional zoning capacity available to developers under HALA in exchange for more affordable housing falls into two buckets:

- Multifamily, mixed-use, and commercial zones under 85’, and
- Zones that allow highrise development

The first applies to Uptown, while the second does not (@ <http://bit.ly/2bjzRfq>).

The proposed zone-wide changes for the first category appear in the table on P. 51 of the report (reproduced below).

The subset of the zones listed in the table that are currently in Uptown are LR3 and NC-40, NC-65, and NC-85. (See maps 99 and 100 in the City zoning book [@ <http://bit.ly/2bjzFNI>].) As the table shows, the proposed height increases are 15’, 15’, 10’, and 40’, respectively.

The Uptown Urban Center Rezone DRAFT EIS (@ <http://bit.ly/2bjRkl9>) evaluates the three zoning alternatives under consideration—no action, mid-rise, and high-rise (P. viii). (See the alternative height scenarios graphic included below for specific heights.)

The upzoning alternatives in the draft EIS are much larger than the upzoning recommended under HALA:

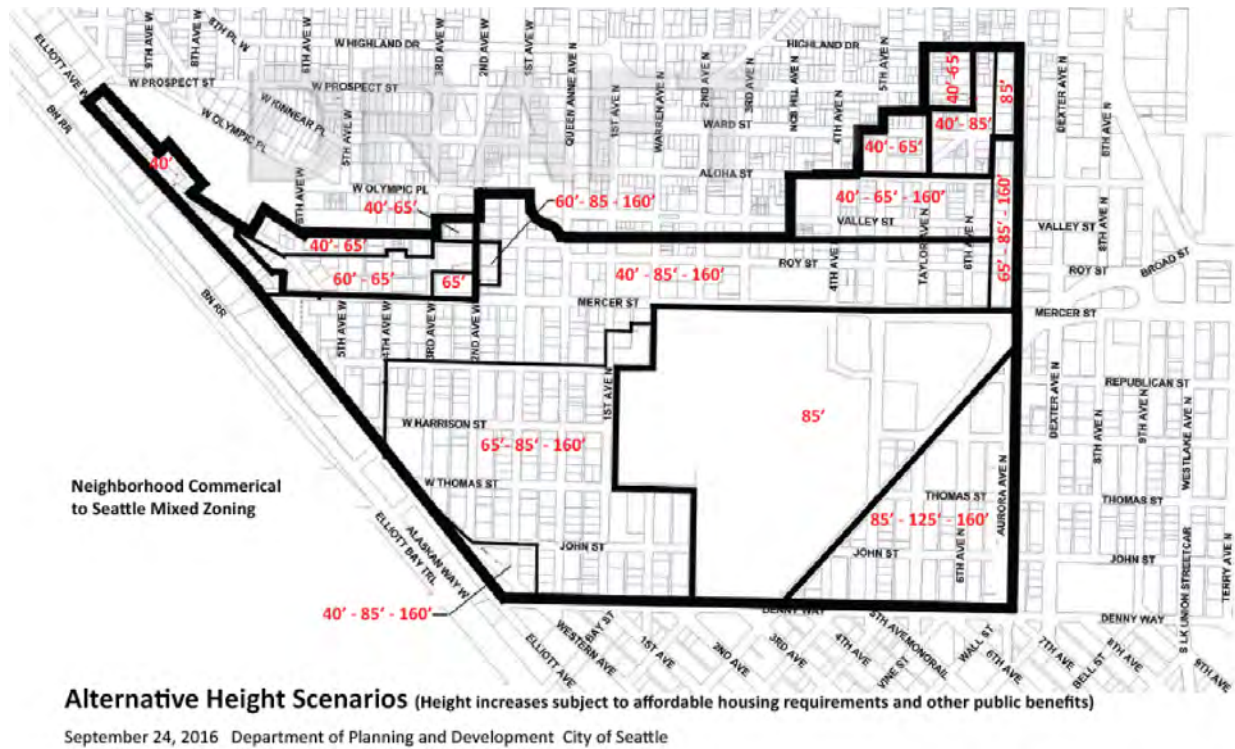
- With the single exception noted below, the proposed Alternative 2 – Mid-rise height increases being considered in the draft EIS are substantially *larger* than those recommended by HALA: 20’, 25’, and 45’ as opposed to 15’, 15’, and 10’.

- The Alternative 3 – High-rise height increases being considered in the draft EIS dwarf those recommended by HALA: 80' and 95' as opposed to 15' and 10'.
- The only area in Uptown that is currently zoned to 85' is the triangle at the southeast corner of Seattle Center. That area is currently zoned SM-85 which does not appear in the HALA upzoning recommendations, so it's not clear what, if anything, was proposed for that type of zoning. However, assuming it's the same as for NC-85, the recommendation would be upzoning to 125' which is the mid-rise option in the draft EIS.

In summary, the upzoning being considered for Uptown far exceeds the recommendations the HALA advisory committee made to the mayor and city council. The excessive upzoning being considered in Uptown is not required by or called for under HALA.

Zone Name	Current	Proposed Change
LR1	FAR: 1.1 Height: 30' (Apt Density: 1/2,000 sf)	Remove apt. density limit. (No other height / FAR changes needed)
LR2	FAR: 1.2 Height: 30'	FAR ~1.3 Height 40'
LR3	Outside UVs: FAR 1.5, Height 30' Inside UVs: FAR 2.0, Height 40'	Outside UVs: FAR ~1.7, height 40' Inside UVs: FAR ~2.2, height 55'
NC-30 (becomes NC-40)	FAR: 2.5 Height: 30'	FAR 3.0 Height 40'
NC-40 (becomes NC-55)	FAR: 3.25 Height: 40'	FAR: 3.75 Height: 55'
NC-65 (becomes NC-75)	FAR: 4.75 Height: 65'	FAR: 5.5 Height: 75'
NC-85 (merge into NC-125)	FAR: 6.0 Height: 85'	FAR: 6.0 Height: 125'
C-30 (becomes C-40)	FAR: 2.5 Height: 30'	FAR 3.0 Height 40'
C-40 (becomes C-55)	FAR: 3.25 Height: 40'	FAR: 3.75 Height: 55'
C-65 (becomes C-75)	FAR: 4.75 Height: 65'	FAR: 5.5 Height: 75'
C-85 (merge into C-125)	FAR: 6.0 Height: 85'	FAR: 6.0 Height: 125'
IC	FAR: 2.5 (outside Stadium T.O.) FAR: 3 (in Stadium T.O.)	FAR: 3.0 FAR: 3.5

Source: Seattle Housing Affordability and Livability Agenda, P. 51



Source: Uptown Urban Design Framework, P. 43

Uptown Rezone DRAFT EIS – Re: Density Assumptions/Scenarios

Increasing density is not a reason to upzone Uptown. Current Uptown zoning supports all the density scenarios considered in the DRAFT EIS. Moreover, all of the discretionary adverse aesthetic and urban design impacts come from the upzoning alternatives. 9

Analysis

The Uptown Urban Center Rezone DRAFT EIS (@ <http://bit.ly/2bjRkl9>) (P. 1.6) uses three growth scenarios (paraphrased): “The Seattle Comprehensive Plan allocates growth to various parts of Seattle, including Uptown. The growth allocated to Uptown *for the next 20 years* is 3,000 households and 2,500 jobs. Scenarios of 12 percent and 25 percent greater than allocated targets were also considered.” [emphasis added]

By associating the growth 12 and 25 percent greater than allocated targets with Alternative 2 (mid-rise) and Alternative 3 (high-rise), respectively, though, the draft EIS implicitly suggests that these upzones are *required* to achieve those levels of unanticipated growth. That is incorrect and misleading.

The Seattle 2035: Development Capacity Report (@ <http://bit.ly/2bQPmqZ>) (P. 11) lists Uptown’s existing residential units at 5,956 and the adjusted residential growth capacity as 4,165.

Scenario	Households	% Capacity
Today	5,956	59%
Allocated 20-year growth	+ 3,000	88%
Plus 12%	+ 3,370	92%
Plus 25%	+ 3,745	95%

In plain English:

- Uptown is at about 60% density capacity today.
- Uptown can accommodate all of the city’s allocated growth for the next 20 years *within current zoning*.
- Moreover, current zoning Uptown can also accommodate significant additional unanticipated growth (of 12 and 25 percent).

Increasing density is simply not a valid reason for upzoning Uptown.

Uptown Rezone DRAFT EIS – Re: UDF Priorities

Furthering the Uptown UDF priorities is not a reason to upzone Uptown. The upzoning scenarios considered in the DRAFT EIS do not advance those priorities. In fact, at the margin, upzoning would seem to *detract* from them. 10

Analysis

The Uptown Urban Design Framework (@ <http://bit.ly/2bEtWkh>) (P. 8) articulates six priorities to guide development of Uptown. The sections below summarize how the Uptown Urban Center Rezone DRAFT EIS (@ <http://bit.ly/2bjRkl9>) evaluates the three zoning alternatives under consideration—no action, mid-rise, and high-rise (P. viii)—against these six priorities.

1. Affordable Housing

While the draft EIS quietly concedes that a “range of housing densities and types would be accommodated under all alternatives” (P. 155) and “All alternatives are consistent with the intent of the [Washington Growth Management Act] goals.” (P. 153), it consistently and misleadingly argues throughout that Alternatives 2 & 3 would have “the greatest opportunity for affordable housing to support new residents.” (e.g., P. 33)

This assertion is based on three erroneous assumptions:

- First and foremost, the draft EIS assumes that the city does not impose any new HALA affordable housing requirements unless it upzones. In other words, the base case shows no additional affordable housing, and all the benefit of HALA accrues to Alternatives 2 & 3. The city can, however, impose new affordable housing requirements without upzoning (see WAC 365-196-870 (2)).

If you estimate new affordable housing for Alternative 1 on a *pro rata* basis, however, nearly ¾’s of the benefit comes from Alternative 1.

- Second, the draft EIS implicitly assumes that most new affordable housing comes from HALA.

However, again roughly ¾’s of the assumed affordable housing benefits in the scenarios come from an *existing* affordable housing program: Multifamily Tax Exemption Program (MFTE). So Alternatives 2 & 3 only show small increments of total affordable housing (~15-20%) over the base case.

- But even those estimates are misleading though, because the draft EIS assumes that you have to upzone Uptown to achieve the greater densities associated with Alternatives 2 & 3. As pointed out in another comment—see “Uptown Rezone DRAFT EIS – Re: Density Assumptions / Scenarios”—this is simply not true. Current Uptown zoning comfortably supports all the density scenarios considered in the DRAFT EIS.

In other words, *all* of the additional affordable housing benefits assumed for the upzoning scenarios could be accommodated in Alternative 1, if the city imposed similar requirements on the current zoning.

Housing Type \ Scenario	Alt 1 – No Action	Alt 2 – Mid-Rise	Alt 3 – High-Rise
MHA-R (residential, HALA)	0 (153)	178	184
MHA-C (commercial, HALA)	0 (53)	66	79
MFTE	638	738	753
Total – EIS (Revised)	638 (844)	982	1,016

Source: Section 3.3 – Housing (starting P. 167)

2. A multi-modal transportation system

The draft EIS does not present any credible argument that Alternatives 2 or 3 would enhance Uptown’s ability to acquire a multi-modal transportation system.

11

In fact, the study references the “planned improvements that add multimodal transportation.” (P. 120, 125) that will accrue to all alternatives. In other words, all three alternatives have the same planned transportation capacity. ST3 does not depend on upzoning Uptown.

3. Community amenities (community center, new schools, open space)

12

The draft EIS does not present any credible argument that Alternatives 2 or 3 would enhance community amenities in Uptown.

In fact, it states the almost certain opposite with respect to schools: “Under all alternatives, population growth associated with the proposal could result in impacts on school capacity.” (P. 403) and “Greater demand for school services may occur” for Alternatives 2 & 3 (P. 404).

4. An arts and culture hub

13

The draft EIS does not present any credible argument that Alternatives 2 or 3 would enhance Uptown becoming an arts and culture hub.

Several pages (e.g., P. 33, 40, 88, 116, 120, and 209) assert without any explanation that Alternatives 2 & 3 would result in great capacity to be an arts and culture hub and that Alternative 1 would be less likely to achieve this.

The draft EIS claims on P. 338 that Alternative 3 would better support an arts and cultural hub because more new residents could be artists. Of course, the same could be said for any occupation.

5. A strong retail core

14

The draft EIS does not present any argument that Alternatives 2 or 3 would enhance Uptown becoming a strong retail core. This UDF priority is not mentioned in the discussion of any alternative.

6. A welcoming urban gateway to Seattle Center

15

The draft EIS does not present any argument that Alternatives 2 or 3 would enhance Uptown becoming a welcoming urban gateway to Seattle Center. This UDF priority is not mentioned in the discussion of any alternative.

In summary, furthering the UDF priorities is not a valid reason to upzone Uptown.

From: Alec Ramsay [mailto:alecramsay@comcast.net]
Sent: Friday, August 05, 2016 7:40 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: State law question

Hi Jim,

Nice to meet you last night at The Armory. Thanks for listening to my question.

When I asked you why we were considering upzoning when 90% of the increased density in the EIS comes with the current zoning, you mentioned that by State law the city couldn't impose more affordable housing requirements without upzoning.

Could you please give me a pointer to the law? I'd like to learn more about it.

Thanks!

Alec Ramsay
917 3rd AVE W

From: Chris Reinland [mailto:c.pillatsch@gmail.com]
Sent: Thursday, September 01, 2016 5:02 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown EIS Comments

Mr Holmes,

Thank you for the opportunity to comment on the draft Uptown Environmental Impact Statement. My husband and I recently moved to Lower Queen Anne from Magnolia for a more urban environment, and our daughter just finished her first year in public schools. We understand that urban growth requires making sacrifices. I would, however, like to respectfully point out that I do not believe adequate research has been done in critical areas of the EIS for large scale decisions to be made.

Parking and Traffic: My husband and I are long term (20+ years each) residents of Seattle, and both have worked on lower QA for many years (nearly 20). The impact to traffic over the last 5 years through our neighborhood via Mercer and 1st Ave W is immense. The gridlock we experience is increasing, and I very much disagree with the statement that it will be affected minimally with either mid-rise (option 2) or high-rise (option 3) options. A solution should be in place, or at a minimum linked (with financial backing) to either option for either to be considered. Case in point: we currently compete for parking at our home with tourists, locals in apartments and condos down the hill from us with no parking, daily commuters, and construction projects. The city, rather than help this situation (look at zoned parking? 2 hour minimums?) has made it more difficult with construction parking permit policies, additional evening hours on parking, etc. I suspect these were changes put into place without any study on the impact to communities.

Determination of Height Limits: Option 2 & 3 do not appear fleshed out. It seems to me that, while it may not be the norm, it is common for exceptions to be made to zoning regulations for big development projects. There is a fine line between an acceptable, infrequent exception, and what appears to be the more common practice. This leads me to believe that the zoning for the mid and high rise areas would be just as affected by today's practices, essentially eventually putting all lots at the maximum height limits. My personal experience dealing with the city on a residential remodel job is that all personnel followed the zoning to the letter of what was allowed. While that wasn't always in line with our personal wishes, I commend them for following the regulations as written - I respect the rules. I do not feel that it necessarily works the same way at the large scale development level.

Affordable Housing: I believe that options 2 & 3 will drive out many of my friends who now can barely afford to continue to live in the neighborhood they've been in for years. I do not believe developers should be able to buy their way out of any affordable housing requirements. I'm sure a better solution can be had.

Many of my neighbors have written more lengthy and detailed letters of critique on the EIS which I feel recognize important points: The Bertrams, Lynn Hubbard, the Shrocks, Xana Moore-Wulsin. I will let their comments speak on my behalf so as to keep this letter brief.

Again, I greatly appreciate the chance to provide my thoughts and concerns.

Sincerely,
Chris Reinland

From: Brandon Renfrow [mailto:bjrenfrow@gmail.com]
Sent: Wednesday, August 17, 2016 9:25 PM
To: pclongston@yahoo.com
Cc: bharrington43@gmail.com; Chris Longston <chrislongston@hotmail.com>; Sean Maloney <seanm2@hotmail.com>; Penn Gheen <Penn.Gheen@bullivant.com>; Kelly Blake <kj_blake@hotmail.com>; Bill Ritchie <ritchie@seanet.com>; Michael Harrington <har1site@aol.com>; Holmes, Jim <Jim.Holmes@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; O'Brien, Mike <Mike.O'Brien@seattle.gov>; Burgess, Tim <Tim.Burgess@seattle.gov>; Juarez, Debora <Debora.Juarez@seattle.gov>; Sawant, Kshama <Kshama.Sawant@seattle.gov>; Herbold, Lisa <Lisa.Herbold@seattle.gov>; dwestneat@seattletimes.com; Marjorie Uwi <kealoha483@gmail.com>; Toni (Antoinette) French <tonifrench@comcast.net>; Joan Johnson <ajoan.johnson@comcast.net>; Carol Veatch <ceveatch1@gmail.com>; Dawn Mullarkey <dawn.mullarkey@gmail.com>; Claudia Campanile <campie2@outlook.com>; Jackie Hennes <jachennes@icloud.com>; Pat <mस्पनुत45@gmail.com>; Pat Nolan <espman@gmail.com>; Roberta de Vera <robertadevera@msn.com>
Subject: Re: Thursday night meeting: It's not "just about the view."

The sign in the elevator says #404

On Wed, Aug 17, 2016 at 9:01 PM, Pam Longston <pclongston@yahoo.com> wrote:
One other thing to consider is planning for schools. I learned tonight that the City of Seattle school district has added 1,000 students every year since 2010 and all the schools are overcrowded.

Pam

[Sent from Yahoo Mail on Android](#)

On Wed, Aug 17, 2016 at 8:06 PM, bharrington43@gmail.com <bharrington43@gmail.com> wrote:

Hi, you all, I have re read the Uptown (should be called the Lower Queen Ann) Urban Design Framework 50 page draft proposal, and I have some concerns about changes in the building and zoning codes that affect, not only views, but that may affect the quality of life (taxes, noise level, available sunshine, traffic congestion, sewage, garbage collection, overall infrastructure of our neighborhood). Page # 10 of the draft states "development of the Uptown Design Framework is the result of advocacy by the Uptown Alliance, " if you review the membership of the Uptown Alliance, I believe it is comprised of many Lower Queen Anne business owners, not just residents whose quality of life would be affected by building code changes, but whose businesses would thrive under increased population in our neighborhoods.

I think under the guise of creating "mandatory affordable housing" these Uptown Alliance business owners, developers, REIT holders and nonlocal investors have convinced our Mayor and City Council members , and Seattle Office of Planning and Development that increased building created by raising current building allowance heights from 4 stories to 8 to 16 stories will create more affordable housing here in our neighborhood. Have you noticed that the opposite is true? Our home values have risen and rental costs in the neighborhood are at an all time high? Traditionally and historically, when have inundating neighborhoods with high rises lowered housing costs? Look at Manhatten. 60 Minutes did a segment last year on the adverse

effects of changing building codes to allow for height increases.

There are approximately 258 pink zones targeted for redevelopment on page 16 of the draft. If those zones had 40 units such as our building, that would create approximately 10,000 more units in Lower Queen Anne. If height allowances increased to 16 stories, conceivably, that could add approximately 165,000 units to Lower Queen Anne. How did we provide the infrastructure for this number? Increased taxes? How would that affect you as a property owner? How would that affect your Home Owner dues and assessments?

Please read page # 24 of the report, you will notice that our area Aloha / Taylor (4.) and Aloha/ Taylor Blocks (6.) have a separate treatment section. Areas for redevelopment include the Crow, Naboo, and Cafe Vita block. How would 16 story buildings affect our block? There are two new buildings approved at the intersection of 5th Ave and Valley. Would these two buildings be allowed to increase their height allowance? Currently, there is not enough parking garage spaces for each unit. Page #16 of the draft proposal shows the outline of our block defined as a "subarea." It appears that a permit has already been issued to allow an 8 story unit on Roy St.

The 3 height proposals in this draft also include proposals for "new design and development standards" and re zoning. What does that mean? I don't know, do you? I do know that higher buildings require concrete steel structures whereas lower buildings permit wood and brick structures. See pages 42, 43, and 45 of the draft to see examples of these 4 story to 16 story structures.

What can you do?

1. Attend the meeting tomorrow night to become informed. Ask Jim Holmes to clarify your questions.
2. Contact City Council members listed above to get their input. I believe Sally Bagshaw and Tim Burgess (email addresses above) live on Queen Anne, let's see what their take on this is.
3. If you agree that this proposal would adversely affect our neighborhood, contact the business owners of Uptown Alliance to get their view. If their position doesn't make sense to you, boycott their business.
4. Could we possibly get Scott Pelley of 60 MINUTES To do a segment on this development and zoning changes proposed for Seattle? Does Anyone have contacts with local TV SHOWS?
5. Encourage Danny Westneat of the SEATTLE TIMES to research and write a column of this draft.
6. Would Bill and Melinda Gates, who have their Foundation building in this neighborhood, have an opinion on the proposed draft?

Candidly, if short term you are considering moving from this area (and where would you move?), you could profit from these zoning changes as your home value increases. (how does that verify the "affordable housing proposition?) Long term, if you intend to remain here, would you have increased taxes and for what enhanced services?

Hope to see you at the meeting in #401 tomorrow, Thursday, August 18, 6 PM.

Please forward to Bill and Patt Nutt or others in this building who may have interest in the Uptown Rezoning Proposals, thanks, BEV

Sent from my iPad

--

Brandon Renfrow

From: chris.rennick@comcast.net [mailto:chris.rennick@comcast.net]
Sent: Thursday, September 01, 2016 7:46 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comments on Draft EIS for Uptown

Dear Mr. Holmes,

As a long time Queen Anne resident (since 1985) I am deeply concerned that the proposed up-zone of Uptown will fail in its purported goal of increasing affordable housing while at the same time measurably worsening the quality of life for all Uptown and Queen Anne residents in terms of population density, traffic congestion, and sense of community. It appears that the real goal is to increase property values for selected absentee landholders at the expense of those who actually live here. A large number of the statements in the preliminary EIS are unsupported, contrary to fact, or simply wishful thinking especially with regard to the parking and traffic effects of the up-zone. The mercer mess is worse now than ever and it is clear that the propaganda of "fixing the Mercer mess" was simply cover for the massive give-way to Gates, Allen, Bezos, et al. Perhaps the EIS should identify by name the landowners expected to benefit from this scheme and include all communication between these persons or their representatives and city personnel or their representatives.

A number of specific objections to the preliminary EIS were eloquently raised by Irving Bertram in his letter to you and I agree with most of his points.

The bottom line for me is that I support the "NO ACTION" alternative.

Sincerely,

Chris Rennick
1607 7th Ave. W.
Seattle, WA, 98119

From: QA Resident [mailto:qaresident2016@gmail.com]
Sent: Wednesday, August 31, 2016 11:46 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Queen Anne Rezoning Opposition

Dear Mr. Holmes,

I am writing to add my support to those who are opposing the proposed building height zoning changes in the Uptown (Lower Queen Anne) neighborhood of Seattle.

I disagree with the policies of the current mayor and SDOT, which include:

Disingenuously claiming to not have plans to rezone neighborhoods, then planning exactly that, 1
behind the scenes.

Catering to developer demands by proposing rezoning plans which raise maximum building heights, remove parking requirements, and allowing monetary fees in lieu of affordable housing requirements. 2

Artificially and intentionally attempting to discourage driving by removing general purpose lanes, adding traffic lights, and removing parking options. Though I have been sympathetic to the needs of cyclists and pedestrians in the past, I feel now that excessive, non-proportional representation is being given to the small (but vocal) demographic of cyclists and pedestrian-first advocates. 3

Changing the method of measuring effectiveness of roads, in order to promote the administration's agenda. 4

Continuing to employ a SDOT head who has repeatedly made poor decisions, demonstrated by both refusing to abstain from decision-making in areas in which he has a conflict of interest, and providing money to bail out the Pronto bicycle rental program without the City Council's knowledge. 5

Instituting a policy which ignores the leadership for individual neighborhoods by involved and committed members of their community councils. 6

I live in this area, and have been encouraged to provide feedback in this situation by others who live here. I'm taking the time to do so, even though I consider this process one that is just endured by the city, with opinions that don't coincide with the city's agenda to be argued with and eventually dismissed. 7

I encourage city officials to reconsider their plans to rezone lower Queen Anne, and adopt Alternative 1. Also, hopefully they will instead devote our limited resources to improving bus and light rail service (without artificially making driving in Seattle worse under the pretense of promoting safety and "all-mode" alternatives). 8

Thank you.

From: Jerome Richard [<mailto:writerich@att.net>]
Sent: Tuesday, August 30, 2016 2:21 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Upzones

Dear Mr. Holmes:

Well, say goodbye to "a city of neighborhoods." Seattle does not have the infrastructure to support lots of maximum upzones, especially when the new high-rises are not required to provide adequate off-street parking. We already have the 4th worst traffic congestion in the country.

Sincerely,
Jerry Richard
(Queen Anne Hill)

From: Dwayne A. Richards [<mailto:dwayne@darlink.net>]
Sent: Tuesday, August 30, 2016 2:17 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: FW: Pending possible height rezone of Chin's Chinese Restaurant parcel

Hello Mr. Holmes,

I am attaching a letter to you containing comments to you relating to the Proposed Rezones in Uptown Urban Design.

My comments refer primarily to the unique stand-alone parcel on Ellioo and bordered by 6th Ave. W and Mercer St.

1

Please include the attachment letter as a formal response and comments requested concerning this project.

Thank you for yoiur consideration.

Sincerely,

Dwayne Richards

DWAYNE A. RICHARDS
LAWYER
505 W. MERCER PL. #400
SEATTLE, WA 98119

Jim Holmes
jim.holmes@seattle.gov
City of Seattle

RE: PROPOSED REZONES IN UPTOWN URBAN DESIGN
“Subject Property” located on Elliott between 6th Ave W and Mercer St.

Hello Mr. Holmes,

I have carefully followed the progress of the proposed Rezone in the Uptown Urban Design and have just completed reading the several hundred pages of information included in the Draft EIS for the Uptown Urban Center Rezone, in addition to numerous other reports and documents.

Although I have concerns about many aspects of the proposed rezone, **I will limit my comments in this letter to the small triangular single parcel fronting on Elliot and bordered by Mercer St and 6th Ave.W. The parcel is presently occupied by Chen’s Chinese restaurant and a small drive-thru coffee stand.** I have attached photos of the parcel taken from across the west side of Elliott looking east. 2

The purpose of this letter is to suggest and request that the subject parcel be excluded from consideration of either the “Mid-Rise” or the “High Rise” Alternatives. 3

There are many reasons why the subject parcel should remain in the “No-Action” alternative. Among them are the following:

- 1- This is a stand-alone parcel surrounded by multi-family condos and apartments that were built under existing view protection zoning. It currently has a 40’ height restriction that was applied to the new apartment directly to the north of the subject property within the last 2 years.
- 2- The restricted height zoning on the west side of Elliott remains 45’ to protect the same referenced views as currently apply to the subject property.
- 3- Most of the surrounding parcels contain multi-family high-end condos built and purchased for the protected views of Elliott Bay.
- 4- **Neither the “Goals” nor “Benefits” described in the EIS for other parcels in the City’s Proposed Rezone apply to this parcel! Not one!!**
- 5- **The only entity or parcel that would receive any direct or indirect benefit from increasing the height restriction on the subject parcel would be the owner of the**

subject parcel who would receive an unfair “windfall” at the direct expense and detriment to every surrounding parcel.

- 6- The unique character of this small neighborhood where the subject parcel is located cannot be overemphasized. The subject parcel is surrounded on all sides by very busy streets, Elliott being a major arterial. The minimal street parking is already over challenged by neighborhood parking and the added burden of attempting to accommodate the additional 50 cars dumped on the neighborhood by allowing the new apartment on the corner of Elliott and Mercer to build 127 units with 72 parking stalls. Ingress and Egress onto Elliott from either 6th Ave W or Mercer Ave is extremely dangerous and nearly impossible to complete safely. There is no remedy, no benefit and no way to lessen the otherwise serious and avoidable damage to the surrounding parcels by excluding the subject parcel from either the “mid-rise” or “high Rise” alternatives.

Summarizing:

By even its mere quantity, the EIS is impressive. Included within the EIS, however, are suggestions & considerations given to parks, light and air, schools, views, police and fire protection and the many other consequences resulting from a rezone. In each section, there is at least a discussion of benefits to surrounding parcels to compensate for the negative impacts of accomplishing the goals and overall purpose of the proposed rezone. 4

The point of my comments above is not to criticize the overall goals or intent of the rezone, but specifically to bring to the attention to the City of Seattle that any rezone of the height restriction on the subject parcel fails to satisfy any of the stated goals or intent of the rezone process. It would further cause irreparable harm and damage to all of the parcels that surround the subject parcel, with no way to reverse this otherwise avoidable disaster. 5

Absolutely the only benefit from a height rezone for the subject parcel would be to hand a huge “windfall” to the owner of the property. I am assuming that is not the City’s intent or purpose for including this parcel in the re-zone consideration. 6

Thank you for your consideration of this information. If possible, I would like to receive notices of all hearings and receive copies of all status reports or recommendations from the City. 7

Very truly yours,

Dwayne Richards
(206) 979.6199



From: Jennifer Richardson [mailto:jjgreen12@hotmail.com]

Sent: Monday, September 05, 2016 9:00 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>; Gahan Gmail <gahan.richardson@gmail.com>

Subject: Concerns for Uptown Development Plan

Jim,

My husband and I and our two middle school girls are residents of the south slope of Queen Anne. You and I spoke the last year about the Uptown Urban Development plan. In addition to our own concerns, we also support the letters written by our neighbors the Schrocks, Downers, Bertrams, and Hubbard/Zapolsky family. 1

We propose NO CHANGE to the urban density plan, and advocate for option 1. We would like to see more effort to develop the area while keeping the buildings below 65' tall, work towards easier access on and off Queen Anne for family vehicles, and provide more desirable pathways and options for pedestrians. 2

We hope to represent other Queen Anne families that also agree with our concerns. We moved to Queen Anne 4 years ago and chose to live in this neighborhood because it is **very family friendly and extremely walkable**. In contrast, the historical homes of Capitol Hill were initially a draw for us, but the urban feel to this community was not what we were looking for. Getting on and off Queen Anne is something that affects everyone who lives on the hill. Whenever possible, we walk to restaurants, festivals, KEXP, drugstores, and grocery stores on the top of Queen Anne and also lower Queen Anne. I completely understand the concerns about walkability and how larger tall buildings will make that feel less desirable. We plan to retire in the home and would not want to see the lower Queen Anne area turn into a Belltown, or worse: Silicon Valley. 3

It seems that the Uptown development plan is to attract young professionals or lower income residents at the expense of the long term families that have established a feel of 'old town' in the city of Seattle, where many historic neighborhoods no longer exist. 4

Please consider these concerns, and get more input from the roughly 20,000 family households of Queen Anne that consider Lower Queen Anne to be part of our neighborhood and not a separate "Uptown" neighborhood to be maxed out for profit of big development. 5

1. Transportation for Family vehicles

We feel that in the report, the assessment of the impact on transportation for scenarios 2 and 3 is weak. Private vehicle transportation and density will affect Queen Anne families with 2-3 children who need to get OUT of Queen Anne for after school and weekend activities. Some of the letters submitted in opposition of more density were from retired, long term residents. I don't feel that the input of families has been well represented. While the idea of living and working in Uptown without a vehicle is a nice vision of the future, it is just not feasible for families. This city supports creativity, athletics, and STEAM initiatives and thus soccer fields, 6

ballet studios, music lessons, tutors, programming classes etc. exist outside of Queen Anne. It is a daily struggle NOW to determine which route is going to be the fastest to get to these commitments. Our main corridors out of Queen Anne are the 5 way NE access to 99, Denny, Mercer, Gilman, and 99 S via Elliott or the waterfront and these access points are congested NOW. We don't need a report to tell us that. Just observe from the hours of 7:45-9:45am then again from 3pm to 7pm.

Buildings that are 85' to 160' will just add to the congestion and frustration of driving. Do we just stop going to these activities? Do we put our young kids on a city bus, or make them ride their bikes on dangerous city streets, put them in an Uber? What about self-driving cars?

2. Mobility and Pedestrian traffic

The proposal talks about a change in mobility, yet proposes mass transit projects. Bus lanes, Sound transit, and bicycle paths don't work for busy families. Walking to do errands is very desirable for Queen Anne residents, and as pedestrians, we should be included in a plan for safe walking routes. Pedestrian crosswalks also impact the flow of traffic. For example, every stoplight under the 99 bridge allows pedestrians to stop traffic in order to cross. Right-hand turns are also challenging because of pedestrians crossing both ways. We recently spent time in NYC, and it's pretty much impossible for cars and taxis to get through intersections. Many pedestrians just cross whenever they want. It was extremely dangerous.

How will the increase in urban density address pedestrian traffic? In scenario 1 the report shows "no action required".

3. Mercer / Roy project comparison

Following the conversion of the Roy/Mercer 2 way traffic, and subsequent intersecting streets of Queen Anne Ave, there was a significant change in the traffic patterns and loss of lanes due to street parking. Has the impact of this change been studied? This would provide a deeper understanding of adding more density with the scenarios 2 or 3. We can't add streets to the Uptown grid, so how can traffic not be impacted? Plus, with every old building that is torn down and rebuilt, we lose access to the adjacent streets as they block them for construction (3rd W and Harrison for example).

In conclusion, we feel that the Draft EIS is not considering the issues that more density will have on traffic and pedestrian pathways for the families that exist in this neighborhood. The residents of Queen Anne are primarily families. We feel that separating the needs Uptown from Queen Anne is a BIG MISTAKE and will deteriorate our wonderful neighborhood, as well as the territorial views of Puget Sound.

Sincerely,

Jennifer and Gahan Richardson
343 W Kinnear Pl

jjgreen12@hotmail.com

From: Eric Richter [<mailto:eerichter@gmail.com>]

Sent: Thursday, September 01, 2016 3:03 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Proposed rezone to increase height limitations & density of lower Queen Anne

Dear Mr. Holmes:

We are very much opposed to the proposed rezone, especially to the 2d and 3rd alternatives of 80 1
and 160 feet height limitations.

Lower Queen Anne is already as dense as the carrying capacity of the streets permit, or more 2
so. More building of the heights proposed to be permitted would destroy the character of the
neighborhood and exceed the capacity of existing and foreseeable public transit to serve, as well
as the carrying capacity of the streets for more private vehicular traffic.

--

Eric & Karen Richter

700 W. Barrett St.

Seattle, WA 98119

From: daniel ritter [<mailto:dan.b.ritter@gmail.com>]
Sent: Wednesday, August 03, 2016 3:39 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown draft EIS

When we spoke last week at the KPEX drop-in, you indicated it would be timely to submit questions about the draft EIS, but you said to defer comments. Since then I have spent a couple of hours at the library perusing the draft and, in result, have several questions about issues the draft apparently did not address. These concerns lie on the borderline between questions and comments, so please excuse me if I am premature.

These questions all concern, in one way or another, the protection of views from the south slope of Queen Anne Hill.

1. Am I correct that the draft EIS does not consider protection of views southward from Queen Anne Hill except for a view of the Space Needle and view corridors southward from Kerry Park and along Queen Anne Avenue? 1
2. Inasmuch as people living on the south slope generally enjoy at least partial views of downtown Seattle, the Seattle Center (including beautiful structures such as the Pacific Science Center), and, for most people, of Elliott Bay as well, what is the justification for ignoring in the draft EIS consideration of view protection for the many hundreds of people who live on the south slope? 2
3. As the draft EIS does consider the aesthetic effects within the study area (Uptown) of higher buildings in that area, why does it ignore the aesthetic effects of such higher buildings on areas outside of, but contiguous with, the study area (notably the south slope of Queen Anne Hill)? 3
4. Inasmuch as (a) both Mercer Street and Roy Street between Queen Anne Avenue and Fifth Avenue North are already largely filled along both sides by either commercial or public buildings, (b) traffic is generally heavy and parking scarce along and near those streets, and (c) buildings any higher than the presently allowed 40 feet would materially impair the views of the large number of people who live on Valley Street or Aloha Street (and further northward uphill were the high rise option chosen), would it not be wise to limit any rezoning to areas south of Mercer Street? 4
5. As an important purpose of rezoning would be to provide for additional affordable housing and, as rents in high rise buildings are historically (and for obvious economic reasons) higher than in lower buildings, would not selection of the high rise rezoning option tend to defeat the goal of increased affordable housing? 5
6. Would continuation of the recent and current rate of development in Uptown require any rezoning in order to achieve the planned-for population increase and, if so, would selection of the mid rise option rather than the high rise option suffice to achieve the target? 6

Consideration of these issues would be much appreciated.

Yours truly,
Dan Ritter

From: daniel ritter [<mailto:dan.b.ritter@gmail.com>]
Sent: Saturday, July 30, 2016 5:15 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: uptown rezone draft EIS

It was a pleasure and most informative to meet with you and your colleague at KPEX on Wednesday and I would appreciate being added to your email list for informing the public about the proposed rezone.
Cordially, Dan Ritter

From: jason roberts [<mailto:jkroberts@gmail.com>]
Sent: Friday, August 26, 2016 2:39 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown rezoning

I just wanted to say that I'm all for helping to increase density, but with that comes a responsibility to consider transportation. Uptown is usually an afterthought, and upper queen Anne is entirely absent from any transportation conversation. Plead consider moving up the timeline on transportation improvements in uptown if the approval to allow taller buildings is approved.

Let's be a first class city for more than just prices.

-Jason Roberts

Sent from my iPhone

From: James Robertson [<mailto:jrob04@hotmail.com>]
Sent: Tuesday, August 30, 2016 10:58 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: "No Action" alternative for Uptown: Framework for the Future

Mr. Holmes,

Please do not increase building heights. I fully support the "do nothing" option. I would like to see a roll back of increased height limits already approved. Forty feet should be the absolute maximum.

Plopping large buildings among small homes can disrupt the urban fabric. You should look to other areas to build tall towers better suited for high-density and protect historical districts. There are plenty of areas outside urban neighbors that need development. Look at the Renton Landing and Kent Station as examples on major streets with retail presence and transit connections. Why are you trying to crowd even more people into a congested areas? Infrastructure cannot support more density. We have scarcer parking, horrible traffic, crumbling roads and bridges, but property taxes increasing.

Opens spaces and unblocked views are a quality of life we cherish and that make Seattle the great place it is. We need greenery, sunlight, human scale. We do not want to live in the shadows of tall buildings, blocking out the sky, Space Needle, and magnificent sense of place created by Puget Sound and the mountains.

Please do the right thing for this city and roll back the zoning heights. The livability is fast diminishing and the problem of affordable/livable/healthy housing is not being solved by this out of control give-away to the developers. The developers don't live in the neighborhoods they are so drastically changing. These new tall buildings already erected have NO regard for neighborhood, aesthetics, or community. It is allowing developers to cash out OUR long term quality of life for THEIR short term profits.

I lived in Texas for several years, and Seattle is starting to resemble Dallas with the same generic design and character and vertical sprawl with vertical bedroom communities with no historic character. These types of buildings are being hastily built, with little to no design, or charm. I do not want to walk down my street and think I am back in Dallas!

The questionable aesthetics of most of these buildings aside, they are terribly out of character with the current buildings on these streets, strictly from a height perspective. The extra height is what you see first and it then moves you to notice the other incongruences. I'm not at all opposed to increasing the density by adding townhouses, rowhouses, cottages or apartment buildings, and a few taller buildings thoughtfully placed with much space between, but the height of the buildings and openness must remain fairly consistent with what is there now. This maintains the character of the neighborhoods and provides Seattle residents with a better choice of "characters" for the areas in which they'd like to live—either the higher, denser urban corridor or the lower, more open residential neighborhood. That choice brings an orderly balance to a developing city.

You just need to go places like Washington DC, Paris, or San Francisco to see how cities that experienced growth and preserved their identities are now making that identity their best resource, and the very engine of their economy. Please study these places and see how beautiful they are and how they have made an effort to preserve their neighborhoods. If something new is built it is under strict guidelines to fit in with the neighborhood. Please help preserve Seattle's neighborhoods by not building huge condo buildings and out of character town homes. City planners from the most beautiful places in the world all understand that.

I hope you make the choice to put Seattle's future into the ranks of Washington DC, Paris, or San Francisco, and not Dallas.

Kind Regards,
James Robertson
415 West Mercer Street

From: David Robinson [mailto:dwrob@oneeyedman.net]
Sent: Thursday, September 01, 2016 11:04 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Re: Public comment on Draft EIS for Uptown Rezone
All right -- thanks.

-- David Robinson

On 09/01/2016 11:02 AM, Holmes, Jim wrote:

> Thank you for your comment. Your email and attachment are all that are necessary. I will include it with the other comments received and publish it and a response in the Final EIS. I have added your email address to our contact list and will notify as new information becomes available or meetings are scheduled.

>

> -----Original Message-----

> From: David Robinson [mailto:dwrob@oneeyedman.net]

> Sent: Thursday, September 01, 2016 10:59 AM

> To: Holmes, Jim <Jim.Holmes@seattle.gov>

> Cc: Avalon Cooperative <avaloncoop.org@gmail.com>

> Subject: Public comment on Draft EIS for Uptown Rezone

>

> Dear Mr. Holmes,

>

> Please see attached my letter containing comments about the draft Uptown EIS and the City's zoning process. I'm providing it in both .docx and .odt formats. I will deliver a hard copy later today.

>

>

> Best wishes,

>

> David Robinson

>

Jim Holmes, Senior Planner
Office of Planning & Community Development
P.O. Box 34019
Seattle WA 98124-4019

1 September 2016

Dear Mr. Holmes,

I am submitting this as a comment on the draft EIS for the City of Seattle Uptown Urban Center Rezone project. In this letter I comment on problems with the EIS and request that the Avalon building at 22 John Street be reclassified on the map because the current classification is misleading to the public. I also ask that the City clarify its interpretation of current zoning in Uptown.

The draft EIS contains several curiosities that I will address. They can be classified as follows:

- Inconsistent classifications of redevelopability
- Zoning options which do not reflect actual current building practices

1. Redevelopability

My immediate motivation for writing is the inappropriate classification, as represented in Figure 1-3 of the draft EIS, of the building in which I own a unit and live: 22 John Street, The Avalon, a multi-unit residential dwelling organized legally as a cooperative association. In this map, the Avalon is coded in pink as "redevelopable." I believe this to be the result of an error, and request that you amend the classification and the map accordingly.

The text accompanying this map defines "redevelopable" as follows:

These sites exhibit one or more of the following characteristics: existing buildings are \leq 25 percent of what current zoning allows, buildings are relatively lower value compared to property values, and parking lots. Other factors that would influence redevelopment are property owner preferences, real estate market conditions, and development regulations.

However, none of these criteria supports the classification of the Avalon as found in this document. Measuring at most 47 feet, and with a current zoning designation of Neighborhood Commercial 3-65 (NC3, 65'), the building height is significantly greater than 25% of what is allowable. The property values in the building are in line with those of older condominiums and co-op apartments lacking on-premises amenities offered by newer developments. And we are manifestly not a parking lot, though the draft EIS puts the building in the same class as a parking lot across the street.

Further, the Avalon is a building of considerable social, architectural, and historical interest. It is one of very few owner-occupied multi-unit structures in the core of Uptown, and as such, adds diversity to a neighborhood which (at the moment) tilts heavily to rentals. Like these new rental developments, the Avalon and similar large buildings in the area were themselves at first rental properties. It is part of a cluster of multi-story apartment buildings erected mostly in 1907 and 1908 and all surviving to this day despite the massive redevelopment at Seattle Center and other challenges. The following table draws on city property records to

provide an overview of these buildings, all of which the city rates as being in average-to-good condition:

Built	Address	Name	Description	Type	Use
1907	22 John St.	The Avalon	3 stories + basement, 33 units	Wood-frame (brick-clad)	Cooperative
1907	117 John St.	The Pittsburgh	2 stories + basement, 31 units	Masonry	Condominiums
1908	107 1 st Ave. N	The Arkona	4 stories, 59 units	Masonry	Rental apartments
1908	229 1 st Ave. N	The Uptowner	3 stories + basement, 21 units	Masonry	Rental apartments
1908	7 Harrison St.	The Strathmore	3 stories + basement, 35 units	Masonry	Cooperative
1922	109 John St.	The Fionia	5 stories, 59 units	Masonry	Rental apartments

(Data from inspection, newspaper archives, <http://gismaps.kingcounty.gov/parcelviewer2/>)

Of these buildings, which anchor the neighborhood architecturally and historically, only the Avalon is marked “redevelopable.”

Far from being an impediment to the City’s plans for greater density, the Avalon, along with its sister structures, contributes both density and character to Uptown, while also providing compact, owner-occupied housing for, in many cases, less than \$200,000. The residents of the Avalon include far greater diversity of income, age, and profession than any of the new (and expensive) rental housing, young and old, that largely caters to young tech workers. We, too, are home to tech workers, both young and old, but also to retirees, artists, musicians, and professionals of all stripes. As a cooperative, we make every effort to prevent people of modest income from being priced out of their units because of rising taxes and maintenance expenses.

Indeed, the Avalon has served as a laboratory for innovative, micro-apartment living much longer than this has been a New Urbanist fad. Driven by market demand and shifting expectations, several residential units have been created out of former storage spaces. Most famously, Steve Sauer’s “pico dwelling” has drawn world-wide attention for its clever and efficient design. (See, for example, <http://www.urbnlivn.com/2013/10/02/video-of-steve-sauers-pico-dwelling/>, <http://www.mnn.com/your-home/remodeling-design/blogs/a-subterranean-storage-unit-turned-micro-apartment-in-seattle>, <http://seattle.curbed.com/2013/10/2/10191994/182-foot-square-micro-apartment-queen-anne>, and <http://www.seattletimes.com/pacific-nw-magazine/tiny-apartment-shows-the-value-of-a-good-fit/>, among many others.)

The Avalon has even achieved status as a pop-cultural icon through having been the home of Pearl Jam bassist Jeff Ament. The luxurious unit he created from two existing apartments is cited as one of the city’s most desirable living spaces (<http://www.urbnlivn.com/2016/01/24/pearl-jam-party-pad/>). The building features

prominently in the 2011 documentary *Pearl Jam Twenty*
(<http://www.imdb.com/title/tt1417592/>).

Requested action: Fix the map by removing the Avalon building from the "redevelopable" category.

3

2. Zoning

The draft EIS offer three paths to meet the density goals of Seattle city planners: Keep Uptown's current zoning designations (No Action), moderately increase the allowed building heights (Mid-Rise), or dramatically increase the building heights (High-Rise). In the Uptown core, including the Avalon, these options correspond to proposed height limits of 65 feet, 85 feet, and 160 feet.

The three proposals would look like a classic Goldilocks strategy, none-too-subtly guiding citizens to the Just Right path for future density, except for one thing: The city is already permitting buildings well beyond 65 feet in Uptown. The new building in the 100 block of 1st Ave. N is 85 feet high; the Expo is 80. These heights are not greatly out of proportion with the highest existing buildings. Much of Uptown is under-built, and density is good for the city. But the City's actions raise the question of how, or if, zoning is being enforced at all, and whether there is any accountability to the public. Is the draft EIS offering us a false choice with a moot option?

This game of flexible height limits is very dangerous. The appraised value of the land under the Avalon has doubled since 2007. Fortunately, the value of the building has kept pace. Though rising value has squeezed the lower income residents of my building with increasing taxes, there has been no incentive so far to tear down the building. A near-tripled height limit, however, would lead to a tax burden so severe that even middle-income owners would see selling out to a developer as their only option. The same logic would apply to all of the other buildings I listed in the table, and many others. Increasing the height limit to 160 feet would destroy the historically rich built environment of Uptown along with the welfare of its residents.

Therefore, while I strongly oppose your 160-foot option, I also oppose the "Mid-Rise" option. It seems that the current 65-foot zoning is quite satisfactory as a framework for erecting 85-foot buildings, which is enough density for this particular neighborhood. We are not such a blighted landscape as Belltown was; the city will not benefit from bulldozing the history of this neighborhood and forcing its homeowners into the suburbs.

Requested Action (ultimately for City Council to decide, of course): Embrace "No Action" for Uptown, thereby yielding high density and preserving a neighborhood.

Sincerely yours,

David W. Robinson, Ph.D.

22 John Street #31
Seattle WA 98109

Enclosures



First and Denny in on 3 November 1922, with the Arkona at left, the Avalon Apartments at center, and the Fionia at right. (Photograph from the University of Washington/Museum of History and Industry archive.)

JERRY HAS BEEN IN 300 JAILS

Slathers, Who Has Traveled the World and Been Incarcerated in Sundry Prisons, Arrives in Seattle.

Chooses Seattle as His Abode Because He Thinks Horrors of Local Bastille May Cure Him of Incarceration Habit.

There is a man here who has been in jail in every country of the world, and who has been in jail in every city of the world. He is a man who has been in jail in every country of the world, and who has been in jail in every city of the world. He is a man who has been in jail in every country of the world, and who has been in jail in every city of the world.

Report on Saturday

There is a man here who has been in jail in every country of the world, and who has been in jail in every city of the world. He is a man who has been in jail in every country of the world, and who has been in jail in every city of the world. He is a man who has been in jail in every country of the world, and who has been in jail in every city of the world.

One Year Starting Her House

There is a man here who has been in jail in every country of the world, and who has been in jail in every city of the world. He is a man who has been in jail in every country of the world, and who has been in jail in every city of the world. He is a man who has been in jail in every country of the world, and who has been in jail in every city of the world.

WESTERN AVENUE IN NEED OF CLEANING

Seattle Businessmen Urge With Cleaners That Also Stop Attention From

Advertisement

By the Editor of the Times

Seattle and its people are well known for their cleanliness. The city is a model of cleanliness, and its people are well known for their cleanliness. The city is a model of cleanliness, and its people are well known for their cleanliness.

GOVERNOR MEAD LOOKS OVER BOSTON HARBOR

G. D. MEADMAN VISITS MEAD STATE TO THE CHIEF SECRETARY OF THE STATE

Mass. Presentation

Gov. A. D. Stone and his staff were in Seattle, Wash., for a visit. They were in Seattle, Wash., for a visit. They were in Seattle, Wash., for a visit.

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THE GROTE-RANKIN CO. SCORES ANOTHER TRIUMPH IN COMPLETE HOUSEFURNISHING

IN the northwest corner of First Avenue North and John Street has been recently completed a very handsome apartment house of some thirty apartments, ten on a floor. The building itself is beautifully situated in a paved district, but a block or two from several car lines which provide good service to and from the business section. Or if preferable to walk to the business section once in a while, it takes but ten or fifteen minutes to place you at Second and Pike.



THE AVALON APARTMENTS—FIRST AVENUE NORTH AND JOHN STREET

But, handsome as the building and location may be, the interior appointments are even more beautiful. This is where the Grote-Rankin store has succeeded again in giving Seattle an example of its ability to handle large furnishing contracts. From cellar to garret, so to speak, the finest of everything has been provided. Apartments consist of two, three and four rooms, the woodwork being finished golden and handsomely polished, and each apartment including a complete bath room, wall bed, etc. Some of the apartments are furnished in weathered oak, some in golden oak and others in mahogany, the whole desire of the proprietress being to have tastefully arranged rooms even at a greater expense if necessary.

Each apartment includes everything necessary to start housekeeping at once—even to the table linen. You can go to one of these apartments at 11:30 in the morning or at 5:30 in the afternoon with your groceries and in ten to fifteen minutes have a meal well under way. Silverware, glassware, tinware, china, glassware and everything else that is necessary are provided and in their proper place, ready to be used.

None but the finest of carpeting is used, and an effort has been made especially to keep away from loud effects, large figures, etc.

The building has an oil-burning heating plant, so the smoke nuisance will not be constantly troubling. Elegant lighting fixtures also form part of the equipment, and there is an inter-communicating telephone in every apartment. There is a handsome roof garden and an elegantly furnished banquet hall at the free disposal of guests at all times.

The Avalon Apartments are in charge of Mrs. E. D. Painter, of Los Angeles, who has had an abundance of experience in her line, some of the finest apartments in the South having been under her care.

Anyone desiring to get an idea of the facilities we possess in handling contracts is welcome to call at The Avalon at any time. Mrs. Painter will be glad to show you through the building.

Two Stores That "Do Things"



THE GROTE-RANKIN CO.'S SEATTLE STORE

THE GROTE-RANKIN CO.'S SPOKANE STORE

Organized some twelve years ago in Spokane, the Grote-Rankin Co., established at that place a store which was backed by the principle of giving customers value received in every instance. Liberal terms were given on purchases where customers desired them, and every effort was made to serve the people to their entire satisfaction. The store was recognized the efforts put forth to give them the best furniture to be had at fair prices, and realized that we were building for the future—that we were

Business steadily increased and changes were made necessary from time to time. These changes were not changes of principle, but merely changes which enabled us to better attend to the wants of our customers.

A little over a year ago the Grote-Rankin Co. acquired the location in Seattle it now occupies, and started to make a place for itself in the Western Washington field similar to the one held for so many years in Eastern Washington—namely, the best and the result is that our first year's business has been much larger than we ever dared to hope it would be. We greatly appreciate the confidence Seattle has placed in us, and intend to try harder than ever to merit every dollar of the patronage of the house-furnishers of Seattle. This is the only way we can hope to build a solid foundation for The Greater Grote-Rankin Store of the future.

The Carpeting Display Is Particularly Strong—Call and See Us If You Need Floor Coverings

1403 TO 1411 SECOND AVENUE.

ALL THE CREDIT YOU WANT

THE GROTE-RANKIN COMPANY

BUY NOW PAY LATER

1403 TO 1411 SECOND AVENUE.

ALL THE CREDIT YOU WANT

THE GROTE-RANKIN COMPANY

BUY NOW PAY LATER

Advertisement (from the 3 November 1907 edition of the Seattle Daily Times) for the Grote-Rankin Company, touting its role in the grand opening of the Avalon Apartments, 1st Ave. N and John Street, Seattle.

From: Debbie Rochefort [mailto:Debbie@rochefortfamily.net]
Sent: Thursday, September 15, 2016 2:26 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown rezoning proposals

Dear Mr. Holmes:

We are writing to you about the proposed increased density & zoning changes under the Mandatory Housing Affordability (MHA) framework. Thank you for receiving our comments. We hope that our concerns and the concerns of all members of the community will be seriously considered as you make these decisions. 1

Both of us are longtime Seattle residents. One of us was born here and the other has been here nearly 40 years. We have one son who walks to school on Queen Anne. Both of us work close to home. We have made choices to limit the amount of time we spend driving because we care about the environment and we like to stay out of traffic. We like the small community feeling of the Queen Anne neighborhood and the history and beauty of many of the buildings and homes. As longtime residents we have witnessed firsthand the growth in the city and the need to address density and housing. Some of the options for rezoning the Uptown part of Queen Anne coupled with the proposed legislation to rezone to allow all single family homes throughout the city over 3200 square feet to be converted to multifamily units, will forever change the community, create bigger problems and not solve the need for affordable housing. Here are some of our concerns: 2

We feel that the Uptown Environmental Impact Statement (EIS) underestimates the impact on traffic and parking. In the last 2 years, perhaps has a result of the construction of the Mercer project, there is now daily gridlock on Queen Anne. All these cars idling are producing so much more pollution – plus adding more time to what use to be quick errands. We live near the 7 way intersection near the Aurora Bridge on 4th North and now during morning & evening rush hour our driveway is *blocked* with gridlock; upzoning will only make this problem worse. 3

Parking is already becoming difficult and car prowls are happening nightly. It is essential that any increase housing must include a requirement to provide parking. We cannot understand why it is being considered to no longer have a parking requirement for new development. It feels like there is a view from the city that cars will be eliminated if there is no place to park them or the traffic becomes too difficult. The transportation infrastructure has to be developed *first*, not the squeezing out of cars. Even if we walk to work and do the majority of our business on Queen Anne, we still need to drive to soccer games, etc.; no trains or subways are available to get us there. 4

Current zoning allows for growth and urban development. Why is a change needed right now? Some of the proposed changes would discourage building affordable housing and encouraged the development of more expensive units. Developers are not going to mind paying a fee for affordable housing to be built in areas of Seattle with lower land value when they can build more units in the Queen Anne area that will rent or sell quickly at high prices. Expedia and Amazon employees surely are looking for housing in big numbers. The current mix of housing of various price points will be torn down pushing lower income residents further away instead of providing them with more options. 5

We do feel it is appropriate to “go up” in some areas that are already zoned for multi-family units in the Uptown area, but 85 and 160 feet is too high. As stated before we cannot add that many units without 6

the transportation infrastructure and without parking. Also, it is important to preserve views that our enjoyed by the public. The views from Highland Drive's Kerry Park and throughout the south slope neighborhood are iconic views of the city that we cannot get back if we allow high rise development in the Uptown area.

We also have concerns we about infrastructure are regarding water, sewage, utilities, number of police officers, etc. Can our current systems handle the increase in residents that upzoning will create? 7

The city is faced with hard decisions and we appreciate the work that is being done to resolve problems of growth, transportation and housing. We sincerely hope that you will move thoughtfully and work to address *current* problems before making decisions that may make *new* problems. 8

Thank you for your consideration of our concerns.

Sincerely,

Barry & Debbie Rochefort
2467 4th Ave. N.
Seattle, WA 98109

From: Juliet Roger [<mailto:juliet@julietroger.com>]

Sent: Tuesday, August 30, 2016 10:31 AM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Cc: Karen Adler <karenkadler@comcast.net>; Jennifer Hyde <jaygee715@gmail.com>; Mary Bridget Pehl <mbpehl@comcast.net>; Annie Gleason <gleason169@hotmail.com>; Helen Gleason <hmgleason@comcast.net>; Jack Roger <jr_454545@hotmail.com>; Holly C. Allen <holly.allen@yahoo.com>; Clara Peterson <claradp@msn.com>; Andrew Roger <arog424@hotmail.com>; Steve Roger <sarog4@hotmail.com>; Kary Doerfler <kary.doerfler@comcast.net>; Lisa Cole <davidandlisacole@mac.com>; John Navone <navone@unigre.it>; Tom Gleason <tomlisagleason@msn.com>; Tom Pehl <tom.pehl@cbre.com>; Ali Yearsly <alijack@msn.com>; Colleen McKeown <ckmckeown@gmail.com>; Karen Adler <stevenjadler@comcast.net>; Steve Roger <sarog04@hotmail.com>

Subject: Rezoning of Uptown/Lower Queen Anne

Dear Jim,

I have been a resident of Queen Anne for all but 5 years of my 49 year life. My great grandmother came here with my grandmother in 1907 to join her uncle Chris and aunt Guilia after her husband died. They resided on lower Queen Anne and then eventually moved up the hill to 3rd Ave West where my great grandmother remarried and had two more children. My family and I have lived here and grown in number to 23 living on Queen Anne. Queen Anne is home first and then Seattle second, it has been a wonderful and dynamic neighborhood for our family for more than 100 years. 1

The proposed changes to lower Queen Anne will have a catastrophic effect on our lives and destroy so much of the integrity of our community. The option of building 140 foot buildings on lower Queen Anne is complete insanity and clearly PROFITERING!!!! NO ONE WILL BENEFIT FROM THIS EXCEPT THE DEVELOPERS!!!! Why would the city ever consider this as a viable option??? The traffic will be gridlock at all times and the proposed light rail is 30 years out. Homes are built on a foundation, the infrastructure of the city needs to be built first, especially if the options to do so exist. Now is the time for careful consideration and a chance to get it right. Already with none of those building and Expedia not having come yet, one can barely get on or off Queen Anne Hill after 2pm without experiencing major congestion. Rarely if ever do we leave QA on a week night for fear of getting stuck in one hour traffic for what should be 10-15 minute drives. 2

Besides the traffic, it is simply unimaginable that the city would consider blocking the spectacular vista from our beloved Kerry Park. All the years 3

growing up here the local and nation newscasters have broadcast from Kerry Park and that has been a symbol of the beauty of our city. Blocking that view with 140 foot tall buildings will destroy that beauty and I believe is a symbol of the overall destruction that will occur if in fact the city allows this crazy plan to move forward! NO ONE WANTS THIS TO HAPPEN EXCEPT THE PEOPLE WHO WILL PROFIT FROM IT!!!!

Yes, we are clearly a growing and thriving metropolis and are proud to now have large and successful companies as the backbone of our economy. Yes, we need to address low income housing and density. But let's be honest, the DEVELOPERS who will be making SO MUCH MONEY off the buildings can OPT OUT of the low income option in these building by PAYING the city. HMMM???? Let's really consider why these buildings are going in? It seems so corrupt at it's core. Honestly, there has been little to no city planning AND EVERY PERSON WHO ATTENDS THE PUBLIC MEETINGS IS OPPOSED TO THIS DEVELOPMENT EXCEPT FOR THOSE WHO PROFIT!!!! What is wrong with our public officials??? How have they come into power and how will they stay in power if they make such misguided decisions that DO NOT REPRESENT THE PEOPLE THEY REPRESENT???? WE ALL SMELL A RAT!!!!

We simply cannot have 140 foot tall buildings at the bottom of Queen Anne Hill. FOR THE LOVE OF GOD, TAKE THIS OPTION OFF THE TABLE. Let's work together to build a better city and not try to pull the wool over the eyes of the residents while developer destroy the integrity of our beautiful city and line their pockets. This is clearly not an option that will benefit us. So much can be done to make the city denser without destroying us simultaneously. PLEASE TAKE THE 140 FOOT BUILDING OPTION OFF THE TABLE.

I have cc:ed a few of my relatives and friends from Queen Anne as I know they are equally horrified by this proposal and to encourage them to contact you directly as well, even if just to second my opinions on this matter.

Sincerely,

Juliet Roger

From: Caroline Rose [mailto:caroline.rose@rocketmail.com]
Sent: Thursday, September 08, 2016 2:40 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezoning

Mr. Holmes,

I was unable to attend the recent meeting and would like to provide the comments with regard to the proposal.

1. The traffic in and around the Uptown area is already a nightmare. I have lived in Seattle for 5 years and have noticed the significant change in congestion in the area just in that short amount of time alone. Adding higher buildings, more densely populated urban living, will have awful consequences on the traffic. 1

2. I get the bus to work in downtown but have many neighbors and friends who would never, and I mean never, get the bus. Building with the idea of creating carless living environments is just not realistic in this area. People are devoted to their cars. Maybe another country, but not in the US where owning a car and driving everywhere is a necessity not a luxury. 2

3. If the zoning height is raised, the view of the water would be blocked for all the properties that currently enjoy a view of the Sound. The entire feel of the neighborhood would change from one of space and connection to the water to a "Manhattan" type environment of high rises. That is not what our neighborhood is about. 3

My request is that we keep the zoning at the height that it is. 4

Sincerely,

Caroline Rose

Letter: Rose, Patty

From: Patty Rose [mailto:pattyrose.pr@gmail.com]

Sent: Friday, September 02, 2016 5:21 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: No Action re Uptown Rezone

Dear Mr Holmes

I urge no action until the effects of the Rezone on views, traffic and net increase of housing units are thoroughly and dispassionately researched and clearly communicated to citizens.

Thank you

Patty Rose
709 W Blaine
98119

--

Patty Rose
709 West Blaine
Seattle, WA 98119
206 660 7697

Letter: Rozanski, Linda

From: Linda Rozanski [mailto:lroz@comcast.net]
Sent: Thursday, September 08, 2016 1:45 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: elynnhubbard@gmail.com; Brookshier Janice <janice@seattlejobs.org>;
uptownforpeople@gmail.com
Subject: Uptown Rezone Draft EIS Comments

Mr. Holmes,

Thank you for the opportunity to comment on the draft EIS (@<http://bit.ly/2bm9lr2>) for Uptown.

I wish to express my endorsement of the comments made in letters submitted by:

Alex & Cathy Ramsey (@<http://bit.ly/2c8UPxq>)

Jeff & Emily Schrock

Lynn Hubbard

Please consider the careful analysis and recommendations made by the voices of the Queen Anne neighborhood.

Thank you,

Linda Rozanski
377 W Olympic Pl.
Seattle, WA. 98119

Lroz@comcast.net

From: Russell [<mailto:2sdrussell@gmail.com>]

Sent: Monday, August 29, 2016 9:11 AM

To: PRC <PRC@seattle.gov>; Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Uptown Rezoning

Dear Mr. Holmes,

I feel that it is extremely important to not increase the height limit in the Uptown neighborhood. Protecting the Space Needle view is imperative.

1

The Needle is why tourists come here. That part of the skyline is what makes Seattle instantly recognizable. Without that image Seattle becomes any place/no place.

There are many vantage points in Lower Queen Anne easily accessible by tourists (and residents) to view the Needle, the city, and beyond – all the way to Mt. Rainier. The proposed height limits would adversely impact those iconic views.

Of all the needles in the world, the Seattle Space Needle is unique. It's not just the space ship top that is important, it's how it reaches that height. The base is just as important; the shape is graceful, elegant, and marvelously delicate.

Chop off the bottom of the towers in Toronto, Calgary, Las Vegas, Dallas, San Antonio, Auckland, Sydney, and Shanghai and you're not missing much. But restrict the view of the base of the Seattle Space Needle, and you miss a most important part of this architectural wonder.

Please protect the entire Space Needle view.

Additionally I am concerned about the proposed building at 14 W Roy. This would block views and light for the Bayview Assisted Living at 11 Aloha. Some of the residents of this building are unable to get outside, so view and light is of particular importance.

2

Thank you for your attention,

Deborah Russell
100 Ward St #604

From: PRC [mailto:PRC@seattle.gov]
Sent: Monday, August 22, 2016 1:08 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>
Subject: FW: Uptown Rezoning

From: Stan HQA [mailto:stan.hqa@gmail.com]
Sent: Monday, August 22, 2016 9:52 AM
To: PRC <PRC@seattle.gov>; Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezoning

Dear Mr. Holmes,

I am 100% opposed to the notion of rezoning the Uptown neighborhood. The arguments favoring rezoning, promoted by developers and their skills, are distorted versions of intent and reality and are not in the long term interest of the City or the neighborhood.

Look at South Lake Union which has become an unwelcoming wasteland of featureless high rises. The neighborhood North of Seattle Center has retained character which will be destroyed if the current zoning is disregarded and the area is transformed into an extension of High Rise SLU.

Thank you

Stan Russell
100 Ward St
Seattle

From: Kristin Neil Ryan [<mailto:kryan@rosecompanies.com>]
Sent: Wednesday, August 31, 2016 11:56 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown EIS Comment Letter

Jim –
Please see attached.
Thank you for all your work on this.

Kristin

August 30, 2016

Jim Holmes, Senior Planner
City of Seattle
Office of Planning and Community Development
Transmission via email: Jim.Holmes@seattle.gov

Re: Comments on Draft EIS / Uptown Urban Center Rezone

Dear Jim,

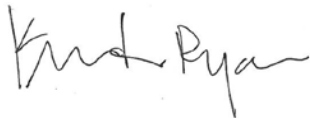
Thank you for your work on the Draft EIS for the Uptown Urban Center Rezone.

Below I have attached my detailed comments for your consideration in the EIS final document and proposed legislation. Overall, I support the greater heights identified in Alternative 3. I believe taller towers (160') with more open space at grade will provide the density needed while allowing for a more gracious and appealing ground plane that better serves the community. 1

I strongly support the elements of the rezone and plan that:

- encourage the development of a diverse range of housing types and affordability levels
- strengthen the area and Seattle Center as a regional hub connecting adjacent neighborhoods and major employers
- acknowledge Seattle Center as a vital part of the neighborhood
- continue to be served by a robust multimodal transportation system
- have open space supporting healthy Uptown residential neighborhoods and,
- provide continuation of the neighborhood and the Mercer corridor as a vibrant Theatre, Arts and Culture District. 2

Sincerely,



Kristin Ryan

Comments on Draft EIS / Uptown Urban Center Rezone

Section 1 – Summary

1.4 --- Related Objectives

pp. 1.1-1.2 – Please add the following language: there needs to be a plan for major redevelopment opportunities along Mercer/Roy and NE quadrant of Seattle Center and encourage a health mix of commercial, residential and employment rather than just encouraging employment

3

1.4 --- Growth

p.1.7 - “Alternative #3 would have the greatest opportunity for affordable housing to support new residents.” We agree that Alt 3 will provide the greatest opportunity for increases in both market rate and affordable housing. In order to honor the neighborhood’s desire to see on-site performance under MHA-R (as opposed to Payment-in-lieu), performance requirements under Alternative #2 and #3 should not be further increased beyond what was originally assumed under the HALA/Grand Bargain and also contained in the Draft EIS (i.e. ~7%), especially in light of the significant increases in construction costs required to change construction typology for buildings >75’ in height. Developers will otherwise opt for a fee in lieu payment, or not take advantage of any available height increases >75’ The goals for Uptown need to include as much on-site performance for more affordable units as possible.

4

p 1.9 Mobility Proposals. Says only options 2 +3 would include 2 ST Stations. This should be corrected to include base/no change option also

Pp 1.10 Exhibit 1-4

5

- SM 85 FAR under alt 2+3 should be 6.0, not 5-6
- FAR under 125 + 160 ft. at 9.0 does not physically work with a minimum 12,500 SF footprint

Maximum floor plate for 160 ft. sites is very limiting on any lot larger than 20,000 SF. For example, a 40,000 SF lot could have a tower, with a lower building attached to it.

pp1.28-1.30 – Noticed there is no mention or study on the impacts/mitigation of Uptown as a Theatre, Arts and Culture District, this should be added as it is a major element of both the Seattle Center Master Plan and of the Uptown Urban Design Framework.

6

p 1.12 Comparison of Alternatives should add that Development Standards in the EIS allows for more open space at grade level between a tower and any other building(s) that may be constructed on any large sites (e.g. 40k sf) that could accommodate multiple structures.

7

p. 1.15 Under Alternative 2 Mid-Rise, should include that more housing would occur, not just more affordable housing

8

Section 2 Redevelopment section – under Mobility Improvements

p 2.13 2nd paragraph– these comments are irrelevant to the mobility section.

9

What is the Mercer St. Block? If that is where Teatro Zinnani is, only 11,000 SF of that site is owned by the City w affordable housing development as an option. THE DESCRIPTION SHOULD BE MODIFIED TO STATE “POTENTIAL MARKET-RATE AND AFFORDABLE HOUSING” OR “POTENTIAL AFFORDABLE HOUSING ON PORTION OF BLOCK OWNED BY CITY OF SEATTLE”]

Section 3 – Effected Environment, Significant Impacts, and Mitigation Measures

Section 3.1 - LAND USE

3.1.1 – Affected Environment

10

pp 3.10. Amenities and Design Standards. Par. 1 says attractive streetscapes and neighborhood . . . there are “some design standards”. Suggest rephrasing to specifically state there are City wide design standards and Uptown Neighborhood Design Standards that exist and are likely to be updated after the upzones are adopted.

3.1.2 – Impacts Common To All Alternatives

11

pp 3.16. Impacts of Alt 1 – No Action. Land Use Patterns

pp 3.18. . At end of the 1st par., the language should address the fact that Republican, Harrison, and John will connect SLU with Uptown when the ST light rail tunnel is completed, which will affect Uptown’s growth and livability. The separation between the 2 neighborhoods will be reduced significantly when the tunnel opens.

Pp 3.21 – the 1st sentence states the change in zoning could impact the ability of certain businesses to operate in the Uptown Urban Center, but that is true for all Alternatives. Suggest eliminating this or stating this is an impact under all alternatives. The change in zoning would not impact existing Uses. Current zoning already limits some new uses, such as mfg.

12

2nd paragraph – statement says as the area transitions to SM zoning there would be an increase in compatibility conflicts between existing + redeveloped properties. This is true with no-change option also.

13

Impacts of Alternative 3 High Rise

Pp 3.24 - 1st sentence says: distribution of the intensity of land uses could be most uniform throughout in Alt 3. This is unlikely and shouldn’t be in here. I do not believe it is appropriate to increase heights to 160 ft. everywhere in Uptown. I propose that you include 160 ft. zones along the Mercer/Roy corridor from QA Ave to Taylor and also in the Uptown Triangle.

14

Sentence 2 says Alt 3 HR would increase the max. height in nearly every subarea . . . this is not possible with the restriction of 10,000-12,500 SF minimum floor plates propose din the Development Standards chart. Sentence should be eliminated or reworded

15

Pp 3.25 - Same comment made in 3.21. The change in zoning impact will not affect existing businesses and this reference should be deleted. Current zoning already limits these new uses, such as mfg. existing uses would be grandfathered in and can remain

16

Full Buildout

pp.3.26 - Par 1 says bldg. forms would be significantly larger but this is not correct since the Dev. Std. table says towers are limited to 12,500 SF floorplates – most lots in Uptown are 7,500 SF and MR zoning has no base bldg. footprint SF limitation. If anything, the building forms would be better and would allow for more open space at grade level which is better for the residents of the neighborhood.

17

Language states there may be compatibility issues if 160 ft. allowed in Uptown north of Mercer, given that height is 85 ft. in SLU, but the City Council recently changes zoning in SLU in that areas to allow bldgs. to be 160 ft. on the north side of Mercer in SLU, across I-99, so there are no compatibility issues.

Section 3.2 – Plans and Policies

3.2.1 – Affected Environment

pp. 3.33 – 3.38 – Language should reiterate Uptown’s role as an urban center relative to the Growth Management Act, VISION 2040, King County Planning Policies, and Seattle’s Comprehensive Plan. As both a city- and regionally-designated Urban Center, Uptown should develop in a way that accommodates urban growth, reduces sprawl, encourages multimodal transportation, and promotes sustainable patterns of development.

18

p. 3.38 – Per the Seattle Comprehensive Plan, Uptown is an urban center: “urban villages are the areas where conditions can best support increased density needed to house and employ the city’s newest residents.” Suggest some context is provided regarding how housing and employment goals have been met in other urban centers and potential consequences for Uptown. For example, South Lake Union has fallen far short of its housing goal per policy (and is now nearly built out), and it could be expected that Uptown will need to accommodate additional housing to achieve regional and citywide policy goals. Uptown is a likely location for absorbing more housing growth with its close proximity to the Downtown and SLU employment centers.

19

3.2.2 – Impacts

General note: Throughout this section, the benefits of Alternatives 2 and 3 (action alternatives) for supporting policy goals (greatest opportunity for affordable housing, accommodating employment growth, improved transportation options, enhancement of public realm) are listed in the report narrative. Providing a bullet-pointed list or matrix summarizing the benefits of the action alternatives as opposed to the non-action alternative would be helpful for comparing the alternatives more directly.

20

Although implied, the benefits of encouraging Transit Oriented Development (TOD) by locating residential and employment growth in close proximity to transit hubs is not specifically identified as a potential benefit of any of the alternatives. This should be considered as a factor particularly when looking at potential locations for upzones in terms of proximity to both current and future frequent transit. A potential mitigation measure might include the creation of new transit routes (for example, and east-west bus routes on or near Mercer Street that serves trips between South Lake Union/Gates Foundation/Seattle Center/Uptown).

21

pp. 3.60-3.63 Reinforce the importance of new development regulations (SM zoning) in the action alternatives to shape development standards to better meet community goals for public space improvements and provide more influence over potential street-level uses, particularly along Mercer Street across from the Seattle Center campus edge. The action alternatives better accommodate opportunities to implement Uptown-specific urban design (p. 3.62) as defined in the UDF. The flexibility of SM zone also enhances the potential to achieve planned growth estimates and customize to achieve uptown UDF vision and character (p. 3.63). See comments in other sections for specific feedback on proposed development standards.

22

Section 3.3 – Housing

3.3.1 – Affected Environment

Pp 3.75 Should add context regarding theatre and performance based jobs on the Seattle Center campus that reflects a growing gap between salaries and market rents, putting pressure on employees on the SC campus to move farther away from their jobs, creating some displacement pressures

23

3.3.2 – Impacts

Pp 3.80 Should add some context via the “risk of displacement” maps recently developed by City Staff reflecting that Uptown neighborhood has a lower likelihood of large displacement compared to other neighborhoods.

24

3.3.3 – Mitigation Strategies

Availability of publicly owned property for affordable housing is significantly over-stated: p. 3.90, middle paragraph, says Uptown has “35 publicly-owned parcels that could be assessed for their suitability for an affordable housing development.” That sentence overstates that potential to an enormous extent and should change. The assessment has been done, and even the City (Office of Housing) only talks about 1 likely site. Other redevelopment sites along Mercer could incorporate affordable housing, ideally, but that is not certain at this point.

25

3.3.4 – Significant Unavoidable Impacts. Development capacity

The EIS says Uptown has sufficient capacity for all Alternatives, yet Uptown has seen growth of 2,300 units over just the last 10 years. The EIS needs to point out all this, and perhaps mention that additional development capacity through rezoning efforts could be a mitigation factor to address what could become a problem if current development trends continue. It would be helpful to know the capacity numbers under Alternatives 2 and 3.

26

DATA: Subsidized Low-income Housing (Exhibit 3.3-13)

Two Seattle Housing Authority buildings are not on the list:

- Michaelson Manor – 320 W Roy St; 57 units (1 + 2 br units)
- Olympic West – 110 W Olympic Place; 73 units (Studio + 1 Br)
- Adding these to the others boost the total of income- and rent-restricted units in Uptown to 7% of total units (says 5% on page 3.76)

27

Section 3.4 – Aesthetics and Urban Design

3.4.1 – Affected Environment

28

We see that 125' was proposed in alt. 3 for the KTCS site, which should be 160' the same as the sites on the north side of Mercer.

3.4.2 – Impacts

p. 3.159 - The assumptions that define Alternative 3 Highrise (HR) have led that alternative to include and affect far more properties than is possible to be redeveloped and subsequently creates more intense impacts than other alternatives, which is unlikely, particularly given that the Development Standards chart limits HR structures to a 12,500 SF footprint. This alternative shows 76 locations where 125' to 160' tall towers could happen (as counted on page 3.159), which is unrealistic, as there are not that many opportunities to build HR towers on smaller lots.

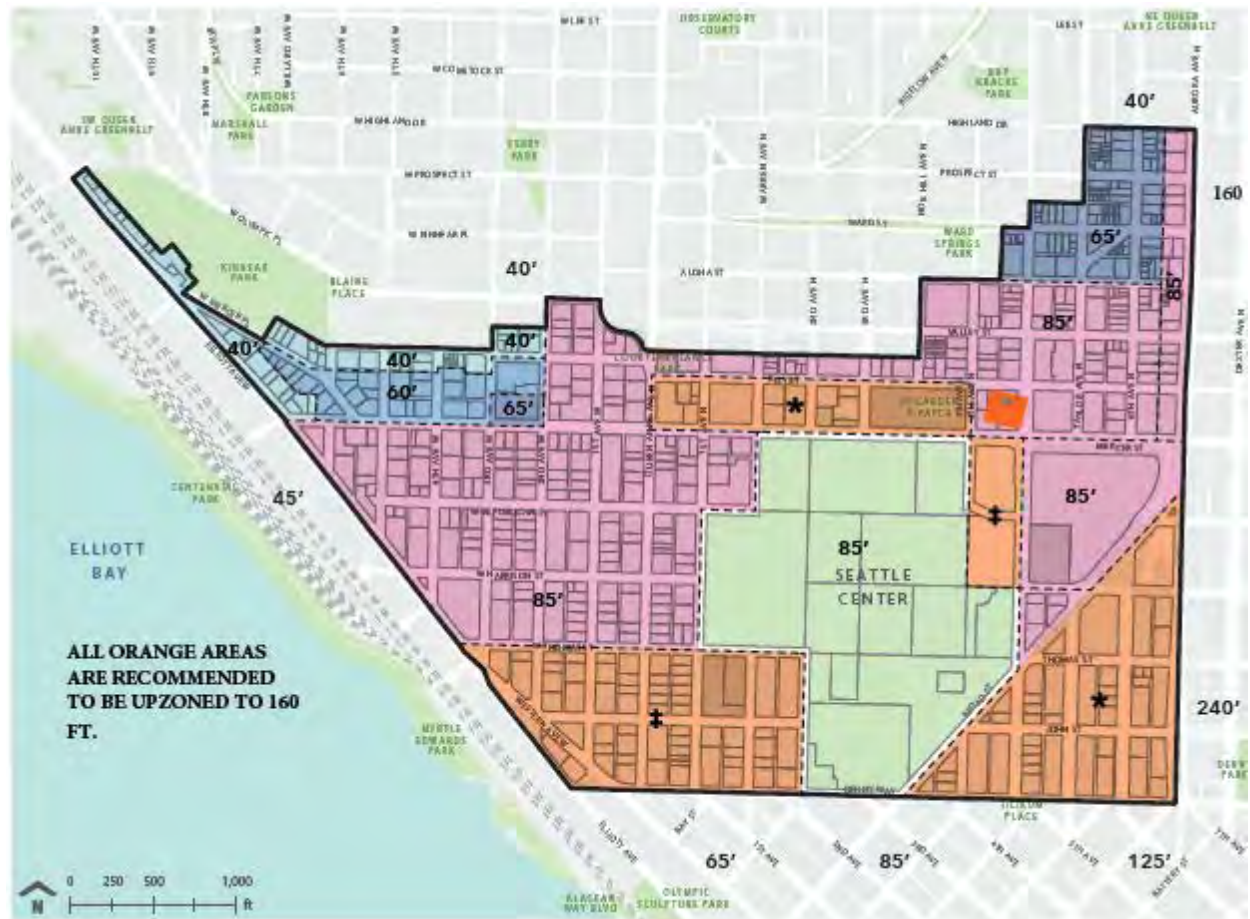
29

We believe the following conditions have led Alternative 3 to overstate the impacts:

- The EIS Alternative 3 assumes that many sites would need to be consolidated to form larger development opportunities. While it's likely one to three parcels could easily consolidate, Alternative 3 lists over 12 sites where it appears four or more properties must be combined to create a development site to support 125'-160' tall tower development, which is unlikely.
- Possible mitigation that has been discussed and is in the UDF that should be mentioned is developing a one-tower-per-block development standard similar to portions of South Lake Union. This effectively would remove approximately 11 locations from the potential tower development in Alternative 3 and lessen impacts.
- It would be good to reflect certain areas that have been targeted for higher density and tower heights, such as the blocks on the north side of Mercer between QA Ave and Taylor, as well as the KTCS site, and the Memorial Stadium sight, and the Gates Foundation property, in case the garage is ever replaced.

30

See proposed rezone/upzone map on next page.



- Possible mitigation that has been discussed and should be added is developing towers standards that limit parcels to those larger than 20,000 SF and a maximum floorplate for the tower of 12,500 SF. This will also serve to reduce the number of sites where a HR tower could be built. 31
- Possible mitigation that has been discussed by many in the neighborhood and should be mentioned that 125-160' tall buildings should only be on larger sites where public benefits could be established as supported in the Uptown UDF and the Seattle Center Master Plan such as arts & cultural-related uses, especially on the north side of Mercer St. and the ground plane made available for much open space and/or thru-block pedestrian connections that creates more variety of urban form and avoids the entire neighborhood being in-filled with 5 to 8 story 'bread loaf' scale forms without ground plane open space and pedestrian porousness. 32
- Possible mitigation that has been discussed and should be mentioned is for existing incentive zoning features to apply to 125-160' buildings that expands beyond affordable housing but provides public benefits as stated in the Uptown UDF for such things as community space, schools, or open space. 33

While 25.05.675 P2c identifies Space Needle view point protection at specific parks, the maintenance of view protection of linear scenic routes seems impossible to fulfill given the 34

unlimited points of view. We hope the EIS reviewers do not give the few positions of the studied routes in this analysis more weight than the specific points of view from parks.

Section 3.6 – Transportation

General: should state the UDF, Seattle Center, Lake2Bay, and the neighborhood strongly supports ST3 stations near Seattle Center. 35

3.6.1 AFFECTED ENVIRONMENT / Sidewalks:

East – West Connections:

- The West Mercer Place pedestrian/Bicycle Facility improvements should be the highest priority item on the list. 36
- (Duplicate paragraph on page 3.202)
- TNC's – designated pick-up locations should be designated throughout the city (or use of taxi stands), especially during large events in the neighborhood, to minimize impacts on transit (e.g. no stops in transit bays).

Section 3.8 – Open Space and Recreation

3.8.1 – Affected Environment 37

3.8.2 – Impacts

3.8.3 – Mitigation Strategies

3.8.4 – Significant Unavoidable Impacts

- Why isn't the Seattle Center shown as city-owned open space instead of commercial mixed (2.7)?
- Loss of Space Needle views should be noted in public view analysis of all alternatives not just Alternatives 2 + 3.

Letter: Salusky, Shep

From: Shep Salusky [<mailto:shep@modernfizzy.com>]
Sent: Saturday, August 27, 2016 12:16 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: 14 West Roy

Dear Mr, Holmes,

Please review my attached comments on increased height and density in the Uptown Neighborhood. I live and work on Queen Anne.

Best,
Shep Salusky

Dear Mr. Holmes:

I am writing to voice my strong support for Alternative 2 Mid-Rise, as proposed in the EIS for the Uptown neighborhood.

I support increased height and density in Uptown because:

- (a) it will enable our city to provide adequate housing in the areas we most need it;
- (b) a height of at least 85 feet is appropriate for this part of the East Roy corridor (east of 2nd Avenue West) in terms of land use, height, bulk, and scale; and
- (c) the newer buildings in the Uptown neighborhood show us how good urban design can contribute to neighborhood identity and provide amenities. By encouraging new development, the proposed upzone will have a positive effect on neighborhood character.

Alternative 2 Mid-Rise is the best action for the City of Seattle to take to accomplish smart growth and affordable and accessible housing.

Sincerely yours,

Shep Salusky
1800 Westlake North, Suite 305
Seattle, WA 98109

From: Emil Sarkissian [<mailto:emil.sarkissian@gmail.com>]
Sent: Wednesday, August 31, 2016 2:50 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: The Proposed Rezoning of Uptown QA

Hi Jim,

I am writing to give some feedback on the proposed options for rezoning the Uptown QA neighborhood.

I have lived at 511 W Mercer Pl for just over 4 years now. I can honestly tell you that the last 2-3 years, I have seen an enormous uptick in traffic, more and more cars parked on the tight street we live on, and lots of construction in QA resulting in further congestion and more cars and people moving in. It is my opinion that trying to make this neighborhood denser by allowing high-rises will bring more cars and people, and significantly downgrade some of the benefits of living in this neighborhood.

I would like to urge you to NOT allow a change in the current height restrictions for buildings in our neighborhood. I am sure that developers are salivating at the idea of building more capacity here, but we have to balance this against the livability and harmony for which the neighborhood is known.

Thanks for your attention,
Emil Sarkissian

Resident at:
511 W Mercer Pl.
Seattle, WA
98119
Cell: 206 234 6816

From: Cathy Sarkowsky [<mailto:cathysark@icloud.com>]
Sent: Sunday, August 28, 2016 3:09 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown/Lower Queen Anne Development Alternatives

Dear Mr. Holmes -

I am a long time resident of Queen Anne Hill, having lived here nearly three decades. I am also that rare breed known as “Seattle native”, so I have witnessed a lot of change in both my neighborhood and city. 1

I would like to state loud and clear that I support only ALTERNATIVE #1 of the Uptown/Lower Queen Anne Development Alternatives, which is the “no action” alternative posed by the Seattle City Council.

As a former urban planner, I see no benefit to Alternatives #2 or #3, only harm. As it is, the Uptown neighborhood is a mess and has been essentially denied planning which would guarantee a humane, sustainable, pleasant place to live. Adding more development to an already congested area is not the answer, and the reward/cost ratio is out of whack. We need to use and understand the housing and commercial resources that we currently have, both new and old, to our best ability before addressing the kind of growth and development proposed in Alternatives #2 or especially, #3. 2

Seattle is a city of wonderful neighborhoods. Bowing to constant development and allowing greater height and volume for new construction does not add to livability in any way. It has the all to likely potential to destroy our neighborhoods. Constantly tearing down older buildings and replacing them with new buildings destroys any chance of socio-economic and all other kinds of diversity in our neighborhood.

Additionally, I would like to express my outrage and disappointment that the Seattle City Council has not adequately engaged the community in this conversation. Were it not for caring neighbors, I would not know that this issue had a comment deadline of September 1. 3

Thank you for including my comments in the decision making process.

Best regards,

Cathy Sarkowsky

Cathy Sarkowsky
304 W. Highland Drive
Seattle, WA 98119
H/206-284-2409
C/206-909-7469

From: Cathy Sarkowsky [mailto:cathysark@icloud.com]
Sent: Thursday, September 01, 2016 8:37 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Additional Comments on Uptown EIS

Dear Mr. Holmes,

I respectfully submit the following pdf of a very thorough letter written by Mr. Irving Bertram in addition to my previously submitted letter commenting on the Uptown Queen Anne Environmental Impact Statement.

Thank you,

Best,

Cathy Sarkowsky

Comments on Draft EIS for Uptown

1 message

Irving Bertram <irvbertram@comcast.net>
To: Jim Holmes <jim.holmes@seattle.gov>

Mon, Aug 29, 2016 at 11:13 PM

Dear Mr. Holmes,

I am writing to advise you that I have reviewed the draft Uptown Environmental Impact Statement. While a significant amount of time and effort went into it, I am quite disappointed in what was not addressed that in my opinion should have been addressed. Secondly, numerous statements appear to me to lack adequate factual support. I also question whether the direction given to the authors of the EIS was appropriate. The question is, is the EIS intended to be a sales document to support some form of up-zoning, or a fair exploration of the facts in order to enable the City Council to make a reasoned decision? Unfortunately, it appears to be the former. 1.1 states that the purpose of the EIS is to support increasing the permitted building heights and density in the Uptown neighborhood. As a result, in my opinion, the draft EIS appears slanted to achieve this purpose, rather than examining the three alternatives in an even-handed manner and giving appropriate attention to the impact on the surrounding neighborhoods.

I have divided my concerns into two parts. The first deals with elements that I believe should be included in the EIS but were not. The second deals with what was addressed but, in my opinion lacks appropriate support.

1. The EIS limits itself, other than the discussion of view blockage, to Uptown. There is no attempt to analyze the effect of increased density on Queen Anne Hill or the South Slope of Queen Anne. A major impact not addressed is traffic problems that currently exist. The study should have included from Uptown to I-5 on both Mercer Street and Denny Way. Many residents and future residents of Uptown will commute by car for work and other tasks by going to I-5. At times, even reaching the north portal of the Hwy 99 Tunnel will be a problem due to gridlock. Moreover, the Viaduct will be gone replaced by a toll road, and Expedia will be moving into Interbay with 4500 employees in about 2 years.

Secondly, the view interference from Kerry Park refers primarily to the Space Needle. Kerry Park is the principal viewpoint in the City of Seattle and visitors flock to it to view Elliott Bay, Alki Point Puget Sound and the City skyline. The proposed impact of the Mid-Rise and High-Rise Alternative should be studied and reported with this in mind. Exhibits 3.4-40 through 3.4-42 are not easy to follow, and only focus on the Space Needle and City of Seattle. The inclusion of buildings in the pipeline in the foregoing exhibits makes it appear that the view of Key Arena from Kerry Park is already blocked. Yet these buildings have not been approved, so including them in the exhibits leads the reader to be less inclined to look at the effect of the Mid and High-Rise options on the view of Key Arena. Tourism is very important to Seattle, and while the view of the Space Needle should be protected, shouldn't the overall view from this vantage point be considered and fairly discussed? Views from Kerry Park looking south and southwest should also be included in the analysis without including buildings in the pipeline for which building permits have not been issued.

Third, from personal experience, parking on the south slope of Queen Anne Hill, which is currently impacted by the lack of free parking in Uptown, will become more problematic. But the EIS doesn't address this effect. In fact, as addressed below, parking is not appropriately addressed at all. Using fee charging parking garages to gage free street parking places, or more convenient pay parking places, does not seem appropriate. In addition, since we have experience with Uptown residents parking on the streets of the south slope of Queen Anne during the week as well as during special events at the Seattle Center to avoid paying, it seems appropriate to expand the parking study to include the impact of additional Uptown residents on the south slope of Queen Anne within this area as well.

2. In examining the Mid-Rise and High-Rise alternatives there seems to be an assumption that all lots in Uptown are owned by the same party and that party would make a rational decision concerning which lot to develop with a High or Mid-Rise. This is erroneous.

The only fair assumption is to assume, for the purpose of view impact, shadow impact, traffic patterns, etc., that full development to the maximum allowable height and density will occur on every available lot. The problem is that individual property owners will make development decisions for themselves without necessarily considering who else is developing other property in Uptown at the same time. In other words, one cannot predict the course of development. And the City should not be changing the rules over time to further City goals as it will lose credibility.

3. Up-zoning negatively affects surrounding property as it suffers all of the disadvantages of increased density without any of the benefits. Yet, other than limited view blockage from viewpoints, there is no attempt to address the effect of the alternatives on the adjacent south slope of Queen Anne Hill, or the top of Queen Anne Hill. The major way for Queen Anne residents to reach I-5 or the City is to use Queen Anne Ave, or Taylor Ave/ 5th Ave, although those on the north side of the hill use highway 99 to reach downtown. There should be a traffic study and the parking study of the effect of up zoning Uptown as it affects these areas. And, if studies are going to ignore everything before 2035, which seems ridiculous to me, why not include the anticipated changes in the number of residents to Queen Anne Hill in the projections? How can a fair study simply ignore the existence of the adjoining neighborhood when considering increases in traffic on Queen Anne Avenue, Mercer and Denny? It should be noted that Queen Anne Hill has few streets that go through, and those are steep.

4. Why was there no consideration of raising the zoning to 65 feet in areas like “The Heart of Uptown” or as an alternative to the existing zoning everywhere? Would that not have had a better chance to retain the character of the neighborhood and have less impact on surrounding neighborhoods? The EIS should contain a statement of why the particular alternatives to the current zoning were chosen and why a more modest choice of up-zoning was not considered. For example, in the Heart of Uptown, the EXPO Apartments were built at 65 feet. They were built so that the height is graduated and they are not overpowering to the other buildings in the neighborhood. Placing an 85’ tall building across 1st Ave N from the EXPO Apartments is not fair to the owners of the building who expected to have view units protected by the existing zoning. In effect, those view units would be eliminated, decreasing their rental value. In addition, allowing 85’ or taller buildings promotes the “canyon effect” since lots are small and streets are not wide boulevards.

The following are some specific problems that I note with the Draft EIS. I have tried to use headings and references where I could find them as the draft EIS contains no page numbers. It would be appreciated if the pages are consecutively numbered in the final EIS.

5. Mobility Proposals. The EIS assumes that the current plans will be adopted. There should be a study of what happens under each zoning proposal if these assumptions are incorrect. The analysis of the current traffic congestion problem is based upon an inadequate study. Exhibit D fails to reflect my experience as a Queen Anne Resident. I have spent over 15 minutes driving down Queen Anne Avenue from Mercer to Denny when traffic on Denny Way is backed up. In fact, once it took us over 30 minutes as only a few cars could enter Denny Way with each traffic light cycle due to traffic congestion on Denny Way. Driving in the opposite direction, I have spent more than 15 minutes to reach First Avenue North via First Avenue, or via Denny Way in order to begin to drive up 1st Ave N. The EIS states that “Both Action Alternatives will result in **some minor increase** in vehicular trips and vehicle miles of travel on the network.” See Exhibit 1-10 (emphasis added). Where is the support for the emphasized words? The apparent source is the City of Seattle. Currently, traffic on the one-way portion of Queen Anne Avenue at certain hours of the day is highly congested requiring waits at Denny through two or three light cycles minimum and up to 10 minutes. So what is the baseline? The statement that “screenlines will operate with adequate capacity and corridors will operate similar for all action cases” seems to support not up-zoning until the current problems are resolved as it assumes that no problem currently exists, which my experience refutes. Adding “some minor increase” to the existing and projected future congestion is unfair to current residents. However, without supporting data that statement appears to deliberately significantly underestimate the problem. Exhibit D should be explained and supported by the dates that the study was made, as well as how it was made, or not included as it does not comport to the reality that I, a Queen Anne resident of almost 40 years, have come to expect.

Under 2.15, the draft EIS assumes that all the proposed mobility proposals “are assumed to occur.” The EIS should not count upon future plans alone that are not scheduled to occur with financing in place, but should address what will happen without implementation of those plans. As noted above, not only should the future Uptown residents be considered, but also future Queen Anne residents who will use the same roads. Given the current transportation problems, shouldn’t they be solved before any consideration of up-zoning? If not, shouldn’t the EIS address increases in residents in the adjoining neighborhoods? The addition of 4,500 Expedia employees to Interbay should also be included as many will undoubtedly drive Mercer St or Denny Way to I-5. Maybe Expedia has a reasonable idea of a rough number of additional vehicles that will be added to those roads. Shouldn’t Expedia be contacted and its information included?

6. Affordable Housing.

A. The addition of affordable housing seems to be the basic reason behind the proposed up-zoning. Yet the EIS makes the following points: Exhibit 1-2 shows that without any change in zoning the proposed growth target is well under capacity. In fact, the Net Capacity of households without a zoning change (10,186) is never reached with a High-Rise zoning change as the target growth only grows to 3,745. In the case of jobs, there will be an increase with each of the rezone options, meaning increased traffic congestion (from an original capacity of 2,670 to 3,125 actual targeted growth). How about explaining why up-zoning is important when the study shows that current zoning is sufficient?

B. Under 1.6 there is an affirmative statement that under higher zoning there will be more opportunity for development of affordable housing. Where are the facts to support this claim? Under the heading "What is different between the alternatives?" there is a statement that only 42 to 60 existing residential units would be torn down in redevelopment. This seems low as there currently exists a planned contract rezone at 203 W. Harrison that eliminates at least 19 units. However, the draft EIS goes on to say that 303 units could be displaced. So, if we assume 303 units, how many units of affordable housing will be added to replace them? Where is the analysis? Has the City pointed out how much developers are to pay to avoid providing affordable housing or why the percentage of units required in lieu of payment is so much lower than Boston and other cities require? Why is this not addressed? Exhibit B-1 refers to developers having a choice to pay a fee in lieu of providing affordable housing. I have heard for example, with the proposed contract rezone on W. Roy Street that will put the Intergenerational Child Care Centre in shadows, that the owner would make the payment instead of incorporating affordable housing. The proposed plan will actually block views at Bayview that are currently rented at higher rates in order to subsidize non-view units of this re-rented home. Reducing the value of the view units will make it necessary to increase the cost of the current non-view units making those units less affordable.

C. "Under the Action Alternatives, greater capacity for infill and redevelopment could be associated with loss of existing buildings that provide low-income housing. The future SM zone could be tailored to include measures identified in Housing Element goals and policies, such as replacement of occupied housing that is demolished or converted to non-residential use, using incentive programs to encourage the production and preservation of low-income housing, or requiring new developments to provide housing affordable to low-income households. As noted above, housing programs, regulatory measures, and incentives implemented by the City may influence, but not fully control, the housing products that the private market supplies." See 3.59 -3.60. *Isn't the EIS making an assumption here, but admitting that it may not be accurate?* Shouldn't the EIS balance assumptions of future conduct with projections based upon those assumptions being erroneous? Shouldn't the EIS address why Uptown will benefit from the loss of the existing affordable housing and the number of affordable units that will be paid for by the developers in lieu of providing it and the location where such units will be built for the dollars allocated?

D. There is a general statement that affordable housing is not likely to be built in Uptown, due to the cost of construction, land costs and marketability due to the proximity to downtown. See the analysis under 3.3-15 that almost provides an admission that up-zoning will permanently reduce affordable housing in Uptown. Should there not be a discussion of eliminating the right to buy out of providing affordable housing in order to preserve some in the neighborhood?

E. 3.87 indicates that mandatory housing affordability attempts to impose requirements on mid-rise and high-rise rezoning, but doesn't indicate that such restrictions can be imposed under current rezoning. Why not? See WAC 365-196-870 (2) that provides that Affordable Housing incentives can be either required or optional. Hasn't the City of Seattle made changes to building codes and zoning requirements over the years without changing the underlying zoning? Shouldn't this option to obtain affordable housing be addressed as an alternative to up-zoning with all its detrimental effects?

F. 3.3-15. Housing Affordability – There is an admission below the table that under all alternatives there is likely going to be a loss of affordable units with greater loss with high-rise construction due to the cost of steel and concrete structures. Isn't this also true with permitting mid-rise buildings? Note the current request for a contract rezone of 203 W. Harrison. It seeks to eliminate 19 existing units and replace them without including any affordable housing. Shouldn't the conclusion be that the best way to protect existing affordable housing for the longest possible time is to retain the existing zoning? If not, why not?

G. Exhibit 3.3-16 indicates that under alternative 1 and alternative 2 the same number of existing units (66) would be demolished, but under the high-rise alternative only 44 units would be demolished. The explanation assumes that since a high-rise would add more units, fewer high-rises are needed. However, what property owner will not develop his property by building a high-rise since another owner is putting a high-rise on his property? If there are facts supporting this statement, provide them. If not, withdraw it. And, if more high-rises are actually built as permitted by up-zoning, isn't it likely that the potential additional residents will far surpass what has been projected? Why doesn't the EIS address the possibility of a full buildout under each zoning alternative and the effect upon traffic congestion and parking? I request that these possibilities be addressed.

H. Exhibit 3.3-17 assumes a loss of 303 affordable units in a full buildout under each alternative. That makes sense and for the purpose of evaluation, a full build out should be assumed since no one will know what individual properties will be developed and when each of the properties will be developed. So, by 2035 all affordable units will be lost, but why encourage the early loss by rezoning to incentivize development? Why not just make those seeking contract rezones provide affordable housing in return? Why has the EIS failed to identify this alternative as a viable option to up-zoning Uptown? Please ask that this point be addressed in the final EIS.

I. Exhibit B-1 purports to provide the number of affordable units that would be provided under each of the alternatives. Please support the numbers by explaining the methodology used to develop the table. Without supporting data one must assume that the table is bogus. And, as noted above, the EIS should include the cost of such units, the amount that the City is assuming that developers will pay it in lieu of providing affordable housing and the location in the City of the new affordable housing so that a reasonable person can determine probable accuracy of projections.

7. View blockage.

A. Exhibit 3.4-10 through 3.4-14 purport to show view impact, but does not show the actual impact of full buildout from Kerry Park. As noted earlier, why is there no discussion of the effect on anything other than the Space Needle, Elliott Bay and downtown? Instead there is the statement that “new buildings are not anticipated to be tall enough to obstruct views of the Space Needle Elliott Bay or Downtown beyond current conditions.” Views are in the eye of the beholder, making this value judgment of questionable merit. Depending upon the height of the buildings and their location, there is potential view degradation, isn’t there? Why not address it? The EIS should not render opinions without providing the factual foundation to support them.

B. Exhibits 3.4-17 and 3.4.18 show less view blockage under the high-rise alternative than under either the existing zoning or the mid-rise alternative. Why? The reasoning should be explained. What assumptions are being made to support these Exhibits? The same problem occurs with Exhibits 3.4-52 and 3.4-54. If the EIS is assuming that the City will adopt code limitations that do not currently exist, or that there are code requirements that support the assumptions, the EIS should address them. Otherwise, unless I have misinterpreted the Exhibits, they should be eliminated as unsupportable.

C. Exhibits 3.4-40 through 3.4-42 are not very easy to follow, and only focus on the Space Needle. The view from Kerry Park should extend from the downtown skyline through all of Elliott Bay to Alki Point to be complete, and, I submit, that buildings in the pipeline that require City Council approval of a contract rezone or otherwise lack building permits should not be included as they may never be built.

D. **“Queen Avenue N and Mercer Street—Facing South.** Height and scale impacts under Alternative 3 would be similar to existing conditions at this location, as shown in Exhibit 3.4–18. Greater height limits along Mercer Street would allow taller development to concentrate along that corridor, reducing impacts to the more sensitive pedestrian environment along Queen Anne Avenue N.” Is the intent of this statement to offer up high-rise zoning along Mercer Street and not along Queen Anne Avenue North? Shouldn’t this statement be balanced in the EIS with a statement indicating that no change in any zoning will achieve the same result of protecting the pedestrian environment along Queen Anne Avenue North while also protecting existing views from Kerry Park?

E. At the end of the section, we find the following statement: “With the incorporation of proposed mitigation, all alternatives would be consistent with the City’s policies in SMC 25.05.675P and Q regarding protection of public views and shading of public parks and open spaces. Thus, based on thresholds of significance and proposed mitigation, no significant unavoidable adverse impacts are identified.” While some mitigation is proposed, there is no requirement that it be adopted by the city. Please have the EIS address what would happen if the mitigation doesn’t occur, and have the EIS provide support for the statement, or withdraw it.

8. Section 3.6 Transportation

A. “In the future, with the anticipated increase of alternative modes due to several factors, including the completion of the SR 99 North Portal with additional roadway crossings, increased frequent transit service, dedicated bike and improved pedestrian facilities, and potential new Sound Transit stations the share of drive-alone trips decreases substantially.” Please have the EIS provide support for this opinion. Based upon my observation, the nice two lane separate bicycle path going under highway 99 adjacent to Mercer St is rarely used while the cars wait in gridlock for the signals to change. It should be noted that not everyone can ride a bicycle or walk long distances. Of course, if the result of eliminating affordable housing through up-zoning Uptown forces out the elderly or handicapped people who need automobiles to travel where public transportation does not go, the EIS should address this impact of the fabric of Uptown.

B. Exhibit D and Corridor Analysis Information. Please provide the methodology used by Transpo Group in preparing this Exhibit, or withdraw it. Its statements, which provide the support for some of the statements of no or minor impact to upzoning, do not, in my experience as noted earlier, represent reality. I drive down Queen Anne Avenue and up 1st Avenue North fairly often, but try to avoid rush hour. The times reflected really reflect weekend travel, not what is purportedly reflected.

C. Parking

- The Seattle Center/ Uptown Strategic Parking Study is currently being conducted and explores in further detail the less frequent parking conditions with higher attendance levels. Shouldn't the EIS wait until the study is completed instead of relying upon the parking garage study?
- Exhibit 36-10 shows a study of parking spaces occupied on a weekday based upon a study of demand in Seale Center garages on two dates. The EIS should either provide factual support for the use of paid garage parking to determine the availability of either free or more convenient hourly metered parking, or wait for the completion of the foregoing study, assuming that it is being done realistically. Few people park in a pay garage if there is street parking available at no cost. Also, many people may park under Metropolitan Market without shopping at the stores above to avoid pay parking. So indicating that 26% or more of the street parking is available does not appear to be factual.
- The statement "The evaluation shows for the No Action Alternative with HCT parking impacts within the study area would generally be no worse than experienced today" is unsupported by facts, besides being limited to an erroneous study area as mentioned earlier. Expand the study area to include the south slope of Queen Anne and other adjacent property where current Uptown residents park and do an honest objective study, or admit that one cannot be done and withdraw everything stated related to parking.

D. Section 3.6.2 Impacts. This section evaluates transportation system operations in 2035 for the three zoning alternatives. Why not evaluate the current traffic problem properly and the immediate effect of a change to zoning occurring within three years? And, how can any assumption that ignores the population increase of the adjacent area, Queen Anne Hill, be of any value? Please revise the EIS to include the projected increase in the populations using the same major streets. Include increases in Queen Anne Hill residents, the known increase resulting from Expedia's relocation, and address the impact on the arterials leading out of Uptown that will be affected under each of the three zoning alternatives. Also, if one is going to really look at 2035, assume a full buildout and increase the number of residents accordingly.

9. Open Space. See 3.8.2 (and 3.277). The statement that Uptown doesn't currently have sufficient open space and Recreation Resources and the adoption of the zoning alternatives will make the shortfall greater due to population increase is followed by 3.8.4 stating that there is no significant unavoidable adverse impacts to open space and recreation services. Please provide factual support for this opinion that on its face appears unsupportable due to the prior statement.

10. It is noted that the proposed up-zoning is not uniform. Some areas receive much higher up-zones than others. While the idea is laudable as it avoids creating canyons and does allow some views, who determines what properties are going to increase in value over the adjoining properties? Is money changing hands? Are certain favored property owners and developers gaining a windfall? How does the City avoid adjoining property owners filing suit to seek equal treatment? How will the City respond to applications for a contract rezone based upon the heights allowed on adjoining properties? These issues should also be addressed in the EIS. Are they not a reasonable by-product of uneven up-zoning?

In Summary, I find that the draft EIS needs a great deal of work and I would appreciate seeing all of the foregoing requests addressed in another draft EIS. Failure to do so will just confirm my opinion that the current document is larded with unsupported assumptions and statements of "minimal impact" in favor of up-zoning and is intended to be a sales job to promote up-zoning, rather than a fair appraisal of the effects of each alternative on Uptown, as well as the effect on the surrounding affected neighborhoods. If I had the time I could raise other questions, but I do not.

Sincerely,

Irving Bertram

317 W. Prospect St.

Seattle, WA 98119

From: Geoff Saunders [<mailto:geoff@geoffsaunders.com>]
Sent: Thursday, September 01, 2016 4:07 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: I support the "No Action" option

Jim Holmes
Senior Planner
OFFICE OF PLANNING & COMMUNITY DEVELOPMENT

Dear Mr. Holmes,

I have reviewed the draft Uptown Environmental Impact Statement pertaining to the proposed rezoning of Uptown, and I find it lacking and not in the interests of Queen Anne residents, such as myself. Consequently, I support the "No Action" option in the Proposal.

The "No Action" alternative maintains current zoning and building heights for the dozens of parcels in the neighborhood that are expected to be redeveloped, but does not include new neighborhood-specific design and development standards to guide that growth.

Thank you.
Geoff Saunders
710 W Garfield St, Queen Anne

From: Jonathan Scanlon [<mailto:scanlon.jonathan@gmail.com>]

Sent: Friday, August 19, 2016 11:58 AM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Cc: Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Burgess, Tim <Tim.Burgess@seattle.gov>; Gonzalez, Lorena <Lorena.Gonzalez@seattle.gov>

Subject: Uptown - yes for option 3 - high rise

Hi Jim,

I live in Queen Anne. I support option 3 - the high rise option - for Uptown/Lower Queen Anne <http://www.seattle.gov/dpd/cityplanning/completenesslist/uptown/whatwhy/default.htm>

I am concerned about income inequality in our city. Housing is not affordable for many people in the city. I am lucky enough that my wife and I make enough money to afford a nice home in one of the nicest neighborhoods in the city. I want others to be able to afford to live here too. Our city cannot just be a city for the rich. It must be a city for all. Option 3 for high rise in Uptown can help.

One problem with our housing costs is the lack of housing in the city. We simply do not have enough housing. There is not enough supply to meet demand. By creating denser living in the city we will help on the supply side of things in the market and will help reduce costs. In addition, the plan creates more affordable housing in Uptown. I urge you to be bold with the number of affordable housing units in the plan, and to ensure that the plan builds services in the area that can support families and individuals living in affordable housing units.

It also makes sense to do this in Uptown given the coming station under ST3, which I will be voting for enthusiastically and hope that the region does as well. It makes sense to create density around rail stations. More people living near stations will lead to more people using transit.

Uptown is also a cultural center for the city. Given the walking access to Seattle Center these new urban residents in a denser Uptown will have a fantastic opportunity to walk to centers for the arts, music, parks, open space, and museums. We must also encourage the building of businesses that new residents will need, to ensure that there are enough grocery stores and service-oriented businesses within walking distance to support the neighborhood.

I also believe that the high rise option will help us with climate change in the long run. Dense living near transit will lead to fewer single driver cars on the road. In a dense neighborhood you can walk to more things, compared to living in other locations. More and more of these new urban residents will use transit, walking, cycling (please also ensure that the new density also has the bike infrastructure to match the number of people in the area), and car/ride-sharing.

I am also copying my district representative on city council and my two citywide representatives to make sure that they know that there are single family home owners in Queen Anne that support density. You may find that based on my address that I live in north Queen Anne, but please know that I would also support major changes in density on my side of the hill too and on both sides of the Ship Canal.

Best regards,

Jon

Jonathan Scanlon
2631 Mayfair Avenue N
Seattle, WA 98109

From: Scott Schaffer [<mailto:sch719@yahoo.com>]
Sent: Monday, August 29, 2016 8:25 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comments on Lower Queen Anne Rezoning Proposals

Mr. Holmes,

I am a property owner in Lower Queen Anne. I'm deeply distressed by proposals to increase density, by way of increasing allowable building heights, in this gridlock-clogged neighborhood. I encourage the City not to change the current zoning at this time. I further encourage the City to focus first on dramatically improving Seattle's public transportation infrastructure, and after that infrastructure is in place, give thoughtful consideration to increasing density.

1

I've lived here for over ten years, and have watched this neighborhood grow. Some things have been positive, including the redesign of the Mercer corridor. But development has brought huge increases in congestion that degrade everyday life for those of us who live here.

If we step back and consider a practical reality of the Seattle metro area, we can get important context. I love the city, but the truth is that our public transportation system is far inferior to those of nearly all large cities in North America, and even a number of smaller ones, such as Portland. No matter how much you dress up bus service, it is not close to rail service in its impact on everyday life. Bus service is by nature limited, and not a practical substitute for a car for many people. Everyone I know in this neighborhood needs a car to live their life. But the experience of driving here is a daily horror show. Even post-construction, Mercer is often clogged, even well after rush hour. Side streets get backed up, and a trip that should take 10 minutes can last triple or quadruple that time. In other cities there are much better alternatives. The result is that residents can either tolerate the intolerable, or they can become more isolated within walkable distances. Both are bad for quality of life.

2

Adding to the density of this neighborhood will pile fuel on the fire of congestion. It may help developers and the City's tax base in the short-term, but it may well harm job growth in the long-term, and will eventually start driving people away. People come to Seattle for quality of life, but the reality is that quality of life is deteriorating. As a region we have done an inadequate job of planning for growth by building public transportation infrastructure. Current efforts to expand light rail are great, but they will not help central neighborhoods like Lower Queen Anne. To state the obvious, buses are stuck in gridlock with all of the cars. The process of transferring among multiple bus lines to go anywhere but downtown is time-consuming and unpleasant. Other current transportation alternatives - Uber, Lyft, car-sharing services - are also stuck in gridlock. Bicycle lanes are great for a subset of the population, but nowhere near a solution. We really don't have a comprehensive system at all, and can't pretend that we do. So many other cities (Portland, Vancouver, San Francisco, Boston, DC, etc.) have this.

3

The City's first responsibility is to protect the quality of life of its current residents. We also need to approach the future in a thoughtful, reasoned way. We need a good transportation system **first**, and then, when that system is in place, we should consider increasing density. This is the wrong time to consider increasing density here.

4

I urge you and other City officials to keep the current zoning in place at this time to help preserve quality of life here. I also urge the City to work with the County and State pursue a *comprehensive* mass transit system as the anchor of a long-term growth plan.

Thank you for considering these remarks.

Scott Schaffer
1525 Taylor Ave. N, #602
Seattle, WA 98109
(206) 282-7464

From: j schimke [mailto:JUDITHAS@msn.com]
Sent: Monday, September 12, 2016 5:11 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Re: new buildings

3

thanks Jim

Sent from my iPad

> On Sep 12, 2016, at 7:00 PM, Holmes, Jim <Jim.Holmes@seattle.gov> wrote:

>
> So we are currently taking comment on the Draft EIS that looks at a range of options. We are seeking comments about the the analysis to make sure we got it right. We will have an actual recommendation after the 1st of the year and at that time we will be taking comments on how tall buildings should be. I should say even if nothing changes, people who own property in Uptown have the right to redevelop their parcels within the existing zoning which currently allow for a range of building heights from 40 feet in some areas to 85 feet in some areas.

>
> I will add your email to our contact list so that we can notify you when we have an actual proposal for public comment.

>
> -----Original Message-----
> From: j schimke [mailto:JUDITHAS@msn.com]
> Sent: Monday, September 12, 2016 4:57 PM
> To: Holmes, Jim <Jim.Holmes@seattle.gov>
> Subject: Re: new buildings

>
> sorry, this reply was about the buildings planned for Queen Anne...the multi-story buildings. I am following the Neighborhood blog. Holly asked for residents to email you.

2

> there is no more room on Q.A.
> Does that clarify?

>
> Sent from my iPad

>
>> On Sep 12, 2016, at 6:46 PM, Holmes, Jim <Jim.Holmes@seattle.gov> wrote:
>>
>> Is this a comment for the Uptown Rezone Draft EIS, or are you speaking a specific development proposal?

>>
>> -----Original Message-----
>> From: j schimke [mailto:judithas@msn.com]
>> Sent: Monday, September 12, 2016 4:45 PM
>> To: Holmes, Jim <Jim.Holmes@seattle.gov>
>> Subject: new buildings

>>
>> I do not want this/these buildings to be built.....what should I do?

1

>>
>> judi Schimke
>> Sent from my iPad

From: Daryl Schlick [<mailto:Schlickd@msn.com>]

Sent: Friday, August 26, 2016 10:09 PM

To: GEORGE DIGNAN <GDIGNAN@msn.com>; Holmes, Jim <Jim.Holmes@seattle.gov>; Judie Johnson <judie007@comcast.net>; Steve Hansen <stephenhansen1@comcast.net>; Rob Ernst <robjernst@gmail.com>; S Kolpa <susankolpa@yahoo.com>; janedignan@me.com; Oori Silberstein <oorisilb@gmail.com>; Terry Gilliland <terrygailgilliland@gmail.com>

Subject: RE: Comments on Uptown Draft EIS

Very clear and complete George. Thank you for sharing this with us.

1

Daryl

Sent from [Mail](#) for Windows 10

From: [GEORGE DIGNAN](#)

Sent: Friday, August 26, 2016 9:18 PM

To: Jim.Holmes@seattle.gov; [Judie Johnson](#); [Daryl Schlick](#); [Steve Hansen](#); [Rob Ernst](#); [S Kolpa](#); janedignan@me.com; [Oori Silberstein](#); Terry Gilliland

Subject: Comments on Uptown Draft EIS

Jim,

Thank you very much for the excellent presentation by you and Lyle to our residents. It really helped us understand the process much better!

2

I would like to comment on the need for the Draft EIS analysis to look more closely at the impact of further density development on the 500 block of 5th Ave W, a dead end, narrow one block street that can only exit out onto Mercer where it intersects with Mercer Place. The traffic congestion here on Mercer/MercerPlace is already very congested and dangerous with trucks, buses and cars coming up Mercer Place trying to reach I-5. Any further density on the 500 5th Ave W block would create an even more dangerous traffic situation on Mercer. The street is very narrow and with cars parked on both sides of the street, cars headed West on Mercer often cannot turn into 5th Ave W if there is a car exiting onto Mercer.

Your map of this block does not show the Harbor House Condominium building, which is 55 units on 11 floors. That should be added to realistically show the existing density. The Triton Condominiums is the next building to the north and fronts onto Mercer Place, but is not shown either. This under estimates the existing density of people and traffic in this area. The map shows the space directly East of the Harbor House with the potential for developing a large new 85 ft building where two existing apartment buildings currently exist. A large building in this space would overwhelm this narrow street and with already crowded traffic and limited parking, change a very pleasant residential street into a crowded and dysfunctional canyon.

The cul-de-sac at the end of the 500 block butts up against an undeveloped City owned right of way that has beautiful trees on it and could easily be a lovely green space going down to Republican. The lots to the West of this City strip are shown as potential for development but they have already been shown to be a steep slope vulnerable to slides. The whole parcel should not be developed and would create a beautiful open space for the neighborhood.

The iconic landmark for Uptown is the Space Needle and there are beautiful views of the Needle and downtown Seattle from the West Uptown neighborhood and preserving these views is a key element of maintaining the high quality of life in West Uptown. This West neighborhood area should stay zoned as it currently zoned with no higher buildings allowed or the streets will be overwhelmed and the quality of the neighborhood degraded.

The EIS correctly shows that higher buildings are much more compatible with the intense development of the East side of Uptown and around the business district and Seattle Center. 85 and 160 ft buildings would negatively impact the capacity of the West neighborhood south of Mercer to function. Navigating these streets is already difficult.

I respectfully request that the EIS look more closely at the specific impact of further density on the 500 block of 5th Ave W, with all the existing buildings added to the analysis of the current density.

Thanks, Jim!

George Dignan
Harbor House Condominiums
521 5th Ave W., Unit 505
206-384-7757

Keep the faith! LTMFB!

Letter: Schmid, Donna

From: Donna Schmid [<mailto:donna.schmid@hotmail.com>]

Sent: Wednesday, August 31, 2016 4:27 PM

To: Bicknell, Lyle <Lyle.Bicknell@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Barbara Mays <rambam40@msn.com>; Holmes, Jim <Jim.Holmes@seattle.gov>

Cc: Donna Schmid <donna.schmid@hotmail.com>

Subject: Comments on Residential Street Issues on Queen Anne Hill from Donna Schmid

Please see the attachment for my comments on local traffic issues on north Queen Anne Hill that Lyle Bicknell suggested I document for review by his DOT contacts. Please e-mail or call me at 206-669-8447 if you have any questions. Thank you. Donna Schmid

From: Donna Schmid [<mailto:donna.schmid@hotmail.com>]
Sent: Wednesday, August 31, 2016 4:27 PM
To: Bicknell, Lyle <Lyle.Bicknell@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Barbara Mays <rambam40@msn.com>; Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Donna Schmid <donna.schmid@hotmail.com>
Subject: Comments on Residential Street Issues on Queen Anne Hill from Donna Schmid

31 August 2016

TO: Lyle Bicknell
Principal Urban Designer
City of Seattle
Department of Planning and Development

FROM: Donna Schmid

As you may recall, I met you at a meeting a few weeks ago at the Seattle Center regarding citizen input on the DEIS for Uptown. I assume you received my e-mail from yesterday concerning my comments on the proposed options and their potential affect on the population of this inner city neighborhood.

You told me that you would welcome my comments also on the increasing traffic issues on the north side of Queen Anne Hill where I have lived for 50 years, first in apartments on QA Avenue North and then on Bigelow, and now as a home owner at 2418 Nob Hill Avenue North. This side of the hill has experienced a major increase in cross hill traffic from non-residences as commuters look for ways to avoid the congestion on the arterials, especially Aurora Avenue, Westlake, Dexter, and 15th Avenue Northwest, as they look for ways to find a path to Fremont, Ballard and points north. They often use the 7-way stop at the foot of 4th Avenue North and Queen Anne Drive that takes them to Highway 99, a large intersection which is impossibly backed up at rush hour.

The hill has also had an increase in construction projects, both new as well as remodeling of this prime historic QA real estate. Cars and trucks often treat our roads as thoroughfares and not as residential streets where families walk, bike and have children who play close to their houses and schools.

I have noticed that this north QA Hill area has been neglected over the years when it comes to street signage, both posting of speed limits and stop signs

at key intersections. There are also some roads with no sidewalks, such as McGraw Place. Yes, we have turn-arounds and a few “islands” on the wider streets to slow traffic, but especially for the historic QA Boulevard where turn-arounds would detract from the landscape, additional signage could be the simple, affordable short term solution.

If you or someone from the Department of Transportation has time to walk with me one day, I can show you my suggestions on how to improve the situation in the locations closest to this north side of Queen Anne Hill, outlined below:

I. BIGELOW AND WHEELER

Bigelow is part of the historic QA Boulevard, however there is a curve as it turns to Wheeler that is a blind spot for two way traffic, especially when cars are parked on both sides of the street. There should be at least a yellow “Neighborhood---20 Miles per Hour” sign positioned there as cars speed to reach 4th Avenue North to go down to the 7-way stop.

II. WHEELER AND 4th AVENUE NORTH

This intersection should probably become a 4-way stop sign.

III. WHEELER AND NOB HILL AVENUE NORTH

Another yellow “Neighborhood---20 MPH” sign should be posted on the triangular island as you round this next curve where cars often accelerate.

IV. NOB HILL AND MCGRAW STREET

There should be a stop sign at the corner of Nob Hill and McGraw across from the triangular island that forces cars to look at all the other three roads around that island, and possibly yet another “Neighborhood--20 MPH” sign on the island by those rocks (heaven help the car that hits one of those in the dark!)

V. MCGRAW STREET AND 2ND AVENUE NORTH

As you cross the bridge going west on McGraw, there is yet another triangular island where residents have taken to posting their own caution signs! The city should instead give them an official yellow “Neighborhood---20 MPH” sign as well as put a stop sign at 2nd Avenue to slow cars as drivers decide which of those three roads to take. The city should also finish the old sidewalk on the south side of this intersection and maybe add a cross walk. Note there are no sidewalks the entire length of McGraw Place, a tree-lined street which looks like a thoroughfare to people rushing down to get onto QA Drive, or to cut across to Warren to go down the hill as a frequently used shortcut to the Fremont District (this narrow route is often used by school buses and trucks as well!)

VI. SMITH AND WARREN

There should be a stop sign also placed at this corner as it enters into McGraw Place, a busy route.

The majority of the streets and the few arterials on Queen Anne Hill were designed at least one hundred years ago! As the city becomes more densely populated, it is time to invest also in the infrastructure that makes Uptown and Upper Queen Anne desirable neighborhoods, both for families and the condo residences who want good views and to live close to the city---they pay high taxes for that privilege! Let’s keep our streets safer by adding additional signage at the very least.

I look forward to hearing back from you or one of your colleagues in the Department of Transportation. Thank you.

Sincerely,

Donna Schmid
donna.schmid@hotmail.com
206-669-8447

From: Donna Schmid [<mailto:donna.schmid@hotmail.com>]

Sent: Tuesday, August 30, 2016 6:41 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>; Barbara Mays <rambam40@msn.com>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>

Subject: DEIS Input from Donna Schmid, QA Resident

Please see the attachment for my comments on the meeting for the DEIS for Uptown Seattle. If you would like to reach me, please e-mail or call by cellphone at 206-669-8447. Thank you. Donna Schmid

30 August 2016

UPTOWN SEATTLE DEIS
(Environmental Impact Study)

TO: Jim Holmes, Senior Planner
Lyle Bicknell, Principal Urban Designer
City of Seattle, Department of Planning and Development

From: Donna Schmid
Queen Anne Hill Resident

I recently attended an informal meeting to hear more about the potential rezoning options for the Uptown Seattle neighborhood, know to us as Lower Queen Anne. My friend and neighbor Barbara Mays told me about the meeting, and she followed through for us by obtaining a complete copy of the 458 draft of the DEIS, finding that there are many undefined issues in the current proposal that are of great concern to all QA residences.

I. TRAFFIC AND PARKING

I was born in Ballard, grew up in north Seattle, then moved to Queen Anne Hill 50 years ago, and have worked all those years either in downtown Seattle and/or traveling out of Sea Tac for business. I have watched the city grow and argue about roads, bridges and traffic options until the city has now become gridlocked as the density continues to increase within a few miles of my home. Our property taxes have also increased dramatically and our amenities have declined. While we like our neighborhood and cultural aspects of inner city living, and have chosen to remodel and retire here, we often feel trapped by the Mercer Mess and the impossible traffic on streets such as Denny Way and Fifth Avenue, which make going to a restaurant or visiting friends on Capital Hill or the Eastside a daunting and time consuming experience. "I would rather cross the country to New York on an airplane than cross the bridge to work in Bellevue" which I did for several years! Seattle's traffic has become as bad as New York according to recent surveys. Not all of us are able to bike around the city! A light rail to the airport from more neighborhoods should be build so that going through downtown at rush hour or on game days is not the only option!

II. HEIGHT AND DENSITY

Yes, we try to stay and shop and walk in our “village” as the DEIS terminology suggests, but the majority of our health facilities are on Capital Hill and we must leave QA Hill and cross Uptown to get anywhere. Both aesthetically and population wise, we need to preserve the current Alternative 1 Existing Zoning building heights that range four to eight stories. We should look at Mercer Island's downtown recent development as a guideline. Those new condos are only four stories high, with a fifth street level for retail. There are trees and a general township feeling to the urban design. We should not allow the density and height of the new buildings that have made Dexter and Fairview Avenues as well as Belltown dark corridors with sluggish traffic.

III. AFFORDABLE HOUSING

Seattle's rapid growth is resulting in rising property values and rents that are making it impossible for people employed in the service industries to live and work here. While we are to be commended as a city for the goal to raise the hourly minimum wage to \$15 an hour, someone making \$30,000 a year still cannot afford the rents that exist today in the inner city. Using the guideline that one should allow 1/3 of their salary for housing, \$10,000 only provides a monthly rent of \$833---a rate that is impossible to find! My son works for PCC in Fremont and walks, bikes or buses to work, and uses Uber occasionally. His one bedroom apartment costs \$1550 plus utilities and \$100 additional if he were to have a car. This is a typical problem that requires parents to continue to support adult children if they are able, or for us to lose a vital, diverse younger generation that is not in the High-Tec industry but provides necessary services. The current draft of the DEIS is not realistically addressing the true percentage of the population requiring “affordable housing”. Allowing home owners to rent rooms or small apartments on their property however, is only acceptable if the owner also lives there. Absentee landlords generally do not maintain their properties like homeowners do, and we do not want developers to buy up real estate that should be purchased by the young families that make Uptown and Queen Anne Hill the type of neighborhoods that makes Seattle a desirable city to live and work in.

Donna Schmid
donna.schmid@hotmail.com

2418 Nob Hill Avenue North
Seattle, WA 98109

From: Robert Schmidt [<mailto:karenrobert@comcast.net>]
Sent: Saturday, August 27, 2016 9:44 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Pam Piering <ppiering@comcast.net>
Subject: EIS up-zone lower Queen Anne
Importance: High

The proposal to up-zone lower Queen Anne with height limits set at 45, 60 or 160 feet needs to be defeated.

We are responding to the EIS for lower Queen Anne. The question is the future of the property on Mercer across from the Seattle Center, the Opera House, The REP and the Arena. We have lived on the south slope of Queen Anne for 43 years and have seen lots of changes and have strong opinions on the future of this area.

The developers and "city hall" are turning Seattle into a concrete jungle. If the proposed up-zone to lower Queen Anne is approved the jungle will expand into and affect residential areas. The jungle is insidious and that will be just the beginning of its spread.

Traffic on Mercer in both directions has become impossible. Backups on the Mercer corridor go all the way to the Seattle REP at all times of the day and evening into night, not just at rush-hour any more. Backups on I-5 waiting to exit on Mercer have made traffic congestion terrible and dangerous.

Additional high-rise apartments/condos will increase the population density and detract greatly from one of our best-loved Parks, the Seattle Center. Think of other parks in the city and realize that we have worked hard to create a way to make the parks available to everybody by protecting the lands adjacent to them. By allowing high-rise buildings across from the center, a few people may benefit but the citizens of Seattle will be the losers.

The Arts will suffer as parking and traffic become more difficult. A good percentage of the people who support the Arts, (theater, opera musical events, visiting performers, restaurants) come from the East Side, (Bellevue, Kirkland, Issaquah, Redmond) for events and volunteer activities. The east side is developing quickly and if we're not careful, the east side residents will opt to create more and more cultural events over there and will cease to support the Seattle performances, activities and other events. That will be disastrous for all of Seattle.

The infrastructure cannot support any more people or traffic. The parking is already saturated, where a property owner cannot even park in front of his/her own house and is lucky to find a place a block or two away which is too far to carry groceries.

As far as we are concerned, the only people to gain in upzoning the lower Queen Anne area are those who stand to get rich by selling property and those building the proposed high-rise buildings. Certainly the height restriction should be no more than 45 feet. Better yet, leave well enough alone!

Karen and Robert Schmidt
206 Ward Street
Seattle 98109-3735
206-282-3421

Letter: Schorn, Valerie



August 30, 2016

Mr. Jim Holmes
City of Seattle- Office of Planning and Community Development
701 5th Avenue
Suite 2000
PO Box 34019
Seattle, WA 98124-4019

Dear Mr. Holmes:

RE: Uptown Environmental Impact Statement

I work on Queen Anne and would like to see additional housing and employment opportunities in this community.

I have read the EIS for the Uptown Rezone, and I am writing **in support of Alternative 2 "Mid Rise"**, because I believe that upzoning to a height of at least 85 feet is necessary and appropriate. Here's why:

1. Increased height and density in the Uptown neighborhood would help implement:
 - the neighborhood's vision, developed after years of consultation with the community
 - the Queen Anne Neighborhood Plan
 - the City's Comprehensive Plan
 - the Urban Center designation which the City has established for Uptown.
2. A height of 85 feet is appropriate for this part of the East Roy corridor in terms of land use, and height, bulk and scale.
3. Increased height and density also helps our city provide more housing supply, particularly in areas close to the employment centers of South Lake Union and Downtown. And with the upzone comes the provision of new affordable housing through the HALA recommendations. In addition, more density supports transit use and the health of our local businesses.

In short, the proposed Alternative 2 Mid-Rise provides significant benefits to our city and its people without any significant unavoidable adverse impacts.

Sincerely yours,

A handwritten signature in blue ink that reads "Valerie Schorn".

Valerie Schorn
svschorn@comcast.net

From: Emily Schrock [mailto:emilypearsonwalker@yahoo.com]
Sent: Sunday, September 04, 2016 1:21 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Changes in zoning- Queen Anne

Hi Jim

I understand you are considering input from Queen Anne residents regarding the proposed zoning laws.

I have seen the renderings that represent what will potential be the changes in the view from Queen Anne.

The view of Seattle from Queen Anne is a city treasure. This is evident by the amount of people from other parts of Seattle and also from around the world who come to enjoy this view not only from the spots from Highland Drive but from all over the south side of the hill. I don't know if you have witnessed the amount of people enjoying our city this way, but I have, living here for 17 years.

Once this is destroyed we will have lost some of the magic of our city, for those who live here and for those who know us from around the world. The current plans are biased towards the developers, they are not in the best interest of our city for the long term. The City Council, The Mayor and all that are involved with this issue our custodians of our city's future. Drastically changing forever this iconic view of Seattle is not in the best interest of our city for those living here.

Emily Walker

Mr Holmes,

I've sent you my own appeal but forwarding this to you so you are aware QA residents are concerned.

Regards, Rosemary Willman

----- Forwarded message -----

From: **Patricia Hitchens** <pjhitchens@mac.com>

Date: Mon, Sep 5, 2016 at 3:27 PM

Subject: Fwd: [SWQAnews] Uptown EIS

To: Rosemary Willman <rcwillman@gmail.com>

Hi Ken and Rosemary. Here's a sample letter.

Begin forwarded message:

From: "jschrock@gmail.com" <jschrock@gmail.com>

Subject: [SWQAnews] Uptown EIS

Date: August 31, 2016 8:49:44 AM PDT

To: "Jim.Holmes@seattle.gov" <Jim.Holmes@seattle.gov>

Cc: Emily Schrock <emilywalkerschrock@gmail.com>

Reply-To: swqanews@googlegroups.com

Dear Mr. Holmes,

We are writing to you with our thoughts on the draft Uptown Environmental Impact Statement (EIS). Thank you for reviewing our comments.

We realize that growth is inevitable and support the project goal of increased density. We are, however, strongly opposed to the zoning changes being considered. It is our belief that the EIS is unfairly biased toward development and is deeply flawed in considering the impact of the zoning alternatives. Our primary concerns can be summarized as follows. 1

- Current zoning affords a significant amount of population growth and urban development. Why would we introduce all of this risk, change and inconvenience to the neighborhood and communities of Queen Anne and Uptown when there is already sufficient growth capacity in the current plan? These upzoning "remedies" are much worse than the growth challenges! 2
- The EIS dramatically underestimates the impacts to views, traffic, parking and other neighborhood characteristics. Due to the misguided decisions of previous City officials, huge portions of the City, in particular, the Queen Anne / Mercer traffic corridor suffer on a daily basis from tremendous traffic congestion. Nothing will materially alleviate congestion in the near future. But Upzoning will make this issue worse. Much worse. 3

Upzoning also negatively impacts views from the entire South Slope of Queen Anne, not just Kerry Park. Each evening locals and tourists celebrate the beauty of our City and the expansive

views of Puget Sound, Mt. Rainier and downtown. While tourists tend to stick to Kerry Park, neighbors are walking all over the hill, enjoying peek-a-boo views of the water, downtown and our iconic Space Needle. Upzoning threatens this experience for tourists and neighbors alike.

Upzoning will also put much more pressure on street parking than the EIS estimates. Uptown cars in search of free parking are already deposited on a nightly basis on the South Slope streets. This benefits no one, except the car prowlers. Upzoning will exasperate this issue.

4

We feel these upzoning choices threaten the character of our urban neighborhood.

- The upzoning proposals appear to be biased toward development. The EIS presents readers with options which appear to be designed with a pro-development outcome in mind. To an average citizen, the EIS presents three choices: no-action, modest upzoning and outrageous upzoning (140 ft. bldgs!). Given that neither the Uptown Development Framework nor the HALA advisory committee recommended the height alternatives of option 3, it would appear this option was intentionally inserted into the choice architecture as a decoy. Results driven survey design can be quite effective. In this case, citizens focus on option 2 - the pro development option which appears much more reasonable in light of the drastic changes in option 3. In reality, the City does not need to choose between these discrete options. It is unfortunate that an Environmental Impact Statement which purports to present objective, unbiased facts, would be based on this false trichotomy of choices.

5

We chose to live in Queen Anne because it retains a neighborhood quality. We know that growth will occur but if it does at the cost of the neighborhood character, we will all lose.

6

Thank you

Jeff and Emily Schrock
342 W. Kinnear Pl.

From: brian schwabe [<mailto:brianschwabe@live.com>]
Sent: Thursday, September 01, 2016 2:05 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Rezone of uptown (Queen Anne)

Jim,

As a long time homeowner and resident of Queen Anne, I am deeply concerned with the proposed rezoning of uptown. With all the money and time improving Mercer Street, the traffic has only gotten worse with backups now starting all the way to Elliott Ave.

Now, the city is proposing 8 story or 16 story buildings in Uptown. Who does the city work for, the developers or residents of Seattle? Clearly, the city employees who are paid by the tax payers but don't live here and do not have to endure the nightmare of Seattle traffic and finding parking in Seattle.

We residents are waiting for the right candidate to stand up to the developers and say enough is enough to how densely populated the city has become and will become with this new proposal of increased development. I hope the bunch of you that support the developers and their greed get voted out of office.

I know where my vote is going. I hope the mayor, city council and the rest of the city planners come to their senses before we are gridlocked forever in this city.

Regards,

Brian Schwabe
206-948-6909



August 31, 2016

Mr. Jim Holmes
City of Seattle – Office of Planning and Community Development
701 5th Avenue
Suite 2000
PO Box 34019
Seattle, WA 98124-4019

Dear Mr. Holmes:

RE: Uptown Rezone – EIS Comment

I work on Queen Anne and I have read the EIS for the Uptown Rezone, and I am writing in support of Alternative 2 "Mid Rise", because I believe that upzoning to a height of at least 85 feet is necessary and appropriate.

Here's why:

1. Increased height and density in the Uptown neighborhood would help implement:
 - the neighborhood's vision, developed after years of consultation with the community
 - the Queen Anne Neighborhood Plan
 - the City's Comprehensive Plan
 - the Urban Center designation which the City has established for Uptown.
2. A height of 85 feet is appropriate for this part of the East Roy corridor in terms of land use, and height, bulk and scale.
3. Increased height and density also helps our city provide more housing supply, particularly in areas close to the employment centers of South Lake Union and Downtown. And with the upzone comes the provision of new affordable housing through the HALA recommendations. In addition, more density supports transit use and the health of our local businesses.

In short, the proposed Alternative 2 Mid-Rise provides significant benefits to our city and its people without any significant unavoidable adverse impacts.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Travis See".

Travis See
travis@roadapparel.com

See Travis See @ mail.com

Amit Shah

5625 43rd Ave West,
Seattle, WA. 98199

August 26, 2016

Jim Holmes,
Senior Planner,
City of Seattle
700 5th Ave.
Suite 1900
Seattle, WA
98124-7088

Dear Mr. Holmes:

I am writing to express my total support for the **Queen Anne Alternative 2 "Mid-Rise"** in the EIS for the Uptown neighborhood.

The city has a need to increase height and density, and Uptown is long in coming and much needed to allow Seattle to provide sufficient housing during this unprecedented time of growth, and, quite importantly, to simultaneously increase the amount of affordable housing available to those less fortunate. And increased height and density will implement the neighborhood's vision, which you and the city developed after years of consultation with the community, as well the Queen Anne neighborhood and the City's comprehensive plan.

More specifically, a height increases to at least 85 feet east of 2nd Avenue West is appropriate for this part of the East Roy corridor in terms of land use, and height, bulk and scale. There are buildings currently grandfathered in and allowing the same conditions is only fair.

Lastly, the newer buildings in the neighborhood show us how good urban design can contribute to neighborhood identity and provide amenities. By encouraging new development, the proposed Alternative 2 (Mid-Rise) upzone will have a positive effect on neighborhood character.

The proximity to both jobs, transportation and mobility require that the greater good of the city Queen Anne is primed for the increase in density.

An upzone to at least 85 feet, and increased density that comes with it, will have very positive impacts on the city, its residents, and its housing options.

Very truly yours,

Amit Shah



August 23, 2016

Mr. Jim Holmes
City of Seattle
P.O. Box 34019
Seattle, WA 98124-4019



Re: Uptown Rezone – EIS Comment

Mr. Holmes:

I have read the EIS for the Uptown Rezone, and I am writing in support of Alternative 2 “Mid Rise”, because I believe that upzoning to a height of at least 85 feet is necessary and appropriate. Here’s why:

1. Increased height and density in the Uptown neighborhood would help implement:
 - the neighborhood’s vision, developed after years of consultation with the community
 - the Queen Anne Neighborhood Plan
 - the City’s Comprehensive Plan
 - the Urban Center designation which the City has established for Uptown.
2. A height of 85 feet is appropriate for this part of the East Roy corridor in terms of land use, and height, bulk and scale.
3. Increased height and density also helps our city provide more housing supply, particularly in areas close to the employment centers of South Lake Union and Downtown. And with the upzone comes the provision of new affordable housing through the HALA recommendations. In addition, more density supports transit use and the health of our local businesses.

In short, the proposed Alternative 2 Mid-Rise provides significant benefits to our city and its people without any significant unavoidable adverse impacts.

Sincerely yours,

ASHOK SHAH

ASHOK_Shah@comcast.net



August 21, 2016

Jim Holmes
City of Seattle
Office of Planning and Community Development
P.O. Box 34019
Seattle, WA 98124-4019

Re: Comment on Uptown Rezone EIS

Dear Mr. Holmes:

I am writing to voice my strong support for Alternative 2 Mid-Rise, as proposed in the EIS for the Uptown neighborhood.

I support increased height and density in Uptown because:

- (a) it will enable our city to provide adequate housing in the areas we most need it;
- (b) a height of at least 85 feet is appropriate for this part of the East Roy corridor (east of 2nd Avenue West) in terms of land use, height, bulk, and scale; and
- (c) the newer buildings in the Uptown neighborhood show us how good urban design can contribute to neighborhood identity and provide amenities. By encouraging new development, the proposed upzone will have a positive effect on neighborhood character.

Alternative 2 Mid-Rise is the best action for the City of Seattle to take to accomplish smart growth and affordable and accessible housing.

Sincerely,

Deena Shah



August 30, 2016

Mr. Jim Holmes
City of Seattle – Office of Planning and Community Development
701 5th Avenue
Suite 2000
PO Box 34019
Seattle, WA 98124-4019

Dear Mr. Holmes:

RE: Uptown Environmental Impact Statement

I am a resident of beautiful Queen Anne and I also work on Queen Anne.

This email concerns the draft Environmental Impact Statement for the Uptown Rezone. I write to fully endorse the for Alternative 2 "Mid-Rise".

I've studied the EIS carefully, and it's clear to me that increasing density and height to at least 85 feet in the Uptown neighborhood will have significant benefits, without any significant adverse impacts.

The benefits of increased height and density in Uptown will be:

- a. Increased housing supply in areas close to the employment centers of South Lake Union and Downtown.
- b. New affordable housing.
- c. Increased access to and use of mass transit and the health of local businesses.

Of the 3 alternatives in the EIS, Alternative 2 Mid-Rise is the one that best accomplishes these important goals without negatively impacting the city's residents and businesses.

Sincerely yours,

A handwritten signature in black ink that reads "Dilroza R. Shah".

Dilroza Shah
dilroza@comcast.net

August 22, 2016

Mr. Jim Holmes
City of Seattle – Office of Planning and Community Development
701 5th Avenue
Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Seattle Dept. of
Construction & Inspections
RECEIVED
AUG 23 2016

Re: Comment – EIS Uptown Rezone

Dear Mr. Holmes:

I am pleased to let you know that I totally support Alternative 2 “Mid-Rise” in the EIS for the Uptown neighborhood.

Increased height and density for Uptown is long in coming and much needed to allow Seattle to provide sufficient housing during this unprecedented time of growth, and, quite importantly, to simultaneously increase the amount of affordable housing available to those less fortunate. And increased height and density will implement the neighborhood’s vision, developed after years of consultation with the community, as well the Queen Anne neighborhood and the City’s comprehensive plan.

More specifically, a height increase to at least 85 feet east of 2nd Avenue West is appropriate for this part of the East Roy corridor in terms of land use, and height, bulk and scale. Lastly, the newer buildings in the neighborhood show us how good urban design can contribute to neighborhood identity and provide amenities. By encouraging new development, the proposed Alternative 2 (Mid-Rise) upzone will have a positive effect on neighborhood character.

All in all, an upzone to at least 85 feet, and increased density that comes with it, will have very positive impacts on the city, its residents, and its housing options.

Very truly yours,



INDUMATI A. SHAH

411 ashokshah@Gmail.com



August 30, 2016

Mr. Jim Holmes
City of Seattle – Office of Planning and Community Development
701 5th Avenue
Suite 2000
PO Box 34019
Seattle, WA 98124-4019

Dear Mr. Holmes:

I live and work on Queen Anne and I am pleased to let you know that I totally support Alternative 2 "Mid-Rise" in the EIS for the Uptown neighborhood.

Increased height and density for Uptown is long in coming and much needed to allow Seattle to provide sufficient housing during this unprecedented time of growth, and, quite importantly, to simultaneously increase the amount of affordable housing available to those less fortunate. And increased height and density will implement the neighborhood's vision, developed after years of consultation with the community, as well the Queen Anne neighborhood and the City's comprehensive plan.

More specifically, a height increase to at least 85 feet east of 2nd Avenue West is appropriate for this part of the East Roy corridor in terms of land use, and height, bulk and scale. Lastly, the newer buildings in the neighborhood show us how good urban design can contribute to neighborhood identity and provide amenities. By encouraging new development, the proposed Alternative 2 (Mid-Rise) upzone will have a positive effect on neighborhood character.

All in all, an upzone to at least 85 feet, and increased density that comes with it, will have very positive impacts on the city, its residents, and its housing options.

Very truly yours,

A handwritten signature in black ink that reads "Rahel Shah".

rockgangshah@gmail.com



August 30, 2016

Mr. Jim Holmes
City of Seattle – Office of Planning and Community Development
701 5th Avenue
Suite 2000
PO Box 34019
Seattle, WA 98124-4019

Dear Mr. Holmes:

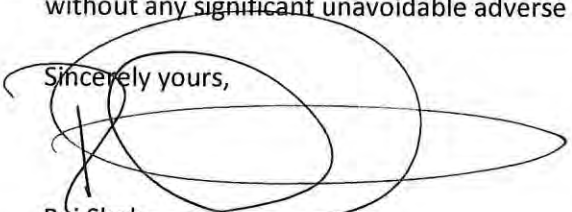
RE: Uptown Rezone – EIS Comment

I work on Queen Anne and I also have a residence on Queen Anne.
I have read the EIS for the Uptown Rezone, and I am writing in support of Alternative 2 "Mid Rise", because I believe that upzoning to a height of at least 85 feet is necessary and appropriate.
Here's why:

1. Increased height and density in the Uptown neighborhood would help implement:
 - the neighborhood's vision, developed after years of consultation with the community
 - the Queen Anne Neighborhood Plan
 - the City's Comprehensive Plan
 - the Urban Center designation which the City has established for Uptown.
2. A height of 85 feet is appropriate for this part of the East Roy corridor in terms of land use, and height, bulk and scale.
3. Increased height and density also helps our city provide more housing supply, particularly in areas close to the employment centers of South Lake Union and Downtown. And with the upzone comes the provision of new affordable housing through the HALA recommendations. In addition, more density supports transit use and the health of our local businesses.

In short, the proposed Alternative 2 Mid-Rise provides significant benefits to our city and its people without any significant unavoidable adverse impacts.

Sincerely yours,



Raj Shah
raj@shahsafari.com

From: Thomas W Shea [<mailto:thomsshea@gmail.com>]
Sent: Monday, August 08, 2016 3:55 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>
Subject: Uptown zoning

Your project:

<http://www.seattle.gov/dpd/cityplanning/completeprojectslist/uptown/whatwhy/default.htm>

A number of people in the neighborhood are keyed up about this zoning change and don't feel their voices will be heard - a number of them were at the Aug. 4th meeting.

1

Based on the Aug. 4th meeting, and other past projects the city has done in the neighborhood, people don't feel good about this change.

People in the neighborhood disagree with and don't quite understand a number of the outlined objectives and what they may really mean, or how they will be implemented - see red highlighted items below from the list on your web page:

2

Project Benefits

Objectives

- Foster leadership and collaboration between the community, City staff, and other local organizations
- Engage a broad constituency in the neighborhood, including traditionally underrepresented populations
- Assess opportunities for improving connectivity around Uptown
- Recommend opportunities for community improvements around ongoing planning and capital investment efforts in the area
- **Physical and cultural integration of Seattle Center with the surrounding neighborhood**
- Strategic organizing around business district health and development

As Uptown grows, we want to encourage:

- **Diversity in household type and affordability**
- Investment in the neighborhood
- Support for local business year-round
- Employment to bring people to the neighborhood during the day
- **Living and working without a car**
- A vibrant and safe public environment

What in the world is "physical and cultural integration of seattle center"?

3

Nobody discussing this that lives in lower queen anne wants the city poking their nose into household type and affordability.

This sounds an awful lot like integrating different incomes, and socio-economic classes where they wouldn't integrate on their own - if not prodded by the government's unwanted tinkering.

4

If the free market demanded living without a car, places geared for that would be developed on their own.

What can you tell us that assures us we are not being placated? Is the input in favor and against being tallied? Do we have access to this information? We feel should.

Thanks,
Tom S.

From: Seth Shearer [mailto:sethshearer@sethshearer.com]
Sent: Wednesday, August 31, 2016 7:04 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezone

Dear Mr. Holmes,

I thank you for the opportunity to weigh in on the proposed rezoning for Uptown. While I agree with doing what can be done to revitalize the neighborhood (i.e. supporting affordable housing and redefining an urban center with an eye for preserving historic detail), I find myself very nervous with some of the proposed changes for the neighborhood.

I do not feel that uptown should follow, in what may very well be, the misguided notion to build everywhere and anywhere possible that has consumed so much of the city. In a very short period of time many beautiful and historic neighborhoods in Seattle have been reduced to boxy under-designed apartments, condos and micro-studios; choking out the sky and destroying any integrity and charm the neighborhood possessed.

Soon the streets are pressed in on all sides and the sky obfuscated as multilevel high-rises replace period architecture. Fixtures of the community (it's cafes and restaurants and galleries) are pushed out due to increasing rents. The well-intentioned street level retail spaces become inundated with gyms, chain restaurants and corporate coffee shops. Even when measures are taken (often ridiculously to "preserve" architecture) the outer shell of the edifice is retained while the building is constructed of poorer materials and lackluster interior and exterior architecture.

At this time Uptown is one of the few areas you can still actually see the Space Needle, let alone Elliott Bay, mountains, or sky, when walking down the street. It's height zoning the only thing making what visibility there still is possible for the rest of the city. A major reason people live in Seattle is because it is a rare mix of urban coexisting with nature. Building in ways that destroy and ignore this relationship only harm what is such a huge draw for the city. Soon this coexistence that sets us apart will disappear, Seattle instead becoming another drab American prefab city with nothing to differentiate it from anywhere else.

The very soul of the city is being eroded in a desire to expand rather out proportion to the reality of its denizens. This building boom is in danger of creating far more residences than residents. As it is, a huge segment of the incoming population is electing to live outside of Seattle proper; simply because the cost of living is too high and the aesthetic and environmental benefits too low. I would hate to see the neighborhood irrevocably mar its appearance and very nature, only to become a ghost town of oddly built dorm style apartment buildings and midcentury modern knock off condominiums.

Perhaps, one burrow of the city can follow suit with so many other cities around the world and guide their expansion by retaining the aesthetic and historic elements that make the city great. In this way, Uptown could truly be the enclave of art and culture it aims to be.

It could also be a forerunner in attempting to actually address the transportation and parking infrastructure in an actual meaningful way first; rather than play a losing game of catch up like most of the city. Paving the way for a greater number of people to reside in a neighborhood with so many festivals, shows, exhibits and parades is fraught with traffic and parking problems.

Traffic is already at a standstill twice a day in the neighborhood and parking at a premium. In a city where it now often takes an extra half an hour to simply drive across town; adding even more residences and traffic to a congested area will not easily be resolved with a few parking structures and the hope that more people take the bus.

I too am all for affordable housing. I have, as of yet, seen very few new buildings in the city meet this requirement. I find myself rather skeptical and also nervous, as Uptown is actually one of the few bastions of "affordable" housing in Seattle. I would hate to see this disintegrate and have Uptown become yet another priced-out Seattle neighborhood that no one can nor wishes too live in or shop in. So many areas in the city that used to be teeming with art and culture and nightlife are now avoided and commercial establishments stand empty, casting a blighted eye onto a once vibrant street. This is because revitalizing a neighborhood often occurs to the detriment of the neighborhood rather than in accord with it.

As a resident of this beautiful neighborhood, I applaud anything to uplift its soul and culture. I support new solutions and innovations and join with my neighbors in welcoming new residents into the community. If changes are to be made, I very much wish them to be made in a way that supports Uptown's integrity and doesn't end up disenfranchising its residents or businesses. Build in accord with the history of the neighborhood, preserve the views of our natural as well as human wrought beauty, ensure that residences are actually affordable and further neighborhood congestion minimal, and restrict a wave of corporate take over in the business sector. In this way perhaps the neighborhood can grow to be a true jewel of the city, rather than another collection of malformed monoliths to be passed by on your way home.

Thank you,

Seth Shearer

sethshearer@sethshearer.com

Letter: Shigaki, Derek

From: dshigaki@comcast.net [<mailto:dshigaki@comcast.net>]

Sent: Sunday, August 28, 2016 9:32 AM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: DEIS - Uptown

Jim, it was recently brought to my attention the work you are leading with the potential rezoning of in the Urban Uptown Center.

My wife and I have lived in the Queen Anne community for over 10 years and for the most part, we have enjoyed our stay. While at times inconvenient, we have tried to adapt to the vast amount of construction and be supportive of community events. Even though these activities have directly impacted our lives. ie. the on and off again closure of Aurora to prepare for the new tunnel, the build out of the Mercer corridor, Bumper Shoot, Bite of Seattle etc. 1

In providing input to your Uptown study, I would like to voice my concerns and share negative support for Alternative 3. I cringe on thinking about living with another 2 decades of construction, temporary street closures and other associated inconveniences. I have read Section 3.6 in the D EIS which I believe does not fully state the short term (construction period) and longer term implications that are being suggested. I also question the projected increases in traffic projections in 2035. I believe there are other city locations that have more desirable logistical characteristics. 2 3

I will continue to monitor this work closely. As a citizen with the desire to be prudent with city and tax payer costs, my request is that Alternative 3 is stricken out of the final EIS. 4

Sincerely,

Derek Shigaki
Queen Anne Resident
206 650 0053

From: Nancy Silberg [<mailto:nsilberg@silberg.net>]
Sent: Thursday, August 04, 2016 4:07 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comments on draft EIS for Uptown rezone

Jim,

Attached are my comments on the draft EIS for the Uptown rezone. Please let me know if you have any questions. I look forward to the open house and public hearing tonight, as well as replies to all of the comments, including mine.

See you later tonight!

Nancy

From: Nancy Silberg [mailto:nsilberg@silberg.net]
Sent: Thursday, August 04, 2016 4:07 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comments on draft EIS for Uptown rezone

To: Jim Holmes, Senior Planner, Office of Planning and Community Development
From: Nancy Silberg
Re: Comments on Draft EIS for City of Seattle Uptown Urban Center Rezone
Date: August 4, 2016

Below are my initial comments on the draft EIS issued July 18, 2016 for the Draft Environmental Impact Statement for the city of Seattle Uptown Urban Center Rezone.

1. The draft EIS says Alternatives 2 and 3 include two Sound Transit stations (page 1.9). My understanding of ST3 on the ballot this November is the two Sound Transit stations are part of ST3 and are not dependent on the zoning in Uptown. Therefore, the same assumption should be used for all three alternatives. In other words, if you assume ST3 will pass, the two Sound Transit stations in Uptown should be assumed in all three alternatives. Conversely, if you assume ST3 will fail, the two Sound Transit stations in Uptown should not be included in any of the alternatives. 1
2. The draft EIS says, "...Alternative 3 High-Rise is expected to result in the lowest number of demolished units due to the higher zoned capacity, enabling expected growth to be accommodated on fewer parcels compared to Alternative 1 No-Action and Alternative 2 Mid-Rise (page 1.19)." I believe Alternative 3 High-Rise will likely be the most profitable if housing demand remains high, and therefore most attractive to developers. Therefore, more development would occur with Alternative 3, and the number of demolished units would likely be greater. I question the assumption used in the draft EIS. 2
3. The draft EIS states that with the incorporation of proposed mitigation, all alternatives would be consistent with the City's policies regarding protection of public views and shading of public parks and open spaces. "Thus, based on thresholds of significance and proposed mitigation, no significant unavoidable adverse impacts are identified (page 1.27)." Can you provide the details of the mitigation and describe how the Uptown would look after the mitigation? Is this with a full build out? 3
4. Exhibit 3.4-7 (page 3.99) lists viewpoint locations – various parks and protected street-level viewpoints. Why are only these parks listed? For example, why is Ward Springs Park at Ward Street and 4th Avenue North not included? 4
5. Chapter 3.4.2 contains descriptions and a number of exhibits that review the impact of the various alternatives from "Street-Level Views". The text on pages 3.116 and 3.117 and Exhibit 3.4-10 are examples of this. The text and exhibits describe the impact from five of the seven street viewpoint locations listed in Exhibit 3.4-7. Two locations are consistently omitted: 2nd Avenue North and Ward Street, and Queen Anne Avenue North and Valley Street. 5

Why is that? The impact from all of the Street-Level Locations should be discussed.

6. The draft EIS does not contain any discussion of the difference in the building and development cost between the various alternatives. For example, my understanding is that high-rise buildings are much more expensive to build and would command higher rents. I believe this has significant impact on the character of the neighborhood. Please add this type of information. 6
7. The draft EIS does not contain any information about the demand for various housing types. Could this be added? What is the impact of raising land values due to a zoning change if the demand does not materialize? Currently there are no high-rise buildings in Uptown. What if there is little or no demand for the higher cost of units in high-rise buildings and the land is not developed? This would impact neighborhood character. 7
8. The list of other proposed mitigation measures on page 3.173 includes, "Implement height limits or setbacks in portions of the study adjacent to lower-intensity zones, such as along the northern boundary." Does this apply to the Mercer-Roy corridor? What would the height limits and setbacks be? Where would they be applied? 8

I look forward to replies to my comments and questions. Thank you.

From: Nancy Silberg [<mailto:nsilberg@silberg.net>]
Sent: Wednesday, July 27, 2016 6:40 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Fwd: Ward Street rezone meeting July 27

Begin forwarded message:

From: Thomas Vaughan <tomva.wavepacket@gmail.com>
Date: July 27, 2016 at 8:59:41 AM PDT
To: Rick Hooper <rick.hooper2@gmail.com>, Kathleen Conroy <katconro@gmail.com>, anne.preston@comcast.net, Don Hopps <donhopps@forwashington.org>, Pam Piering <ppiering@comcast.net>, patriciamarshall1010@hotmail.com, Jon Rosen <jhr@jonrosenlaw.com>, Greg Richter <gregsan@q.com>, karenrobin@comcast.net, Bob Bean <karenrobert@comcast.net>, John Creighton <Jwcreighton3@yahoo.com>, Nancy Silberg <nsilberg@silberg.net>, sean@brookwil.com, battle.john@comcast.net, Jacqueline Borges <jackieborges1000@gmail.com>, Carolyn White <car2olyn31@gmail.com>, Susan Crane Lubetkin <lubetkin@uw.edu>, Jeff Lubetkin <jefflub@gmail.com>, Lea Sund <leasund@gmail.com>, bfaaland@u.washington.edu, Walters Gayle <gaylehendrick@hotmail.com>, Fumi Janssen <makifj@comcast.net>, TheJkh007 <jkhill007@gmail.com>, samchen1911@gmail.com, katrin.mucke@t-online.de, Maria Beck <maria.s.beck@gmail.com>, kim lukens <kim@jonesadvertising.com>, Paul Urla <sydneydreaming@comcast.net>, Tanya Khodr <tkhodr@kwlegal.org>, Marcus Kauffman <marcuskauffman1@gmail.com>, Morgan Gold <Morgangold13@yahoo.com>, "Adams, Tracy" <tadams@wini.com>, mani@congruentsoft.com, jannank@hotmail.com, jbarr@amazon.com, carmen@carmenbarr.com
Subject: Re: Ward Street rezone meeting July 27

Hello all-

I was wondering about the impacts of the rezoning proposals, so I built my own simulation of what the new building heights might look like:
<http://www.wavepacket.net/seattle/zoning-view.html>

You should be able to click on your house (on the street map) and see what the impact would be for each of the 3 proposals.

This isn't a perfect simulation, so I'm most interested in the model Jim will present tonight. But definitely take a look.

Based on my model, Proposal 3 (highest building heights) has significant impact to pretty much everyone in terms of Space Needle, downtown, and water views. Even Proposal 2 has some impact for most people.

Again, this is just my model, so we'll see what the city's model looks like.

Hope to see everyone tonight-

-Thomas

On Tue, Jul 19, 2016 at 2:12 PM Rick Hooper <rick.hooper2@gmail.com> wrote:
Our "rezone subcommittee" is inviting you to a meeting at our house (Rick Hooper/Nancy Silberg) on Wednesday night, July 27, at 7:00pm. Sorry for the short notice; it has taken awhile to get things arranged. The meeting is offered to provide background information related to upcoming meetings related to possible rezoning (EIS process now underway---August 4 meeting; legislation proposal review next November/December).
We talked about following up our meeting held a couple months ago with Jim Holmes from the City coming with his computer model showing potential building heights from various Ward Street vantage points. The model has been refined and Jim is coming next week prepared to show us various options visually.
Meanwhile, Maria Barrientos (Queen Anne neighbor and developer) has asked to come to seek our reaction to possible development options for the Teatro ZinZanni block between Mercer and Roy, 2nd and 3rd. Maria is partner in a team hoping to purchase the Opera's portion of the block, and is anxious to get our reactions.
So our meeting next week will include first Jim helping us understand better the impacts of building heights generally, and then Maria showing us what various alternatives look like on a specific site.
Admittedly this is a difficult time of year to attend meetings (prime summer timing), but all who can come are welcome. Other opportunities will be available to see what the City can show us over the next several months.

**PLEASE LET ME KNOW IF YOU HAVE
QUESTIONS.....**

From: Brent Silver [<mailto:brentksilver@gmail.com>]
Sent: Wednesday, August 31, 2016 3:10 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezone

Mr. Holmes,

Please count me among the vast majority of owners and renters on Queen Anne Hill who think Alternatives 2 and 3 are terrible ideas. The reasons are too numerous to list in full but here are a few.

- Existing affordable housing will be destroyed to make way for high-end condos.
- Traffic will go from very bad to horrible
- You will wall off Queen Anne from downtown. Ballard has been ruined due to developer dictated changes, please spare Queen Anne the same sad fate.
- The numbers in your report bear out that Alternative 1 offers the most bang for the buck regarding homes and jobs weighed against the downside of building 160FT yuppie towers.
- Windermere, John L Scott, etc. sold plenty of homes/condos with views as the major selling point. Your horrible idea will result in numerous lawsuits being filed.

The list goes on but you get the gist of it. NO 160FT TOWERS IN UPTOWN!!

Thank you,

Brent Silver

From: Marvin Sinderman [mailto:msinderman@hotmail.com]
Sent: Thursday, September 01, 2016 9:18 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: jessica spytek <jspytek@hotmail.com>
Subject: Comment on Proposed Building Height on Lower Queen Anne.

Mr Holmes,

I'm writing comment on the proposed building height limits which are being discussed for Lower Queen Anne.

I have a serious concern about setting the limits above a 4 story (40') structure.

1

Also, any building needs to provide some (50% to 67%) space for parking.

My main reason for concern is with the impacts on traffic and parking.

I know the City is moving away from requiring new buildings to provide parking spaces with the argument that parking spaces are expensive, raising the cost for rent or purchase and further exacerbating the housing affordability issue this City faces.

2

But there is also the whole question of livability in the City as well.

My concerns are not rooted in a NIMBY perspective.

I live on top of Queen Anne.

Our neighborhood is already becoming an island as it is nearly impossible to get off the hill.

3

Heaven help us in the event of a traffic disruption even as small as an accident - then we can't get off the hill.

To the north is Fremont which is already stuffed to the gills and there is new major construction from the bridge to Gas Works.

It now takes me on average 30 to 45 minutes to get to Dunn Lumber from my home at all times of the day and it can be almost an hour during the rush hour.

To the east is Aurora and then there is all of the new construction down by Dexter and South Lake Union.

Getting to Capitol Hill or the U District is an all day affair, er... nightmare.

To the west is 15th and Western.

Expedia traffic will be tough as most folks currently live on the east side and will be commuting since there is no easy way to get from downtown to the new Expedia campus and don't even start on taking the bus - a non starter.

In addition, the planned new large condo / apartment complex planned for NW corner of Dravis and 15th will only add to an already clogged mess as one of the only ways off of Queen Anne to the west.

And of course all of the traffic coming and going to Ballard.

And this leaves the south side of Queen Anne or lower QA as a last resort to get off the hill.

There is already Seattle Center and Mercer and impacts which will be caused when Burtha is complete (not an improvement) and ...

Increasing density will only make matters worse.

The focus needs to be on bringing a real transit solution to the inner city before we start to move more people into the area.

4

I grew up on Queen Anne and then left Seattle for 20 years, returning in 2010 and have witnessed the changes - some for the better but most not so much.

Please use your influence to limit the height of these new structures.

Four stories is enough.

In 10 years maybe more but not now.

5

Redevelopment is good and maximizes usability.

But just because we can is not enough reason why we should.

We don't want to lose the unique sense of what makes Queen Anne a wonderful place to live.

Thank you,
Marv Sinderman
206-708-6064

From: Kristin Bauer [<mailto:kristinbauer777@gmail.com>]

Sent: Friday, August 26, 2016 9:58 AM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Zoning

Dear Mr. Holmes,

Thank you for the opportunity to comment on the draft EIS (@ <http://bit.ly/2bm9Lr2>).

While we fully support greater density and more affordable housing, we strenuously object to the upzoning being considered. The proposals and draft EIS are deeply flawed:

- * The City doesn't need to upzone to accommodate the increased density – All the density scenarios can be accommodated within the current zoning (analysis @<http://bit.ly/2bGylC9>);
- * The City also doesn't need to upzone in order add affordable housing requirements – State law allows the City to add affordable housing requirements and keep the current zoning (WAC 365-196-870 (§2) @ <http://bit.ly/2bhUrqN>);
- * The upzoning alternatives being considered by the City far exceed the height increases the HALA advisory committee recommended to the Mayor and City Council – This excessive upzoning is not required by or called for under HALA (analysis @<http://bit.ly/2bOkzue>); and
- *The upzoning alternatives do not advance the priorities residents and the City established in the Uptown Urban Design Framework – In fact, at the margin, upzoning would seem to detract from them (analysis @ <http://bit.ly/2bPEhqU>).

We would all be much better served, if the City focused on mitigating the effects that certain much greater density will undoubtedly have on already bad traffic and parking congestion and tried to address the neighborhood needs (including more affordable housing!) outlined in the UDF priorities. Developers clearly do not need more incentives to develop in Uptown, as evidenced by all the current and recent projects in the neighborhood.

A copy of this letter is posted online (@ <http://bit.ly/2c8UPxq>) along with the detailed supporting analyses noted above.

Thank you,
Jeremy & Kristin Smith
275 West Roy St

From: Mike Smith [<mailto:mike.smith@gmail.com>]
Sent: Wednesday, August 31, 2016 7:06 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comments on Draft EIS for Uptown

Dear Mr Holmes,

I would like to advise you of my comments following review of the draft Uptown Environmental Impact Statement. I understand the deadline for this is September 1st, and quite frankly I'd be holding waiting for an amendment or restatement given the contents I reviewed. Not only is the document heavily biased, in my opinion, to a specific outcome skewed towards high rise construction, or at the very least more of a sales document supporting upzoning, but also there are various areas of omission that deeply trouble me.

1

To set context, I'm a Director at Amazon and heavily involved in reviewing some of the real estate plans at the company. I've also worked extensively at other companies in the Puget Sound, having been a resident here for over 20 years. Being involved in the "tech scene"

I've also been exposed to some of the house choices made in the Bay Area. Just so you don't set this correspondence in the bucket of 'another that doesn't want change', I see the aging infrastructure there and am a strong proponent of the more progressive approach we're taking in Seattle, with regards to light rail and the Alaskan Viaduct.

2

I think, rather than dwell on some of the key defects in the current draft, which I believe a number of the community have expressed to you in increasingly strident terms, I want to focus instead on some key structural problems.

Firstly, the draft focuses on Uptown and almost exclusively on view issues. It crucially doesn't consider how the volume of people and traffic introduced by the volume allowed by the high rise option will impact the area. Exhibit D is based on a flawed methodology and doesn't reflect even current reality. There are numerous examples from other neighborhoods, in WA and beyond, where real estate developers have lobbied and pushed for their benefit, namely in construction, while destroying the livability of an area through inadequate traffic consideration. Already we are challenged on the Mercer corridor each day, and the completion of stage 2 and stage 3 of Amazon's buildings downtown, as well as the influx from Google and Facebook, as well as Expedia into Interbay, will make transit into the area untenable. Even a small case of gridlock around Mercer and Westlake can cause backups up 5th through to Valley and Ward - the system cannot sustain this huge increase in load.

3

Next, no consideration seems to have been given to the increased number of cars in the neighborhood from the perspective of parking.

The South hill is an old neighborhood with many houses without garages, as you will have the data for. It's already challenging in the morning with many of the on street parking occupied due to the lack of free parking in Uptown. The report only considers paid parking as a proxy for free parking, which doesn't correlate.

4

Finally, the draft doesn't consider any viable alternatives. I'm actually incredulous that there's no consideration at increasing the zoning to 65ft in the area just south of the proposed planning region. That approach would seem to be much better aligned to preserving the character of existing neighborhoods and be more in keeping with the existing infrastructure supporting those areas.

5

I have more issues but I'll leave them for more extensive discussions should this initial appeal not cause a significant course correction from the current draft.

6

I look forward to hearing from you in this matter.

Yours

Michael Smith
365 Prospect St
Seattle
WA 98109

From: Jeff Sprung [mailto:JeffS@hbsslaw.com] **Letter: Sprung, Jeff**
Sent: Thursday, September 01, 2016 9:03 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown EIS

Mr. Holmes:

I ask that you carefully consider the attached comments of Alec and Cathy Ramsay. I applaud efforts to increase density and affordable housing. However, the zoning heights being proposed are unnecessarily high and out of human scale, some of the drawings don't accurately depict the view blockages, the traffic studies don't show traffic impacts for all Queen Anne residents, parking impacts are not properly addressed, not enough of the view impact is studied, the high heights proposed are inconsistent with a desire for more pedestrians because of scale issues, the height proposals are not consistent with the Queen Anne Neighborhood Plan, the upzoning gives developers space with nothing in return, there has not been adequate public input into the process, getting a transit stop is not dependent on getting the area upzoned, and the upzoning hurts smaller, unique businesses.

Thank you for your consideration. Jeff Sprung

Jeff Sprung | Partner
Hagens Berman Sobol Shapiro LLP
1918 Eighth Ave Suite 3300 - Seattle, WA 98101
Direct: (206) 268-9329
JeffS@hbsslaw.com | www.hbsslaw.com | [HBSS Blog](#)



Named to [2015 Plaintiff's Hot List](#) by *The National Law Journal*



Uptown Rezone DRAFT EIS – Summary Comments

August 25, 2016

Dear Mr. Holmes,

Thank you for the opportunity to comment on the draft EIS (@ <http://bit.ly/2bm9Lr2>).

While we fully support greater density and more affordable housing, we strenuously object to the upzoning being considered. The proposals and draft EIS are deeply flawed:

- The City doesn't need to upzone to accommodate the increased density – All the density scenarios can be accommodated within the current zoning (analysis @ <http://bit.ly/2bGylC9>);
- The City also doesn't need to upzone in order add affordable housing requirements – State law allows the City to add affordable housing requirements and keep the current zoning (WAC 365-196-870 (§2) @ <http://bit.ly/2bhUrqn>);
- The upzoning alternatives being considered by the City far exceed the height increases the HALA advisory committee recommended to the Mayor and City Council – This excessive upzoning is not required by or called for under HALA (analysis @ <http://bit.ly/2bOkzue>); and
- The upzoning alternatives do not advance the priorities residents and the City established in the Uptown Urban Design Framework – In fact, at the margin, upzoning would seem to detract from them (analysis @ <http://bit.ly/2bPEhqU>).

We would be much better served, if the City focused on mitigating the effects that much greater density will have on already bad traffic and parking congestion and tried to address the neighborhood needs (including more affordable housing!) outlined in the UDF priorities. Developers clearly do not need more incentives to develop in Uptown, as evidenced by all the current and recent projects in the neighborhood.

A copy of this letter is posted online (@ <http://bit.ly/2c8UPxq>) along with the detailed supporting analyses noted above.

Thank you,

Alec & Cathy Ramsay
917 3rd AVE W

P.S. Neighbors – Please Reply All/Forward to Jim Holmes (Jim.Holmes@seattle.gov) and endorse the comments you agree with. Please forward this to other neighbors so they can too. Comments are due by September 1st. Thanks!

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A copy of this letter is posted online (@ <http://bit.ly/2c8UPxq>) along with the detailed supporting analyses noted above.

Thank you,

Alec & Cathy Ramsay
917 3rd AVE W

P.S. Neighbors – Please Reply All/Forward to Jim Holmes (Jim.Holmes@seattle.gov) and endorse the comments you agree with. Please forward this to other neighbors so they can too. Comments are due by September 1st. Thanks!

From: Dixie Stark [mailto:dixie@dixiestark.com]
Sent: Thursday, September 01, 2016 9:16 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Zoning

Mr. Holmes,

I moved to the PNW 18 years ago. I fell in love with the area and have stayed. Part of the reason I fell in love with the area was the charm, the enormous views, the people, and the culture. I feel so fortunate to have discovered this great city. Although, I live in the south end, I frequent the area for all sorts of reasons ranging from theatre, food, friends, and work. It is quite a pleasure!

As you can imagine, I have seen so many changes and growth over the past 18 years and I do embrace the growth and change on so many levels, however, I do feel a need to maintain some of the charm that drew me here in the first place. The Queen Anne and Uptown neighborhoods are being challenged and I want you to know that as a citizen that does not live in this part of town, I am still very much troubled by the proposed rezoning that would allow structures to impact the view and compromise the charm while creating even more congestion in the area. The current zoning, as I understand it, is in the better interest of the Queen Anne and Uptown neighborhoods at this time.

Please consider keeping this area a walkable and livable neighborhood for its residents and a destination for others in the area like me!

Sincerely,
Dixie Stark

Dixie Stark

Dixie Stark Interiors
1412 South Henderson Street
Seattle, Washington 98108

(206) 227-8726
www.dixiestark.com

From: Barbara Steinhauser [mailto:bs1943@gmail.com]
Sent: Thursday, September 01, 2016 10:52 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Rezoning of Lower Queen Anne

Mr. Holmes:

I have lived on Queen Anne hill for the past 35+ years. The whole time I have lived in Seattle has been on Queen Anne and I am shocked at what is happening. Queen Anne Avenue does not even look remotely like the avenue when we moved here in the fall of 1982. I understand progress but you have taken away all of the neighborhood charm with the permits allowed in the rebuilding of the upper Queen Avenue core. Because of the cost, we have many empty storefronts along the Avenue.

Now there is talk of rezoning upper Queen Anne from single house to multi-family units. I know that most neighborhoods are being threatened with these rezones and everyone is fighting it. It not only takes away the quality of life for those of us who live on the hill but creates parking and traffic problems beyond belief.

I have just heard about the rezoning on lower Queen Anne to allow for buildings as high as 16 stories. Hasn't the destruction of the Lake Union area made any kind of impression on the people running city government? Unless I leave the house at 6:30 a.m. to go to work on Capitol Hill, I might as well plan on being on Mercer street from Taylor Ave for at least 25 minutes. Now you want to add more building with no parking and more traffic in the lower Queen Anne area.

The long gone "Mercer Mess" was a delight compared to what we on Queen Anne now have to endure to get anywhere unless it is the middle of the night! We have Amazon with all of its employees wandering across streets, we have the Gates Foundation with people lining up with cars going east on Mercer at 2 - 3 p.m. everyday, and we have the Expedia campus ready to cause even more traffic.

What are you all thinking. City Hall needs to take a common sense approach to all this growth and our mayor needs a reality check. Take a deep breath and slow down. I cannot look out from my deck without seeing double digit numbers of cranes.

I really hope that someone is listening to long-time residents of Seattle and protect our city from money hungry developers.

Thank you,
Barbara Steinhauser

From: paula stokes [mailto:paula_stokes@hotmail.com]
Sent: Monday, August 29, 2016 2:41 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezone DRAFT EIS- comments

August 29, 2016

Dear Mr. Holmes,

Thank you for the opportunity to comment on the draft EIS (@ <http://bit.ly/2bm9Lr2>).

While I fully support greater density and more affordable housing, I strenuously object to the upzoning being considered.

The proposals and draft EIS are deeply flawed:

- The City doesn't need to upzone to accommodate the increased density – All the density scenarios can be accommodated within the current zoning (analysis @ <http://bit.ly/2bGylC9>);
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We would be much better served, if the City focused on mitigating the effects that much greater density will have on already bad traffic and parking congestion and tried to address the neighborhood needs (including more affordable housing) outlined in the UDF priorities.

Developers clearly do not need more incentives to develop in Uptown, as evidenced by all the current and recent projects in the neighborhood.

Thank you,

Paula Stokes, 1125 8th Ave West

From: STRANDER JOHN [mailto:jstrander@msn.com]
Sent: Thursday, July 21, 2016 12:58 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Draft EIS for Uptown Urban Center Rezone

Letter: Strander, John

Mr. Holmes,

Can I obtain a hard copy of the Draft Environmental Impact Statement for the Uptown Urban Center Rezone? On the website, it is too big for my printer to print.

In case this e-mail does not contain my return e-mail address, it is jstrander@msn.com.

Thanks.

- John Strander, daytime phone (206) 283-2236

From: David C Streatfield [mailto:buzz@u.washington.edu]
Sent: Friday, September 16, 2016 7:32 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Draft EIS for Uptown

Mr. Jim Holmes, Senior Planner
City of Seattle Office of Planning and Community Development

16 September 2016

Dear Mr. Holmes,

I write to express considerable concern about the Draft EIS prepared for the consideration of a proposed re-zoning of the Uptown area of Queen Anne. Unfortunately other commitments have prevented me from being able to spend the necessary time to give a close review of this document. Nevertheless I wish to convey to you a number of concerns I have about the adequacy of this document. 1

I accept the need for increased development and the availability of affordable housing. However, I believe that these laudable goals can be achieved within the constraints of the existing zoning. The draft EIS gives no consideration to this possibility but appears to be driven by a strong desire to maximize development in this area. In so doing it almost certainly makes any increase of affordable housing less likely, since what is discussed in the EIS would involve the disappearance of existing affordable housing. 2

The Draft EIS appears to have been developed without any consideration of the considerable work performed by this community in developing the Urban Design Framework, a clear statement of community preferences. This document identifies the following issues: 3

- Open Space
- Parking
- Intermodal Transportation
- Views
- Historic Preservation

These are all critical issues deserving of greater analysis. Apart from the Seattle Center there is woefully little open space in this neighborhood. Parking is already a serious issue that under the scenarios presented will undoubtedly become worse. The assumption is made that in the future there will be a significant increase in the use of bicycles. This ignores the fact that many older citizens will from necessity rather than choice still need to drive and park their vehicles. Traffic is already a very serious problem in this and the adjoining neighborhood areas. The recent traffic re-arrangements of Mercer Street have made traffic far more congested and all new development will simply exacerbate this problem. Traffic on Denny Way is often clogged. The discussion of view issues seems to be limited to a consideration of what can be seen from Kerry Park, rather than providing any analysis of the views enjoyed by residents from the entirety of the South Queen Anne slope. The discussion of issues of historic preservation is virtually non-existent. 4

Collectively discussion of these issues raises broader omissions in the draft EIS, namely

adequate consideration of neighborhood character and the impact of up-zoning on upper Queen Anne and South Lake Union. As a long time resident of the west side of Queen Anne I can attest to the significant increase in recent years of additional street parking by non-residents on streets at the top of Queen Anne. Any up-zone of Uptown will most certainly have a similar effect on parking on the streets on Queen Anne's south slope.

5

I will conclude by endorsing the letters written to you by Irving Bertram and Alex and Cathy Ramsey.

Sincerely yours,

David C. Streatfield

2409 11th Avenue West
Seattle WA, 98119

From: Scott Strickland [<mailto:sstrickl@bbseattle.com>]
Sent: Monday, August 29, 2016 2:49 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Maria Strickland <scottmariastrickland@msn.com>
Subject: City of Seattle-Comprehensive Plan-Queen Anne Upzone

Mr. Holmes,

Please allow this email to document our opposition to the proposed upzone zoning changes allowing increased building height on Queen Anne Hill.

1. We first oppose your attempt to segregate Queen Anne Hill neighborhood by splitting off the lower South slope of our neighborhood. This looks to us like what was done to Columbia when Panama was split off to justify building the Panama Canal and creating a new country. You can't have it both ways and call this neighborhood Uptown which supports the increased height and then disband and eliminate the neighborhood councils? What are you collectively thinking? This was your attempt from the first introductory meeting. 1
2. You have attempted to divide and conquer our hill when you try to split off "uptown". You are changing the complexion of our neighborhood. You have attempted to segregate any single family input which is the preponderance of the residents of the neighborhood to isolate the few remaining single family constituents who may oppose the wholesale increase in building height limits. You are de factor favoring developers interests, those that are not in our neighborhood, many times not even in our country over the interests of the constituency who you purport to represent. 2
3. The voice that you have carefully groomed and selected "Uptown Alliance" to opine on the new zoning is certainly not representative of our Queen Anne neighborhood. "Uptown Alliance" does not represent us, they are self-selected from the development ranks of members that have short tenure or residency on QA. Even you have now decided to make the neighborhood bodies unofficial by withdrawing their official sanctions. 3
4. Sorry we can't stomach your proposed building increased density no matter how you try to sale this as some sort of state mandated obligation you are under to cram more people into the urban zone. Why don't you close some more of our schools, build some TV towers or perhaps another grain terminal while you're at it. 4
5. Probably the biggest single hurdle in your QA up-zone attempt other than long 35 year residents like us is the fact that someone back in the 1960's decided for another spot up-zone and built a national historic landmark-The Space Needle. Your attempts at increasing density and building heights will obscure protected public views from this local landmark. You think you can get away with this without enough opposition to fight it. You are wrong. 5
6. We need more open space not higher buildings creating man made canyons. More people deserve Seattle Commons, Seattle Center type and parks and more schools. I see nothing here to help foster a better city, only a new means of profit for developers, landlords and city tax roles. We need to help the families especially the children and elderly. 6

Please maintain the status quo alternative and not increase building heights on Queen Anne.

Scott Strickland
414 W. Galer
Seattle, WA 98119

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From: Lea Sund [mailto:leasund@gmail.com]
Sent: Friday, September 16, 2016 4:46 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezoning Comments

Mr. Holmes,

Thank you for extending the comment period for the rezoning of Urban Uptown Center. We had several houseguests and an unexpected family death, so I personally appreciate the extended time to express my thoughts.

- The Space Needle is the iconic image of Seattle. Whether included in a skyline outline on a Starbucks mug, backdrop for Fraiser, a late night talk show, a live CNN broadcast from Kerry Park or Seahawks home game broadcasts, the world knows where the Space Needle is located. In a broader view, a person can say that about the Arc de Triumph, Big Ben, Eiffel Tower and Brandenburg Gate. When those images are seen, a person is taken to Paris, London or Berlin. It is wonderful to see those places in person within the city center or locations through the city.

1

How is that possible? There are height restrictions.

Presently, we can see the Space Needle from I-5, 99, Puget Sound, Volunteer Park and West Seattle.

The Space Needle is a tourist landmark. As I drove home this morning, I saw two tourists on the corner of 5th and Mercer outside QFC, phones out, aimed at the Space Needle. The second and third

rezoning plans would definitely limit it's visibility and that would be a travesty for Seattle now and future generations.

- It seems the city planners are not considering traffic. I find it difficult to comprehend traffic is not a consideration. It has been reported, there is little improvement in local transportation with the addition of the RapidRide to the bus system. Buses are the only mass transportation to serve the Uptown area. At this point, people still have cars. Eastbound Mercer has become more crowded almost any time of the work day. I see the completed exits for the tunnel and I shudder to think what that will add to Mercer. Mercer can not handle today's traffic without the addition of the tunnel or increased housing created by the rezoning plans.
- Finally, the Seattle Center has been an open space for Seattle. This space is being used for big events on holiday weekend, ethnic festivals, museums, race and parade starts and a center for performing arts. It is an open space for people to gather. City planners in recent years have changed height restrictions and many large developments have resulted in urban canyons. These canyons are found in South Lake Union, Ballard and now 6th Avenue between Westlake and Denny. The new height rezoning will continue that trend in Uptown.

2

3

Can we continue to maintain the open space around the Seattle Center for almost one this of the

history of Seattle itself? Will current city planners leave a canyon legacy that is honored as the designs of the Olmsted's after 100 years? I am skeptical on both counts. I realize developers and the city use rezoning to justify a supply of low income housing, This plan has been in effect for several years-is that working? Are city planners proud of these canyons of the "new Seattle"?

Thank you for your time and consideration.

Lea Sund

224 Ward St

Seattle, WA 98109

From: Jamie Swedler [mailto:jswedler@gmail.com]
Sent: Wednesday, August 31, 2016 6:03 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Lower Queen Anne upzone

Jim,

I am writing in support of the "High Rise" alternative for the Lower Queen Anne upzone. As the region grows, it is important to increase density close to the downtown core to provide more residents options for minimal commute distances.

Seeing that if ST3 passes, grade-separated transit in Uptown is nearly two decades away, I believe that SDOT must step up to provide transit priority infrastructure in concert with this upzone to allow (and even encourage) the new residents to live a car-free lifestyle in the face of this city's ever-increasing SOV traffic.

Sincerely,
~James Swedler
East Queen Anne Homeowner

From: Wood, Evelyn [<mailto:Evelyn.Wood@kingcounty.gov>] **On Behalf Of** Taniguchi, Harold
Sent: Tuesday, August 30, 2016 11:15 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Gannon, Rob <Rob.Gannon@kingcounty.gov>; Obeso, Victor <Victor.Obeso@kingcounty.gov>; Lovell, Briana <Briana.Lovell@kingcounty.gov>; Heffernan, Peter <Peter.Heffernan@kingcounty.gov>
Subject: Uptown Urban Center Rezone SEPA EIS Review

Attached is King County Department of Transportation's comment letter regarding the State Environmental Policy Act Environmental Impact Statement on the Uptown Urban Center Rezone.

Evelyn Wood
Assistant to Harold S. Taniguchi, Director
Department of Transportation
206-477-3811



King County

Department of Transportation

Harold S. Taniguchi, *Director*

KSC-TR-0815

201 South Jackson Street

Seattle, WA 98104-3856

206.477.3800 TTY Relay: 711

www.kingcounty.gov/kcdot

August 30, 2016

Sam Assefa, Director

Office of Planning and Community Development

c/o Jim Holmes, Senior Planner

P.O. Box 34019

Seattle, WA, 98124-4001

Dear Mr. Assefa:

Thank you for the opportunity to review the State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS) on the Uptown Urban Center Rezone. We are supportive of the Uptown Urban Center Rezone, and we look forward to the selection of features that have the highest potential to improve transit speed, reliability and attractiveness. Metro strongly supports increasing the transit connectivity of the street grid in the study area, particularly through the Seattle Center area. 1

We appreciate your including the METRO CONNECTS service network in the EIS. The final METRO CONNECTS plan has been transmitted to the King County Council and is available at <http://www.kcmetrovision.org> (includes routing changes). It is important that planned and proposed transit investments in the study area are considered as key decision factors in selecting a preferred scenario. 2

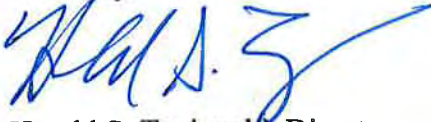
Metro is very interested in a high degree of transit priority connecting east-west between the Seattle Center area and Capitol Hill. This corridor has very high ridership today and connects three urban centers. After the SR-99 deep bore tunnel opens and Harrison Street is reconnected across Aurora Avenue North, new crosstown service may use Harrison Street between 5th and Fairview avenues. A new pair of E Line stations is also planned to be established at Harrison Street. If the currently proposed transit investments are made, which includes expanded Metro service, planned HCT stations and two new RapidRide E Line stations, a “no-action” scenario would dramatically reduce the potential benefit of these regional investments. 3

Metro supports converting the Queen Anne/1st one-way couplet to two-way arterials and focusing transit service on Queen Anne Avenue North with in-lane stops and other transit priority features. The conversion to two-way arterials will require changes to the electric trolley bus infrastructure in this area. With the change to the trolley bus infrastructure, Queen Anne service would be more direct and would make fewer turns in the Uptown area and the roadway conversion would also insulate transit service from event traffic on 1st Avenue North, improving transit speed and reliability. 4

Metro would ask that the EIS consider evaluation measures that better capture impacts to transportation, including measures of expected person throughput and potential throughput. 5

Transit services and facilities will be a major factor in future street character and neighborhood design, and we look forward to working with you during development of the Final EIS and as the City's vision for the Uptown Urban Center unfolds. Briana Lovell in Metro's Strategy and Performance Section will continue to be Metro's lead planner for this area. However, for general communications, please contact Peter Heffernan, Intergovernmental Relations, at peter.heffernan@kingcounty.gov or by phone at 206-477-3814. 6

Sincerely,



Harold S. Taniguchi, Director
King County Department of Transportation

cc: Rob Gannon, Interim General Manager, Metro Transit Division, King County
Department of Transportation (KCDOT)
Victor Obeso, Deputy General Manager, Metro Transit Division, KCDOT
Briana Lovell, Transportation Planner III, Metro Transit Division, KCDOT
Peter Heffernan, Intergovernmental Relations Administrator, KCDOT

From: Liza D. Taylor [mailto:lizata@yahoo.com]
Sent: Thursday, September 01, 2016 9:35 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Draft EIS comment

Dear Mr. Holmes,

I am a long time Queen Anne and have read the Draft EIS. It appears the decision is already made and mid-rise will most likely be the winner as developers always seem to get their way and this would be a way out for some to say "at least it wasn't the high rise option". 1

I have issues of concern to our family: lack of infrastructure and sensibility of reasonable-income housing in an area like Uptown. About infrastructure, Uptown is at the very fringe of tolerability when it comes to traffic. The fact that a cool website like www.mercermess.com exists - and in fact is **necessary** to reference before trying to get around Uptown - should tell you something. Even in the current zoning climate, the one-time 7-11 at the corner of Valley St and 5th Ave N is now slated to become a 66 story building with NO parking provides. There were ZERO public meetings to discuss this. 2

Given the current traffic conditions in the area, the idea of changing zoning to allow mid-rise or highrise buildings really is a terrible idea unless there is some change to infrastructure first. I am completely serious when I say it has taken me an hour to go from Prospect street to Mercer (and that is with NO street closures or events, just random traffic). If there is an event at the Center, it has taken me an hour from Prospect to reach Queen Anne Avenue and another 45min. to reach Denny. After sitting in traffic for 2 hours to reach I5, you learn pretty quickly that local infrastructure has not kept in line with the density. I often think in an emergency there would be no way out, and no emergency crews could get in. This really becomes more than just a parking issue, it becomes a public hazard.

When in context of "Seattle 2035 Draft Comprehensive Plan", I'd have to say that given what we know now, having an area like Uptown be designated an 'urban center' is/was a bad decision. Again, the traffic is terrible, it's nowhere near any current or future planned light rail and this area has some of the most premium real estate in Seattle: The Space Needle, EMP, Gates Foundation, Seattle Center etc etc. - WHY would you build high-rise housing there? As someone who rented for many years in Seattle I can tell you I would never expect to be able to rent (much less rent low income housing) in the most premium location in Seattle with lousy public transit options. Isn't the point of affordable housing was to help people who need affordable housing? Any housing built in Uptown/Queen Anne under the guise of affordable housing will not be affordable; I can absolutely guarantee that. 3

So perhaps it's clear that my suggestion is to go for option 1: no change. I'd prefer Seattle to retain its Seattle-ness, not become an urban sprawl nightmare like New York City with endless high-rises of zero charm, character or appeal. And further I wish we'd build affordable housing NEAR good transit options like our awesome light-rail. 4

Thank you for your time and consideration,
Liza Taylor
323 Prospect St.
Seattle WA 98109

From: Mark D. Taylor [mailto:markta@hotmail.com]
Sent: Wednesday, August 31, 2016 10:42 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Draft EIS comment

Dear Mr. Holmes,

I'm a Queen Anne Resident.

I looked over the Uptown Draft EIS. (458 pages in an online document? I suggest links and callouts in future documents, unless the point really is to obfuscate the important points.)

1

Anyway, check it out: I'm clairvoyant! Ultimately of the 3 Uptown options in the EIS, ('no action', 'mid-rise', and 'high-rise'), the winner will be Mid-Rise! This is because, as always seems to happen, developers will get their way and the third 'high-rise' option was really only created so Uptown and Queen Anne residents will be able to say, "Well at least it wasn't the 'High-Rise' option!"

2

I have two main issues of concern to our family: lack of infrastructure and sensibility of reasonable-income housing in an area like Uptown.

3

About infrastructure, Uptown is at the very fringe of tolerability when it comes to traffic. The fact that a cool website like www.mercermess.com exists - and in fact is **necessary** to reference before trying to get around Uptown - should tell you something. Even in the current zoning climate, the one-time 7-11 at the corner of Valley St and 5th Ave N - right in the heart of Uptown - is now slated to become a 66-unit housing complex with NO PARKING PROVIDED. Further, there were ZERO public meetings to discuss this absolutely nutty development. It's stuff like this that makes longtime Seattle residents think that developers always get their way regardless of public comment from simple folk like me.

4

Given the current traffic situation in Uptown, the idea of changing the zoning to allow midrise or highrise buildings here is a really terrible idea unless there is some incredibly huge change to the Mercer/I-5/5th Ave/Taylor area. I'm completely serious when I say that at times it has taken us an hour to go the 5 blocks on Mercer to get to I-5.

5

Second, with regard to infrastructure - I found the school analysis (section 3.9.3) to be flawed. John Hay Elementary is already massively overcrowded - there are 'portables' taking over the playground and a few classes actually take place in the hallways due to lack of room. Further, Coe Elementary another Queen Anne elementary school is absurdly over capacity - Coe had to get rid of its pre-K program due to its need for classroom space. There's no teacher-space, nor an art room; all these have had to be converted to classrooms. I mention Coe Elementary because changes to John Hay's capacity cause a trickle down overcrowding to other schools as well. [this year, one 5th grade math class at Coe has 42 students - that's not a typo - 42!]. Queen Anne has its own zoning and developer problems: see the Toll Bros. [over-]development of the onetime Seattle Children's Home. The bottom line is that SPS is frankly not prepared for either the mid-rise nor high-rise option; the school analysis section in the Draft EIS is frankly a cursory and weak one.

6

Finally - when viewed in the context of the "Seattle 2035 Draft Comprehensive Plan" (Hey cool! your office wrote this document too!), I'd have to say that given what we know now, having an area like Uptown be designated an 'urban center' is/was a bad decision. Again, the traffic is terrible, it's nowhere near any current or future planned light rail and this area has some of the most premium real estate in Seattle: The Space Needle, EMP, Gates Foundation, Seattle Center etc etc. - WHY would you build high-rise housing there? As someone who rented for many years in Seattle I can tell you I would never expect to be able to rent (much less rent low income housing) in the most premium location in Seattle with lousy public transit options. Isn't the point of affordable housing was to help people who need affordable housing? Any housing built in Uptown/Queen Anne under the guise of affordable housing will not be affordable; I can absolutely guarantee that. 7

So perhaps it's clear that my suggestion is to go for option 1: no change. I'd prefer Seattle to retain its Seattle-ness, not become an urban sprawl nightmare like New York City with endless high-rises of zero charm, character or appeal. And further I wish we'd build affordable housing NEAR good transit options like our awesome light-rail. 8

thank you for your time and consideration,
Mark Taylor
323 Prospect St.
Seattle WA 98109

Letter: Terry, Linda

From: Linda Terry [mailto:lindaterry206@yahoo.com]
Sent: Wednesday, August 03, 2016 6:16 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: 16 story buildings in Seattle

Personally I do not want 16 story buildings in Seattle. I feel this is an extremely bad idea for many reasons. We do after all live in a very dangerous earthquake zone and I don't care what they say about constructing buildings that can withstand earthquakes. That's what they said in Mexico and that's what they certainly said in Japan. I remember when the buildings in Mexico crumbled and the Japanese laughed and said it could never happen to us because we are not stupid Mexicans we are genius type Japanese. Whoops!

Also having 16 story buildings will mean that the sky will be blocked out. This is one of the ways that people go crazy. It's bad enough that we're living on top of each other and think it's a good idea to have a couple hundred thousand more people in this place. It's important for people to be able to see something besides buildings and the Internet. Views will be blocked out. Actually lowering people's property value well as their sanity.

This is not New York City and never will be think God I hope. The reason Seattle was a lovely town is because you could see water and mountains in so many different spots. It was unique in that way. Now every neighborhood looks the same just full of the same apartment buildings. Small business has been stamped out. Sure a lot of these buildings have space on the first floor for retail. Unfortunately though they're much more expensive than the retail space that was torn down on the same spot. These old buildings gave each neighborhood it's own character and now all of that is being destroyed. I find it so sad, as someone who has lived here for 66 years and my parents and grandparents lived here before me. Seattle has been destroyed.

Here's my take on affordable housing. I've gone to these apartment buildings and talk to them about their affordable housing unit they have. \$15-\$1800 a month? If you made The minimum wage you wouldn't have enough for rent, so how is that affordable? They are studios so you can have a roommate to share the costs. All the old houses that students or the minimum-wage workers could share are gone.

Recent history tells us that what goes up has to come down. One day another city will be the tech capital and we will have lots of empty buildings. So much of our green space and trees have been destroyed, the things that give us life and air to breathe. It's very sad to me.

Absolutely no to 16 story buildings in uptown.

Sincerely, Linda Terry

[Sent from Yahoo Mail for iPhone](#)

From: Penny thackeray [<mailto:thackeray.penny@gmail.com>]
Sent: Wednesday, August 31, 2016 3:48 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: jschrock@gmail.com; Luann Bertram <LuannBertram@comcast.net>; mick thackeray Thackeray <michaelthackeray@aol.com>; Shelley Dahl <shelleymdahl@gmail.com>
Subject: Uptown EIS

Dear Mr Holmes,

Please consider these thoughts as you move ahead with your plans to make zoning changes. I have lived on Q A Hill for 25 years and although one would expect to see change, the changes we have seen are drastic and not for the better. The glimpse and park views of our beautiful city are being whittled away: they brought in tourists as well as making the daily drudge of getting on and off the Hill more pleasant for the residents. The sunny slopes are now mostly overshadowed by tall buildings. Our village feel is being weakened as local boutique merchants struggle to make a living when they have to largely depend on foot traffic....nobody in their right minds would drive over here hoping to find a parking space....and they have to clean up trash every day from the curbs and sidewalks in front of their businesses when trash cans spill over. Sometimes we feel more like rats in a hill-shaped cage. Okay, so you have heard all this before? But if you were to just live for one week on our Hill you would realise this is not just trivial complaining. We have spent up to 2 hours trying to get off the Hill in evening rush hour, even using the buses, and we now often feel we live on a desert island, out of contact with the rest of Seattle. We pinned our hopes on the Mercer re-do but the current situation re-defines "mess".

I get the feeling council think we are NIMBYs on Q A Hill. Not at all. My neighbors are for the most part highly compassionate, non-judgmental folk and happy to welcome and help all who come to live in our neighborhood. But please let us stay within the confines of our present zoning rules and let's work together. The voice of the people seems to be drowned out more and more in Seattle in favor of shoving some central government's view of how things should be, and forgive me for saying so, but you have been too often misguided to convince the citizens that you might be right this time.

I do appreciate the chance to express my feelings to you. Your relevant documents were overwhelming to me, try as I might to plough through them, so this is the voice of an everyday retired Queen Anne-er, not an architect nor a planner nor a business person, but a person who very very much cares about our community

Penny A Thackeray
105 West Comstock Street.

From: Kendra Todd [<mailto:kendra@kendratoddgroup.com>]
Sent: Thursday, September 01, 2016 3:12 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Zone comment from Queen Anne resident
Importance: High

Dear Mr. Holmes,

It is irresponsible for the City to allow scenarios 2 or 3 to take place with regard to the Uptown Zone project. Developing high-rises around Queen Anne will negatively impact the quality of life for those residents, including myself, who live in the neighborhood.

Traffic is already a nightmare. Is the City really thinking that all these new residents are going to ride their bikes and hop on a bus? Please. The proposed development will add even more congestion to an already congested area.

And what about those residents, including myself, who have views of the City skyline and the Space Needle -- what do you think will happen by building a plethora of 16-story buildings? Clearly those views will be obstructed, which will impact property values for the worse.

Lastly, it is not the job of the City to create "housing diversity," "affordable housing," or housing for "underrepresented populations," as are the justifications for this planned monstrosity. It is a basic economic principle that landlords and sellers can only list a residence an amount that people are willing pay for. It is called a voluntary transaction. It is above the pay grade of the city's bureaucrats to determine what is or what is not a fair price. And when it comes to "diversity" and "underrepresented populations," don't insult us with racial bean counting. If bureaucrats want to serve as social justice warriors, then they should do so on their own time, on their own dime. It is unacceptable for the City to carve out special privileges for any group of people.

"No Action" is the only reasonable path.

Regards,

Kendra Todd
Nob Hill Ave N.

Kendra Todd | Managing Broker

Keller Williams Greater Seattle | 3200 1st Ave S, Ste 300 | Seattle, WA 98134
PH: 206.659.5990 | FX: 206.588.8460 | KendraToddGroup.com | KTGLuxury.com

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From: Makiko Tong [mailto:makiko.tong@gmail.com]
Sent: Friday, September 16, 2016 6:24 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comment on Draft EIS for the Uptown Urban Center Rezone

Dear Mr. Holmes,

I am against the rezoning of the Uptown. We lived on the Queen Anne Hill for the last 40 years, and have been seeing major problems in and around the Queen Anne Hill (which includes Uptown) and the entire Seattle in the recent years. The rampant development of the downtown Seattle and the surrounding areas is creating traffic congestion which in turn has been contributing to acceleration of green house effect, displacement of the apartment dwellers due to increased rent and deprivation of the quality of life for the long-term residents of the City of Seattle.

1

I agree 100% with the attached comments by Irving Bertram as well as many of the comments sent to you by the Queen Anne residents and property owners. I would like to reiterate the following three issues:

2

1. Traffic congestion and parking problems around the Queen Anne Hill to us, the residents: We sometimes give up going to downtown Seattle to do volunteer work because of the traffic problems. It is getting harder and harder to get around the Queen Anne Hill and the City. There are many available and buildable lots identified by the City of Seattle. There is no need to rezone the Uptown area. The emission of carbon dioxide is also contributing to acceleration of the green house effect and also our quality of life. The City of Seattle is falling behind in dealing with the carbon issue. Please engage in optimizing development and planning for the quality life for the citizens of Seattle if Mayor Murray is really concerned about the environment.

3

2. Major businesses should plan for their employee dwellings prior to moving to Seattle, or hiring new employees from out of town: The City of Seattle needs to work with the businesses to promote telecommuting, satellite offices and any other creative ideas instead of having the residents/citizens of Seattle pay for their problems. Many of the property owners on Queen Anne Hill decided to own the properties because of the current zoning. Helping major businesses and developers by rezoning the Queen Anne area is not an answer, and most unconscionable.

4

3. Do not alter public views in Seattle: Kerry Park is one of the view points on Queen Anne. This is where many of the residents as well as international tourists visit to enjoy the view. We even paid for the bond fund to prune the trees and clean up the plants to maintain the view. Rezoning will alter the view from Kerry Park and from many other viewpoints permanently. It will upset all residents here and touring companies. I am strongly recommending to rescind the rezoning idea.

5

From: Michael [<mailto:mdtowers44@gmail.com>]
Sent: Thursday, August 25, 2016 10:55 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Bagshaw, Sally <Sally.Bagshaw@seattle.gov>
Subject: Lower Queen Anne re-zoning(Uptown)

I want to thank Jim for the excellent information my wife and I received earlier this week at a drop-in session held on lower Queen Anne. I felt our questions were answered with thought and understanding. I would like to share my thoughts and concerns with you now and will continue to do so as this process moves forward. 1

I realize our city is growing and we will need to accommodate these newcomers to Seattle. It is also my hope that as much consideration will be given to those of us who have helped provide the economic climate that has made this growth possible. 2

I believe the 40 ft. height restriction is no longer possible on lower Queen Anne. 85 ft. seems a good compromise. It will allow density to grow without drastically changing the character of our neighbor. It will allow sunlight at street level and make the building shadows that affects livability to be controlled. At 165 ft. noise levels will increase as will traffic congestion, street shadows and view impairment . 3

I see the study proposes changes on Roy St. For those of us that live on lower Queen Anne, Roy St. is the only way to avoid the Mercer Mess. Adding the traffic that would result from 165 ft. buildings along this street would remove our most effective local alternative. It would seem to me that the most area friendly approach that meets the needs of all parties would be to restrict any buildings of 85 ft or higher to the south side of Mercer with ample room left to allow noise reduction and keep shadow effects to a minimum. It would also allow those of us who live on the south side of Queen Anne to maintain some of our view and also some protection of our property values. If we move to 165 ft. buildings our views and our property values will be significantly lowered.(Although I doubt the city assessor will agree). 4

It is my hope that a reasonable compromise can be found and we will not be driven by the developers alone. If the recommendation that is finally made allows the construction of 165 ft. buildings in the proposed area it will be done with the known objection of 3/4 of the residents of the south slope of Queen Anne. At that time it would be reasonable to assume there would be an organized community protest and social media campaign. This is not meant as a threat but simply the only recourse left to the existing citizens of the area. Let's work together to make sure that does not happen. 5

We live in the Toscano Condominium on Aloha and Warren. We would like to host all of you to meet our other association members and continue an open dialogue on this very important issue. 6

Jim, could you make sure I am added to your e-mail list for further information.

Thank you for your consideration ,

Michael D. Towers
Mdtowers44@gmail.com
1-206-940-7739

P.S. Those of us who live on Queen Anne refer to the area understudy as lower Queen Anne which it has been for many years. The uptown term is confusing to the residents and is considered a developer designation.

Sent from my iPad

From: Pam [<mailto:pamalatawers@gmail.com>]
Sent: Thursday, August 25, 2016 1:33 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Bagshaw, Sally <Sally.Bagshaw@seattle.gov>
Subject: Uptown Re-zone

Dear Mr. Holmes,

I attended a couple of your drop-in meetings regarding the re-zoning of Uptown. Your meetings were very helpful in answering the many questions that have come up regarding what you have been asked to study. That it was a study to decide what action may be taken was good to know. I had a terrible fear that the whole area would be filled with 16 story buildings. I know growth is happening and so change will also have to happen. In my opinion putting up any 160 foot buildings would certainly change the look and feel of our neighborhood. I'm afraid that the traffic on Roy Street could be just like the traffic on Mercer. The shadows would cause a darkness that would be most unpleasant. Even the scattered narrow 160 foot buildings would cause lots of darkness. We already have quite a bit of city noise but it is tolerable but if the buildings are that high the reverberation would make the noise intolerable.

1

I think that the area could go to an 85 foot height limit from Mercer south. I would prefer Roy Street not go above the 40 foot limit that I think it is now. The Expo building is a nice addition to the area. It isn't just a big, tall building with no charm. It has an inviting look to it. More of this type building in the area would make it a pleasant place to live, work, shop and dine.

2

I will admit that I live on the south slope of Queen Anne and a major part of the reason I spent so much on our condo is because of the beautiful view. I think I asked if your study was to include the impact the changes would have on the property value of those living on Queen Anne, especially the south slope, and your answer was no. I would encourage you to see if that could be added to your study.

3

Thank you for your time,
Pam Towers
907 Warren Ave N #301
206-819-6583

From: Matthew Trecha [<mailto:mtrecha@gmail.com>]

Sent: Friday, August 05, 2016 8:54 AM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Uptown Upzone Comments - please include ORCA integration with the monorail in documentation and planning

Good morning Mr. Holmes,

Thanks for all the hard work your team is doing on the Uptown Upzone. I was able to drop by the meeting yesterday at the SEA Center Armory and submit a written comment, but forgot the most important piece (other than that I fully support the highest upzone possible and encourage the City to look at lifting the 16-story ceiling even higher): Please work with SDOT and Seattle Center to **integrate the monorail with ORCA now**.

There have been many articles in the Seattle Transit Blog and Councilmember Rasmussen headed this up before leaving office.

Most recent Seattle Transit Blog article here: <http://seattletransitblog.com/2015/11/14/monorail-orca-study-results/>

A disproportionate amount of the Uptown documentation is around parking issues (with not enough attention paid to lacking bicycle infrastructure, unenforced no turn on red lights and ped safety, and transit priority). ST3 promises to bring a stop or two of light rail within walking distance of the Seattle Center, but we could bring rail to the SEA Center and Uptown tomorrow if the City just required a City-owned asset (the monorail) to accept ORCA, monthly ORCA passes, and employer-provided ORCA Business Passport.

I've lived in Uptown for about 16 months now and am fully in support of the removal of on-street parking for bike lanes, wider sidewalks and bus-only lanes. However, the easiest solution for the City is to use assets that already exist, yet exclude commuters and residents from their daily use. The monorail would be a huge link in our lacking transportation to the Seattle Center and would directly connect to Westlake tunnel station, thereby beating ST3 to the Seattle Center by some 10 plus years. This would be a huge help to Metro as well whose Route 3 and Route 4 buses are crush load during the AM commute from Upper Queen Anne along 5th Ave N into Downtown--often leaving people behind. Providing a grade-separated, rail transit option to Memorial Stadium, the Opera and more could immediately alleviate some of the parking issues that the Seattle Center sees during events--no one with an ORCA card wants to pay an extra \$4.50 round-trip for a City-owned asset they are already paying taxes to support when they've a monthly or employer-provided ORCA pass in pocket.

Again, thanks for all of your hard work and please work to incorporate the monorail and ORCA integration into your documentation and make this recommendation a reality as soon as possible with the help of SDOT, Metro, and the Seattle Center.

Sincerely,
Matthew Trecha
605 5th Ave N
Apt 314
Seattle, WA 98109

From: Robin Trucksess [mailto:robin@mucci-trucksess.com]
Sent: Friday, September 09, 2016 3:56 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: No-Action Alternative!!

Mr. Holmes,

I would like to add my comment regarding the development of lower Queen Anne – Please consider the **No-Action Alternative**.

One of the wonderful aspects of living in Seattle are the views to the Puget Sound, mountains (especially Mt. Rainier), lakes, bridges and of course our Space Needle.

Higher buildings will block views and daylight. Queen Anne will become just another urban maze of dark streets and towering buildings.

Let's save our visual links to our special northwest features.

Thank you for your consideration.

Robin I.M. Trucksess
Mucci / Trucksess Architecture & Interiors
206-283-2141
www.mucci-trucksess.com

From: Robin Trucksess [mailto:robin@mucci-trucksess.com]

Sent: Thursday, September 01, 2016 5:49 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>; Bagshaw, Sally <Sally.Bagshaw@seattle.gov>

Subject: Queen Anne Uptown Rezone

To whom it concerns:

I am an architect who has had my office on Queen Anne since 1987. During that time, primarily most recently, there has been such growth that the effort required to leave QA for a trip to any other part of the city has become unreasonable. Most trips require routing around Seattle Center. If there is a Seattle Center event underway, the traffic there will be impassable.

Any increased density between Queen Anne and Seattle Center should be tightly controlled. The current zoning has this area reaching its capacity. I strongly urge you to support the “No Action” rezone alternative. If any zoning changes are made, it should be to roll back the allowable living units per square foot of lot size—certainly not to intensify it.

Thank you,

Robin I.M. Trucksess
Mucci / Trucksess Architecture & Interiors
206-283-2141
www.mucci-trucksess.com

From: Luka Ukrainczyk [mailto:lukrainczyk@gmail.com]
Sent: Friday, September 02, 2016 9:05 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Bagshaw, Sally <Sally.Bagshaw@seattle.gov>; Murray, Edward <Ed.Murray@seattle.gov>
Subject: Lower Queen Anne Hill Alternatives

Dear Mr. Holmes,

I am a Seattle resident writing to you in support of alternative 3 for the Uptown. Queen Anne is one of Seattle's most central neighborhoods and needs the development capacity provided in alternative 3 to support transit ridership, prevent sprawl in Puget Sound's outlying areas, and reduce region-wide VMT. In addition, the influx of new residents would support all Seattle business and contribute to a more diverse city.

Seattle's current housing is straining against the influx of new residents, and this plan would be a step in the right direction to alleviate the shortage. I hope you consider greater Seattle's needs over entrenched interest groups.

Regards,

Luka Ukrainczyk
Transportation Engineer

--

Luka Ukrainczyk

From: Pat Updegraff [mailto:pupdegraff@fosscare.org]
Sent: Wednesday, September 07, 2016 5:32 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown

Hi Jim,

As a resident of the south lake union area for over 20 years, I believe the development of south lake union and now this "uptown" area is a wonderful thing. My one comment in discussing rezoning and Height limits would to be mindful of the ability to see the space needle from the lake. I think this is an iconic piece of Seattle. "Burying" the space needle in high rise buildings should be considered very carefully.

Pat Updegraff 2001 Dexter Ave N. Residence
CFO
Foss Home and Village
Phone: 206-834-2592
Fax: 206-367-3057



From: John Urrutia [<mailto:accounting@johnucpa.com>]
Sent: Friday, August 12, 2016 2:18 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: json131@gmail.com
Subject: Thanks + Request for Queen Anne, Seattle Uptown Rezone e-mail list

Hi Mr. Holmes,

Thank you for our 15 minute discussion yesterday afternoon.

I request list of Citizens e-mails, of those who attended our Aug 8, 2016 meeting.

Reason: I am with a small group of Queen Anne homeowners who want to contact others about organizing to retain our Queen Anne Neighborhoods.

Thank you,
John Urrutia
accounting@johnucpa.com
206.910.0179 Cell tel
425.825.7455 Work & Home tel

From: John Urrutia [mailto:accounting@johnucpa.com]
Sent: Friday, September 16, 2016 4:54 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: dbeekman@seattletimes.com
Subject: Request Mr. Holmes, re: my Comment for Queen Anne Hill Neighborhoods (Uptown DEIS)
Importance: High

To Mr. Holmes and all Planners at City of Seattle---

While I appreciate that you are trying to plan for density and somehow create affordable housing for all people to live close-in to Seattle, I request that you stop what you call "moderate" and "greater" heights ... throughout our Lower Queen Anne Hill community and neighborhoods. 1

Instead, the City should re-focus and keep all four of the shaded properties along Mercer Street and near 5th Avenue, build and own as many Low-income and Affordable Housing units as they have the power to create laws; or, seize any rights necessary to maximize those five large land areas. 2

The City should develop + hire construction services only with a reputable/successful Low-Income/Affordable Housing builder the following buildings:

Mercer Street Block

Mercer Garage

Mercer Arena, and

KCTS land area.

Also, the City should buy or swap with the Seattle Public Schools the Stadium property at Seattle Center to accomplish significantly more of their Low-Income and Affordable Housing goals.

Reasons for the above:

The City should and can do the above, instead of providing actual and appearances of sweet deals and "grand bargains" to the well-connected Developers, powerful Investors, and their legal advisors for changes to vast areas of QA Hill's present zoning so that they can build to maximize their short-term profits, quickly leave, and retain the guise of fulfilling some requirements for rent-restricted housing units in their projects ... or pay fees to help the city build those units elsewhere. 3

Please City do the right thing, build, manage and own for the long-term Low-Income/Affordable Housing units.

Please resist privatizing your HALA goals. 4

Don't ruin lower Queen Anne Hill neighborhoods with extreme zoning changes, 65 to 160 foot tall buildings. Just because a 1994 City Council wants to call our neighborhood "UPTOWN" doesn't mean it should be Urbanized now into dense Canyons, cesspools of MORE Traffic jams, and many Home Robberies of sunlight and privacy with too many tall buildings like Eastlake, Denny Regrade, Belltown, Dexter, Westlake to Fairview areas. 5

Please maximize in the above Four or may Five building areas, instead of Privatizing your HALA objectives with big Developers & Investors who will not build enough rent-restricted housing units, nor pay enough fees to settle your Housing desires anywhere else. 6

I will help, if you or your planners want assistance with creating a Low-Income & Affordable Housing Village in the above areas described.

7

I request the City apply much more focus to their HALA objectives, instead of Privatizing the problem away with disingenuous guys working full-time to maximizing their profit motives.

I request that the City study lack of roads for current QA Hill populations, as well as adopt Fund Accounting Principles for fees paid for rent-restricted housing units.

8

City: do not sell the above five properties. Maximize their housing use to accomplish your HALA objectives. Please let Lower Queen Anne Neighborhoods survive. We can also build Parking and make that profit work to fulfill even more of your housing goals.

9

Thank you,
John Urrutia
1023 6th Ave N (owner since 1988)
Seattle, WA 98109
206.910.0179
accounting@johnucpa.com

From: Uptown: Framework for the Future [<mailto:dpdmailer=seattle.gov@mail201.suw12.mcsv.net>] **On**
Behalf Of Uptown: Framework for the Future
Sent: Monday, September 12, 2016 9:00 AM
To: accounting@johnucpa.com
Subject: Comment Deadline for Uptown DEIS Extended

Comment deadline for Uptown Draft EIS has been extended.

[View this email in your browser](#)



Comment Deadline for Uptown Draft EIS Extended

On July 18, the Office of Planning and Development released the Uptown Rezone Draft Environmental Impact Statement (EIS) for review and public comment. Following the release of the Draft EIS, a public hearing was held on August 4 with over 150 participants in attendance. Written comments were formally accepted through Sept 1 (a 45-day comment period). The comment period is now being extended until 5:00 p.m. Friday, September 16.

You can view the Draft EIS on our website:

<http://www.seattle.gov/dpd/cityplanning/completeprojectslist/uptown/whatwhy/>

Thank you for your review of the Draft EIS.

It is important to note that we are seeking comments on the Environmental Impact Study. Currently, there is no rezone proposal for Uptown. When a preliminary proposal is made we will notify you and provide a comment period prior to making a formal proposal.

Thank you.

Send comments to jim.holmes@seattle.gov



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You are receiving this email because you signed up for updates on the Uptown: Framework for the Future project.

Our mailing address is:

Seattle Department of Planning and Development
700 5th Avenue Suite 1900
P.O. Box 94788
Seattle, WA 98124-7088

[Add us to your address book](#)

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#)

From: Marjorie Uwi [<mailto:kealoha483@gmail.com>]

Sent: Wednesday, August 31, 2016 2:52 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Cc: georgiec@comcast.net; garystevenjensen@gmail.com; Carolyn <carolyn.mueller6261@gmail.com>; Patti, Bill Hulvershorn <patti.hulvershorn@comcast.net>; Patricia Filimon <pefilimon@gmail.com>; Bev Harrington <bharrington43@gmail.com>; engels.lesha@gmail.com; cmawbeyc@gmail.com; Cindy.mm@live.com; tomrice1@aol.com; donakearns@gmail.com; ellen.downey@yahoo.com; Erin Gehner-Smith <eringehner@gmail.com>; rgreiling@me.com

Subject: 14 W Roy St, Queen Anne

Jim, you are no doubt receiving comprehensive emails regarding several proposals in Queen Anne.

Regarding 14 W Roy St., I have a few points to make:

- * All structures on W Roy are single level up to 4 stories high. The proposed 8-story structure would be a behemoth, out of character with the surrounding edifices;
- * No Environmental Impact Statement! Is this not putting the cart before the horse? The traffic and pedestrian intersection nearest this proposed structure is already stressed, with cars running red lights. Traffic is not the only issue regarding EI, but it is an important one.
- * Uptown Alliance does not speak for most residents. We do not want uncontrolled density and a further erosion of our already-diminishing quality of life.

Please, please listen to what we residents have to say. Developers only look at short-term results and quick profits. We who live in Queen Anne love (chose) the area and are distressed at what we see occurring in our environs.

Sincerely,
Marjorie Uwi
275 W Roy Street, #214
Seattle, WA 98119

From: Ron Valentine [mailto:ronvalentine026@gmail.com]

Sent: Monday, July 25, 2016 8:29 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Lower Queen Anne Zoning

Hi,

This is in response to the "prospective" rezoning of Lower Queen Anne in which we all know that means you've already made up your mind.

This city has made more than it's fair share of mistakes, (see Greg Nickles, and again, see Greg Nickles... Talk about a national embarrassment?) and yet you want to do it again, and destroy the very look feel and vibe that brought folks here in the first place?

Seriously??? Now you are going to work over the very people that bought into and trusted and built the community here?

(I bet not one of you live in the neighborhood, and if you do, you should be so damned ashamed of yourselves...)

Lower Queen Anne, for the record, is home to a large percentage of workers in the food and hospitality industry. You know, the ones who take care of you when you gather around and toss ideas like this over dinner and drinks? Know the folks?

Uh uh, you don't because it's already hard enough for them to eke out a living and keep a roof over their heads with astronomically rising rent.

This is one of the last remaining neighborhoods that is struggling to keep hold despite wholesale sellout gentrification and no one seems willing to see the big picture and no one it seems have taken the time to listen to the tourists that come through here.

To a man all comment on the Seattle Center and the neighborhood vibe, why in the world would you possibly want to lose that? I personally am friends with several couples from Canada and Alaska, even Hawaii who have been coming back here for years. Why? BECAUSE you cannot find that anywhere any more...

It can't be about revenue and gentrification (and God I hate that term.)

Common sense and practicality would mandate that you'd want to preserve heritage, community and keep it appealing to those who pass through?

You know... You folks are driving out the natives and the folks that built this community because we can no longer afford to live here, but... we built this place, we MADE it attractive to outside folks.

Do you want to be the NYC of the West coast? All of you ask yourselves why you moved here.

Bet not one of you live down here with us.

Just ashamed... For you all that is, you had it all and didn't know it...

From: Thomas Vaughan [<mailto:tomva.wavepacket@gmail.com>]
Sent: Tuesday, August 30, 2016 10:05 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comments on EIS on Uptown Rezone

Hello Jim-

Thanks again for taking the time to walk our neighborhood through the rezoning proposals and process! This has been very helpful and I appreciate all the time.

Below are my comments on the draft EIS filed by the city at http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2466895.pdf I am also a signatory on the Ward Street Alliance letter, which lists several issues with the EIS draft. I assume you have that already, but let me know if not.

- The list of Viewpoint Locations on page 3.99 should include Ward Springs Park, Tilikum Place, and Blaine Place. Ward Springs Park in particular is a popular location for many in the community, used for wedding receptions and community gatherings. Its location right on the edge of the rezoning boundaries means it is especially impacted by any height changes. Impacts to it should be included in all examples so that community members know what is likely to happen. 1
- Views from Elliot Bay should also be included since these are commonly the greater world's view of Seattle. For instance, visitors arriving by ferry, water shots broadcast on national TV during professional sporting events, etc. Views of the Space Needle from the water near Myrtle Edwards Park will be very impacted by Alternatives 2 and 3. 2
- Generally, Exhibits for Alternative 3 are too optimistic. Examples:
 - Exhibit 3.4-18 shows absolutely no changes to the intersection of Mercer + Queen Anne as a result of Alternative 3 rezoning. In fact, there is a chance that one or both blocks could have 160' towers built there. Likewise with Exhibit 3.4-54. 3
 - Exhibit 3.4-42 shows no or minimal impact to water views from Kerry Park. In fact, my simulations (<http://wavepacket.net/seattle/zoning-view.html>) show that there will be significant impact to the water views from Kerry Park. This is due to the increased heights of buildings (160' towers) around 3rd, 4th, and 5th and Mercer through Harrison blocks. 4
 - Even the full buildout models on page 3.157 onwards are slightly optimistic. It is not possible to know where on each block each 160' tower will actually be built. Renderings such as 3.4-71 should show the worst case scenario for that location, since the EIS should show the the possible extreme cases. This is not an academic exercise since it is very likely that full buildout could be achieved if growth continues at the high end of projections for just a few decades. 5
- The EIS should show the full buildout options always. The full buildout scenarios are what future generations will be stuck with.
 - Potential worst-case impacts such as those illustrated on pages 3.169 and 3.171 should be made more prominent in the study, since they are the very likely end result (after many years) of the rezoning. 6
 - Future generations will not see the view presented in 3.4-34 (Thomas and Aurora) or 3.4-42 (Kerry Park), as examples. Future generations will see the view presented in 3.4-73 (Thomas and Aurora) and 3.4-80 (Kerry Park) instead. The optimistic renderings of 3.4-34 and 3.4-42 are misleading. Similar for all other viewpoints. 7

- The EIS does not sufficiently address how each proposal improves affordable housing. In general, the buildings proposed in Alternatives 2 and 3 seem to just be more examples of expensive premium apartments and condos.

8

In general, I agree with many other voices that utilities and traffic are likely to be significantly impacted by the increased Uptown population due to rezoning. More than anything, however, I worry that we are encroaching on the views of the Space Needle and Alternatives 2 and especially 3 will result (in a few decades) in the Space Needle being crowded by many towers. Utilities and traffic can be fixed eventually (after great pain in the meantime) but the encroachment on views of the Space Needle will be irreversible. We will need to explain to future generations why we allowed the Space Needle to be cluttered with towers, since it is the landmark that defines Seattle.

9

I agree with the need to provide affordable housing, and I am a big believer and proponent of learning from the problems of other cities such as San Francisco to ensure Seattle's growth includes affordable housing in all areas. But generally this proposal seems to pushing for high-impact rezoning with no corresponding improvement to affordable housing. The EIS does not put the full-buildout results front and center, and instead shows optimistic renderings. Likewise, the EIS does not address affordable housing in any way other than a hope that increased square footage will result in more affordable housing, which has not been the experience elsewhere (high rise buildings under the City's Incentive Zoning Program have always contributed fees over performance). A rezoning proposal is a chance to set a direction for the city for the next several decades and the presentation of Alternatives 2 and 3 has unfortunately shaken my confidence in the city's commitment to either affordable housing or aesthetics.

10

Hopefully this and the many other EIS comments will convince the city to try other approaches in Uptown that move us forward with affordable housing without cluttering the Space Needle. I will be a faithful and staunch supporter of any proposal which does so.

11

Thanks-

-Thomas

Thomas Vaughan
319 Ward Street
Seattle, WA 98109
Cell: 425-445-5371
tomva@wavepacket.net

From: Chris Wallace [<mailto:cbwcjw@gmail.com>]
Sent: Tuesday, August 30, 2016 10:55 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Re-zoning Uptown / LQA

Hi Jim,

I was reading today about the re-zoning plan for the uptown / lower queen anne area. Increasing density in this area might look like a straightforward way to get more residential units in the area, but it doesn't seem like this plan doesn't really take into consideration the traffic infrastructure needed.

I'm a big supporter of the work being done in SLU / westlake area, but those neighborhoods are between two major highways. We don't have that luxury, and already their traffic spills over onto us.

Have you noticed KIRO7's traffic website? - <http://mercermess.com> - even with high density, and less people as a percentage owning cars, those with higher incomes (ones who will be drawn to such an area) will still own, and drive vehicles.

Thanks for reading! Sorry for the mind dump - just a genuine concern - especially considering a plan of this magnitude.

-c

--

Chris Wallace
1200 5th ave n, #3
Seattle, WA 98109

From: elizaw@chefshop.com [<mailto:elizaw@chefshop.com>]

Sent: Monday, August 29, 2016 12:32 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: FW: Queen Anne development plans by the City of Seattle PLEASE READ!

Dear Jim – just heard of the plan to allow developers to put high-rises at the base of queen anne hill.

Frankly, I think it's completely unacceptable.

Developers seem to run this city – including most of our city officials.

Yet WE – the home owners – are paying more than our fair share of the taxes in this city (because god knows, the developers make tons of money, but pay very little in taxes...)

Not sure where you fit into this whole idea, but I would implure you, if you have any say, to go for a more reasonable development scheme at the base of queen anne – like 4 or 5 stories. That should give those developers enough room to play.

Thanks,

Eliza

PS – also brings up the question as to whom is going to compensate the decrease in property value for those that lose their views of the city.

The developers?

Eliza Ward, Owner

ChefShop.com® – eat simply! live well!™

206.286.9988

“I pity the man who can spell a word only one way”

From: Holly Allen <herhollyness@gmail.com>

Date: August 27, 2016 at 8:22:15 PM EDT

Cc: recipient list not shown: ;

Subject: Queen Anne development plans by the City of Seattle PLEASE READ!

Reply-To: Holly Allen <herhollyness@gmail.com>

My apologies if you have received this twice.....

Dearest Queen Anne folks,

I am very concerned about the potentially disastrous development of the Uptown neighborhood. The city has done very little outreach to the Queen Anne residents. We need to make our voices heard! I am attaching a letter received in the mail along with another document explaining things further. If you are interested in making your voice heard, please ask your neighbors to send in a note to:

Please send your comments by the first week of September to:

Jim.holmes@seattle.gov

Or by mail:

City of Seattle

Office of Planning and Community Development, ATTN: Jim Holmes

700 - 5th Avenue, Suite 1900

Seattle, WA 98124-7088

(206) 684-8372

We need to work quickly on this!

Many thanks,

Holly Allen

(Your neighbor on the north side of QA Hill)

What you are searching for is searching for you.

Rumi

Hello,

August 23rd, 2016

Just a friendly reminder that you have until September 1st to comment on the proposed Uptown Upzone.

You can find the report by entering this link <http://bit.ly/opcd-uptown>

and click on the DEIS link to find the report. I have read the report and came away with the overwhelming conclusion that the city is pushing hard for alternative #3 which will result in 160ft towers being built, walling us off from downtown. 3

The Trojan Horse of doing this for affordable housing is beyond dishonest. The developers will pay the fee and build as high as they can and charge accordingly. There will be no diversity only never-ending construction, brutal traffic woes and decreased property values for those of us who have invested on Queen Anne Hill. 4

The relaxed setbacks make it so that it will be like walking in a cavern. The Downtown Skyline, Space Needle, Gates Center, EMP, Elliot Bay, the arches at the Science Center, etc. will be a memory as they will be forever blocked from view. All this for, they admit, a slight increase in households compared to keeping the heights as they are. 5

According to their own report, the city states that "no action" (Alternative 1) will add 44% more households and 17% jobs.

Alternative 2 only adds 5% more households and 2% jobs than alternative # 1. 6

Alternative 3 (which destroys the neighborhood) adds 6% more households and 2% jobs over alternative #2.

The decreased quality of life & property values, increased traffic and buildings towering above, walling all of us off from everything that makes Seattle great, is just too much of a price to pay for such small gains. 7

It is not surprising that the city has no concept of risk/reward ratios as this idea should have been scraped as soon as those paltry % gains were discovered. They are supporting destroying a great place to live in the name of something (affordable housing) that will be displaced by this very process, never to return. 8

Please make your voice heard to Jim Holmes jim.holmes@seattle.gov (206) 684-8372 at the city of Seattle before the September 1st deadline. If you haven't already, sign up on the city site for updates regarding this process.

Also please get in touch with any and all parties that you know and inform them of this poorly conceived developer driven agenda so that they can express their opinion as well. Thank you and enjoy the rest of your summer.

QUEEN ANNE NEEDS YOUR HELP

DO YOU KNOW...

- **THE MAYOR HAS A 20-YEAR GROWTH PLAN FOR SEATTLE WHICH INCLUDES REZONING THE UPTOWN NEIGHBORHOOD (LOWER QUEEN ANNE) TO ALLOW BUILDING HEIGHTS OF UP TO 160 FEET**
- **BUILDING IS EXPECTED TO CONTINUE UNTIL 2035** 9
- **PARKING LOTS WILL BE ELIMINATED IN THE UPTOWN AREA**
- **THE DEVELOPERS ONLY NEED TO DEDICATE 7% OF THE RESIDENCES THEY ARE BUILDING TO AFFORDABLE HOUSING**
- **THE CITY HAS DONE “A STUDY” WHICH CONCLUDES THAT THE UPTOWN REZONING WILL ONLY SLIGHTLY IMPACT TRAFFIC** 10
(There are at least twenty-three buildings currently planned, under construction or recently completed within three blocks of the Mercer Corridor. These buildings alone can add more than 2 million square feet of office space, 250,000 square feet of retail space, 524 hotel rooms, and 1837 apartments. (See <https://www.downtownseattle.com/resources/development-and-construction-projects-map/>). Expedia moves into their new space in Interbay in 2018. There will be at least 3000 employees, 75% of whom live on the east side. Their most direct route to the Interbay area is Mercer Street.
- **THERE WILL BE NO TRANSPORTATION INFRASTRUCTURE IN PLACE TO ACCOMMODATE THE INCREASED TRAFFIC UNTIL 2035.** 11

There are 3 options being considered. These would be to rezone the Uptown neighborhood limiting building height to 40 feet or to 85 feet or to 160 feet.

An Environmental Impact Statement can be found at

(http://www.seattle.gov/dPd/cs/groups/pan/@pan/documents/web_informational/p2466895.pdf)

It is being submitted by the Seattle Office of Planning to the Mayor's office for review and **we need our voices to be heard.**

Please send your comments by *September 1st*, to:

Jim.holmes@seattle.gov

City of Seattle

Office of Planning and Community Development, ATTN: Jim Holmes

700 - 5th Avenue, Suite 1900

Seattle, WA 98124-7088

(206) 684-8372

WE DON'T WANT TO LIVE IN ANOTHER NEW YORK CITY

Letter: Ward, Suzi-1

From: Suzi Ward [<mailto:skw5761@msn.com>]
Sent: Wednesday, August 31, 2016 4:45 PM
To: GEORGE DIGNAN <GDIGNAN@msn.com>; S Kolpa <susankolpa@yahoo.com>
Cc: Terry Gilliland <terrygailgilliland@gmail.com>; Holmes, Jim <Jim.Holmes@seattle.gov>; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>; Mason Killebrew <amkwa66@msn.com>; Judie Johnson -Harbor House <judie007@comcast.net>; Rob Ernst <robjernst@gmail.com>; Daryl Schlick <schlickd@msn.com>; Steve Hansen <stephenhansen1@comcast.net>
Subject: RE: EIS Proposal Comment / Inadequate Emergency Vehicle Access - 2012 Seattle Fire Code - Fire Apparatus Access Road Requirements

Hi

I concur with Terry's remarks as well. I will not have Internet access until Saturday but want to make sure to comment in a timely manner. I am concerned about:

- 1 the integrity of the hill Harbor house is built on
- 2 egress an ingres to our street. For all vehicles and pedestrians
- 3 traffic on lower queen Anne
- 4 keeping uptown a neighborhood

Thank you

Suzi Ward

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: GEORGE DIGNAN <GDIGNAN@msn.com>
Date: 8/31/16 1:28 PM (GMT-09:00)
To: S Kolpa <susankolpa@yahoo.com>
Cc: Terry Gilliland <terrygailgilliland@gmail.com>, "Holmes, Jim" <jim.holmes@seattle.gov>, "Bicknell, Lyle" <Lyle.Bicknell@seattle.gov>, Mason Killebrew <amkwa66@msn.com>, Judie Johnson -Harbor House <judie007@comcast.net>, Rob Ernst <robjernst@gmail.com>, Daryl Schlick <schlickd@msn.com>, Suzi Ward-Webb <skw5761@msn.com>, Steve Hansen <stephenhansen1@comcast.net>
Subject: Re: EIS Proposal Comment / Inadequate Emergency Vehicle Access - 2012 Seattle Fire Code - Fire Apparatus Access Road Requirements

These points are clearly made and I concur!

George Dignan

Sent from my iPhone
LTMFB!
Keep the faith!

On Aug 31, 2016, at 1:21 PM, S Kolpa <susankolpa@yahoo.com> wrote:

From: Suzi Ward [mailto:skw5761@msn.com]
Sent: Friday, September 16, 2016 11:15 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Re: EIS Proposal Comment / Inadequate Emergency Vehicle Access - 2012 Seattle Fire Code - Fire Apparatus Access Road Requirements

Hi Jim,

I understand that you extended the deadline for comments (9/16) so in addition to comments I sent on 8/31 I would like to add the removal of parking as an item of concern. If the proposed zoning changes take place and requirement for parking spots decrease in new construction it is not realistic to expect a healthy balance. In addition there is an decrease in available street parking as well. Adding population and arbitrarily expecting everyone to use a transit system that is antiquated is unrealistic. The city is not taking the majority of the population into consideration, for example those who are not physically able to walk multiple blocks to a bus stop or those who commute across the lake or in areas where bus service does not exist. I could go on and on but we have discussed this and you mentioned you moved from the ease side to avoid a commute. Not everyone has that choice. Thank you for your consideration to these concerns.

Warm Regards,

Suzi Ward

From: Holmes, Jim <Jim.Holmes@seattle.gov>
Sent: Thursday, September 1, 2016 11:33 AM
To: Suzi Ward
Subject: RE: EIS Proposal Comment / Inadequate Emergency Vehicle Access - 2012 Seattle Fire Code - Fire Apparatus Access Road Requirements

Thank you for your comment. It will be included with the other comments received and published along with a response in the Final EIS. I have added your email address to our contact list and we will notify you as additional information is available and as future meetings are scheduled.

From: Suzi Ward [mailto:skw5761@msn.com]
Sent: Wednesday, August 31, 2016 4:45 PM
To: GEORGE DIGNAN <GDIGNAN@msn.com>; S Kolpa <susankolpa@yahoo.com>
Cc: Terry Gilliland <terrygailgilliland@gmail.com>; Holmes, Jim <Jim.Holmes@seattle.gov>; Bicknell, Lyle <Lyle.Bicknell@seattle.gov>; Mason Killebrew <amkwa66@msn.com>; Judie Johnson -Harbor House <judie007@comcast.net>; Rob Ernst <robjernst@gmail.com>; Daryl Schlick <schlickd@msn.com>; Steve Hansen <stephenhansen1@comcast.net>
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- 3 traffic on lower queen Anne
- 4 keeping uptown a neighborhood

Thank you

Suzi Ward

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: GEORGE DIGNAN <GDIGNAN@msn.com>

Date: 8/31/16 1:28 PM (GMT-09:00)

To: S Kolpa <susankolpa@yahoo.com>

Cc: Terry Gilliland <terrygailgilliland@gmail.com>, "Holmes, Jim" <jim.holmes@seattle.gov>, "Bicknell, Lyle" <Lyle.Bicknell@seattle.gov>, Mason Killebrew <amkwa66@msn.com>, Judie Johnson -Harbor House <judie007@comcast.net>, Rob Ernst <robjernst@gmail.com>, Daryl Schlick <schlickd@msn.com>, Suzi Ward-Webb <skw5761@msn.com>, Steve Hansen <stephenhansen1@comcast.net>

Subject: Re: EIS Proposal Comment / Inadequate Emergency Vehicle Access - 2012 Seattle Fire Code - Fire Apparatus Access Road Requirements

These points are clearly made and I concur!

George Dignan

Sent from my iPhone

LTMFB!

Keep the faith!

On Aug 31, 2016, at 1:21 PM, S Kolpa <susankolpa@yahoo.com> wrote:

From: Richard Wark [mailto:richardwark66@gmail.com]
Sent: Thursday, September 15, 2016 8:11 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Cindie Moulton <cindiemoulton@gmail.com>
Subject: Comments on Lower Queen Ann Zonning Change

Hi, my name is Richard Wark am I live at 1901 Taylor Ave N. In upper Queen Ann. Increased density without the standard required number of parking spaces is short sighted an only awards the developers. Why not require the standard number of spaces? Residents can still use public transportation to go downtown/work. However on weekends they can use their cars for recreation/travel. Without adequate parking for the increased density the streets will become James with parked cars. Increase the density and provide adequate parking.

Sent from my iPad

From: Jason E. Wax [<mailto:wax@lasher.com>]
Sent: Friday, August 26, 2016 10:27 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown rezone DEIS comment

Hi Jim,

I'm writing on behalf of myself in order to voice my strong support for high-rise alternative 3. Despite its proximity to South Lake Union and the "downtown" neighborhoods (where I live), Uptown is currently a very low-rise neighborhood, with small pockets of density and a few newer mid-rise buildings. I think adding taller thinner towers would not only help the city generate more revenue for housing affordability programs, but it would also add to the diversity of the neighborhood and make both the skyline and the streetscape more interesting. The mid-rise alternative would more or less maintain the status quo, and that is unacceptable. As we have seen in countless other neighborhoods around the city, mid-rise developments tend to be monolithic zero-lot-line projects constructed of lower quality materials. In effect, the developers are trying to squeeze as much revenue as they can out of a given parcel, and they are forced to do this because of the unreasonable height restrictions. Giving property owners the choice to build taller thinner towers could actually allow more daylight to penetrate the neighborhood if the buildings were constructed with a smaller footprint. This happens frequently in other cities (see the Coal Harbour neighborhood in Vancouver, BC, for one local example).

1

If the city is inclined to rezone only a portion of the Uptown area for taller buildings, I would suggest that the tallest buildings be located on the east and south sides of the neighborhood toward Dexter, Denny, and Aurora.

2

One final point: the 160-foot height chosen by the city is less than ideal from a development perspective because it requires expensive concrete and steel construction, but doesn't permit developers to build high enough to create enough units to offset the increased construction expenses. Wood construction is very cost effective and very "green", but our current building code doesn't allow its use in buildings this tall. If the city truly cares about affordability and environmental issues, the city should consider changing the building code to allow wood structures up to at least the 160-foot height contemplated in the DEIS.

3

Thanks!
Jason

Jason E. Wax

Associate

DIRECT 206-654-2481



601 UNION STREET ■ SUITE 2600 ■ SEATTLE WA 98101

FAX 206-340-2563 ■ WWW.LASHER.COM

[Click here](#) to view my online bio

WE MAKE LAW MAKE SENSE.®

From: Wax, Katherine C. (Perkins Coie) [<mailto:KWax@perkinscoie.com>]
Sent: Wednesday, August 31, 2016 12:12 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Valli Benesch <Valli@FRLTY.com>
Subject: Uptown Rezone - DEIS Comments

Jim,

Please find attached a comment letter regarding the DEIS for the Uptown rezone. We are sending this letter at the request of, and on the behalf of, Valli Benesch of Tehama Partners, LLC, and Fritz Realty. Please let me know if you have any issues with the attachment.

Katherine Wax | Perkins Coie LLP
E. KWax@perkinscoie.com

NOTICE: This communication may contain privileged or other confidential information. If you have received it in error, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you.

Valli Benesch
valli@FRLTY.com

Fritzi Realty
75 Broadway Street, Suite 202
San Francisco, CA 94111

Tehama Partners, LLC
75 Broadway Street, Suite 202
San Francisco, CA 94111

August 31, 2016

VIA E-MAIL

Jim Holmes
Senior Planner
City of Seattle, Office of Planning & Community Development
700 Fifth Avenue, 19th Floor
Seattle, WA 98104
jim.holmes@seattle.gov

Re: Draft Environmental Impact Statement for the Uptown Urban Center Rezone

Dear Mr. Holmes,

Thank you for the opportunity to provide comments regarding the Draft Environmental Impact Statement for the City of Seattle Uptown Urban Center Rezone (Uptown Rezone) ("DEIS"). We request that these comments be entered into the public record and considered in connection with the preparation of the final environmental impact statement for the Uptown Rezone. 1

Tehama Partners, LLC, and Fritzi Realty are the owners of Latitude Queen Anne, a 76-unit apartment building located at 500 Third Avenue West. In general, we are supportive of adding density in the Uptown neighborhood as we believe that increased growth will make our already vibrant neighborhood even more attractive to our residents. We do, however, have significant concerns with some aspects of the DEIS and Alternative 3 in particular. Upzoning the Uptown Park subarea to allow buildings over 85 feet would have substantial, adverse impacts on liveability, public and private views, and aesthetics and impair the continued success of existing apartment buildings. Our concerns and comments are described in more detail below. 2

- **Adopting Alternative 2 or Alternative 3 throughout the study area is not necessary to support the City's housing and employment needs and objectives.** As the DEIS indicates, all three alternatives provide sufficient development capacity to accommodate planned levels of residential and job growth during the planning period. Because Alternative 2 and Alternative 3 are not necessary to support the City's housing and employment needs, additional density should be allowed only very judiciously and only where its benefits clearly and substantially outweigh its negative impacts. This is particularly true given that the additional number of housing units that could be created through upzoning is relatively low. 3

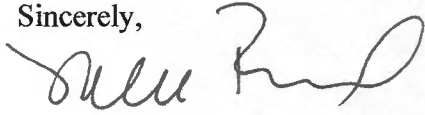
- Adopting Alternative 3 throughout the study area would negatively impact Uptown's neighborhood character.** Uptown is unique among Seattle neighborhoods in that it offers "big city" amenities like museums, cultural opportunities, restaurants, and grocery stores and proximity to employment centers in Downtown and South Lake Union but also retains quieter residential pockets, like much of the Uptown Park subarea, that have a distinctly less urban feel than Belltown or Downtown. Rezoning the Uptown Park subarea to allow mixed use buildings up to 160 feet would eliminate this unique neighborhood character, which is a significant draw for many of our residents. Additionally, commercial activity is currently directed towards Queen Anne Avenue and the outskirts of Seattle Center. Allowing 160 foot-tall mixed use buildings in areas where residential low-rise and mid-rise buildings currently predominate would distract from the "Main Street" ambiance of Queen Anne Avenue and the "Central Park" that the City aims to create in and around Seattle Center. 160-foot heights should be allowed, if at all, only in areas that will support and reinforce existing commercial activity rather than dispersing it throughout the neighborhood. 4
- Alternative 3, and in some areas, Alternative 2, would create an unattractive, choppy streetscape and skyline.** Uptown currently provides a graceful and visually attractive transition between Belltown, Downtown and South Lake Union and the lower rise waterfront and single-family homes and low-rise residential that predominate on Queen Anne Hill. The City's zoning has traditionally incorporated a "stepped" approach whereby density is greatest in the south and transitions to lower heights in the northern parts of the central city. Consistent with this approach, the areas in Belltown to the immediate south of the Uptown Park subarea step down from 85 feet (125 feet for residential) to 65 feet, which is equal to or less than maximum height currently allowed in the Uptown Park subarea. Upzoning the Uptown Park subarea to allow heights taller than adjacent areas to the south would eliminate this logical and aesthetically pleasing progression from greater density and taller heights in Downtown and Belltown, creating a choppy skyline and a visually confusing street-level experience for pedestrians. This height differential and resulting negative aesthetic impacts would be particularly pronounced under Alternative 3 but would also exist to an extent under Alternative 2. 5
- Alternatives 2 and 3 are inconsistent with adjacent zoning.** As noted above, the area to the immediate south of the Uptown Park subarea are zoned to allow maximum heights of 65 feet, which is equal to or less than maximum height currently allowed in the Uptown Park subarea. In addition to the aesthetic concerns raised above, increasing height in the Uptown Park subarea over that allowed in adjacent zones does not make sense because the northern part of Belltown (which is not being rezoned) has better road and transit infrastructure than the Uptown Park subarea. For example, Third Avenue West is a designated Collector Arterial with two lanes wide with two lanes of parking in the Uptown Park subarea; by contrast, in an area zoned for 65-foot maximum heights, Western Avenue at Denny is designated by the City as a Principal Arterial and First Avenue at Denny is designated as a Minor Arterial. The City should not create an inconsistency in the zoning for adjacent areas that tends to concentrate development in the area that is less able to absorb the impacts of additional density. 6

- **Alternatives 2 and 3 do not take topography into account.** Uptown slopes down toward the water, but the proposed rezoning applies the same maximum height regardless of a building's position on the hill. Allowed heights should take topography into account, allowing taller heights at the crest of the hill and lower heights closer to the water, where buildings would be most likely to block public and private views and detract from the public's enjoyment of the waterfront. 7
- **The City should consider the impact of blocking views of Puget Sound from residential common areas.** Many of the existing buildings in the Uptown Park subarea, including Latitude, have views of the waterfront from private apartments, offices, and condominium units as well as communal amenity areas. An 85-foot or 160-foot building west of Latitude would completely block the view from our communal roof deck, which is part of what has made our apartment community successful. While we acknowledge that it is impossible to prevent blockage of views from at least some private apartments, offices, and condominium units as the neighborhood grows up (and that view blockage will occur even under Alternative 1), the City should take into account the economic impact on property owners (including both apartment building owners and individual condominium unit owners) of allowing existing views from residential common areas to be blocked by much taller buildings developed under new zoning. View blockage from common areas will make existing buildings less attractive, leading to higher vacancy rates and lower rents. Additionally, rooftop or penthouse amenity areas are important for residents of multi-family buildings who often do not have private outdoor space or space for entertaining guests; blocking views from them will negatively impact each of those residents' daily lives. 8
- **The City should consider the impact of blocking views of Puget Sound from public streets.** The DEIS does not consider the impact of 160-foot buildings on pedestrians' views from the streets that lead to the waterfront and Myrtle Edwards Park. These views, like views of the Space Needle, should be preserved. 9
- **Alternative 3 would be best suited to the Uptown Triangle subarea, the eastern portion of the Mercer/Roy Corridor, and the southern portion Taylor/Aloha Blocks.** These areas already have experienced significant densification through spillover from South Lake Union and Belltown. The zoning of parts of South Lake Union and Belltown that are adjacent to these areas is by and large taller than these areas are zoned. Additionally, these subareas are closer to major employers (Amazon, Google, Gates Foundation, Fred Hutch, etc.) than the Uptown Park subarea and are more likely to need to grow to effectively support growing employment centers in South Lake Union. Finally, these areas benefit from existing transportation infrastructure, including proximity to highways, freeways and major arterials, and existing and future transit, including one or two new light rail stations. 10

In conclusion, we urge the City to take a nuanced approach in rezoning Uptown that takes into account the **unique character** of our neighborhood, **preserves views of Puget Sound**, retains the **"stepped" skyline from Downtown to Uptown**, and **focuses density where density is needed and is supported by existing infrastructure**. 11

Thank you for your consideration of our comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Valli Benesch". The signature is fluid and cursive, with the first name "Valli" written in a larger, more prominent script than the last name "Benesch".

Valli Benesch
Co-CEO, Fritz Realty
Manager, Tehama Partners, LLC

From: Wax, Katherine C. (Perkins Coie) [<mailto:KWax@perkinscoie.com>]
Sent: Friday, August 05, 2016 8:48 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown Rezone - Way to Review Public Comments?

Jim,

Thank you for the very informative open house and public meeting yesterday regarding the Uptown rezone, and thank you for the time and effort that you and others at the City have invested in the process. I have just one question: Are the public comments submitted in connection with the rezone available for review on the City's website?

Thanks,

Katherine Wax | Perkins Coie LLP
ASSOCIATE
1201 Third Avenue Suite 4900
Seattle, WA 98101-3099
D. +1.206.359.3041
F. +1.206.359.4041
E. KWax@perkinscoie.com

NOTICE: This communication may contain privileged or other confidential information. If you have received it in error, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you.

From: gena122609@aol.com [mailto:gena122609@aol.com]

Sent: Wednesday, September 14, 2016 10:28 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Comment on QA proposals

Dear Jim,

Thanks for taking comments on this. I am a social worker, and have had plenty of experience with patients and clients who have no housing. I am a firm believer in urban density, urban centers, urban villages.

I live on 3rd W, just above Mercer. For a long time, we hoped that the revisions on Mercer in the area around I-5 would eventually to a decrease in congestion. Instead, it increased. I can sit through 4 light changes, trying to go east on Mercer, between 4:30 PM and 6:30 PM. I can sit through several light changes, trying to get onto Mercer from the feeder streets along Roy. The only alternatives are going to Denny, no better, or going downtown, and good luck with that. I used to take evening classes at Seattle Central, but I can no longer do that, unless I want to leave about two hours early for a 7 PM class. Sometimes I have to take 15th NW to Market, and cross the city, then go south to get to locations like Cap Hill. I walk often to shopping, and I have a bus card and use that. But sometimes, you just have to drive.

I know many people are concerned about losing views, and losing the human-scale of the buildings around here, that make the area so pleasant. I am sympathetic to that. But the gridlock that is present in this area is unbearable. Please talk about how you are going to fit one more car from all the new high-rise buildings on the "arterials" around here. (I use quotes because, if these were human arteries, the cardiac surgeon would have his hands full.)

Mary Weatherley

206-550-2509

From: Weilerahrendt [<mailto:weilerahrendt@yahoo.com>]
Sent: Wednesday, August 31, 2016 8:12 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Seattle's proposed changes in building heights for the Uptown area

Dear Mr. Holmes - I am aware that Seattle is reviewing three different proposals for height rezoning in the Uptown area. Specifically, the City is looking at three different proposals to rezone the height limit of buildings in the area. 1

1. **Proposal 1** would be to **make no change** in the allowable height restriction. In other words, it would remain at 40' or 4 stories.
2. **Proposal 2** would allow buildings to be built **from 5 to 7 stories in height**. This would be almost twice the height of what is currently allowed.
3. **Proposal 3** would allow **taller, thinner, more widely spaced buildings of up to 16 stories to be built**.
4. Both Proposal 2 & Proposal 3 would mandate that builders include a certain proportion of affordable housing units in their construction.

While I support Proposal 1, I am most concerned about the small area currently occupied by Chen's Chinese Village Restaurant at 544 Elliot Avenue West. If the City allows a height rezone of buildings up to 7 or even 16 stories high, a development there could substantially alter our immediate neighborhood, block our views, block our access to sunlight, dramatically increase traffic on the tiny street (6th avenue west) we take to reach our parking garage as well as increase traffic on Elliot which is already over capacity and will increase further when the viaduct is rerouted. Additionally, from an aesthetic perspective,, allowing a redone of this tiny lot is completely out of character of the neighborhood in the immediate vicinity and would be a complete eyesore. 2

My neighbor, Carolyn Mawbey, has drafted the attached letter and I'm submitting it with this email since I agree completely with the points she outlines in her attached document. 3

If you have any questions, please do not hesitate to contact me. Thank you very much for your time and attention to this matter. 4

Mary Weiler
511 W Mercer Pl #401
Seattle, WA 98119
206-459-8884

Carolyn Mawbey
511 West Mercer Place #304
Seattle, WA 98119

Jim Holmes
Jim.holmes@seattle.gov
City of Seattle

RE: The proposed rezones in the urban design of Uptown

Dear Mr Holmes:

I have been following the City's proposed rezone for the Uptown Urban Design & have attended several neighborhood meetings regarding this. I have many concerns about the proposed height rezone, but I will try to limit my concerns to two specific areas – 1) My concerns about increased traffic in my immediate neighborhood on West Mercer Place that would result from a rezone. 2) My concerns about the possible height rezone on the specific small single parcel fronting on Elliot & bordered by the tiny semi circular Mercer Street/6th Avenue West. Currently, a small drive-through coffee stand & Chen's Chinese Village Restaurant occupy this area that I am referring to at 544 Elliot Avenue West.

Concern 1 - West Mercer Place: I am extremely concerned that the existing infrastructure in Uptown, especially in my immediate neighborhood, cannot support the huge increase in population density & resulting traffic that the Uptown rezone would cause.

My condominium, 511 West Mercer Place, sits in a small triangular-shaped neighborhood of newer condominiums & apartment buildings, surrounded on all sides by busy streets. Elliot Avenue West, which is a main arterial street, runs along one side & West Mercer Place/West Mercer, also highly trafficked, runs along the other. My particular block on West Mercer Place never received any of the street improvements that West Mercer received between Seattle Center & I-5. My block still has huge potholes, & the sidewalk does not continue all the way down West Mercer Place to Elliot Avenue West, making it treacherous for pedestrians to walk along this busy section of the road. In addition, this section of West Mercer Place is a narrow two-lane road, with a sharp curve as the road goes up hill. This alone limits a driver's visibility as they speed through this residential area. Over the 4 years that I have lived here, I have noticed a huge increase in traffic, especially truck traffic, on this street. In fact, the traffic has gotten so bad that every time a truck passes by, my building vibrates! This section of the street was not built to sustain this amount of heavy traffic. And the buildings here were not built to withstand the impact from it. I dread how much worse this will all become when Expedia moves into the area!

Keeping this in mind, I am very concerned that if the proposed rezoning of Uptown were to be approved, it would increase population density that much more, making driving in this area more dangerous, if not unbearable. This section of Uptown just cannot sustain any more traffic than it is subjected to right now!

Concern 2 - Rezoning of the small parcel of land currently occupied by Chen's Chinese Village Restaurant at 544 Elliot Avenue West: I have specific feelings about why this particular parcel of land (the area fronting on Elliot Avenue West & bordered by Mercer Street & 6th Avenue West) should NOT be considered in part of the "Mid-Rise" or "High Rise"

alternatives of the rezone proposal. In other words, I strongly feel that if this parcel of land were to be developed, the “No-Action” alternative of the height rezone should apply, so that the building size would remain small & the height kept in harmony with the newer condominiums & apartment building already in this small neighborhood.

My feelings about this very much reflect those expressed in the letter to you written by Mr Dwayne Richards, who lives in the condominium next to mine. He has indicated that this small, stand-alone parcel of land currently containing 4 small condominiums & 1 larger apartment building, which are built under the 40’ height restriction. Any new development in this neighborhood must be kept in harmony with this. Furthermore, I have to say that even with the 40’ height restriction in place, when the Canvas Apartments at 600 Elliot Avenue West was built, the people living on one side of my building lost a substantial part of their view. In addition, when 505 West Mercer Place was built many years back, the height of that building built in such close proximity to my building, resulted in severely reducing the amount of sunlight that people living on my side of my building receive. Not good!

Keeping this in mind then, if this small parcel of land now occupied by Chen’s Chinese Village Restaurant were to be developed following the “Mid-Rise” or High Rise” alternatives in the rezone plan for Uptown, I am afraid that I could not only loose the limited view I have now, but be cast in total shadow!

Putting my needs of not being cast into total darkness aside, I concur with Mr Richards that one cannot overemphasize the unique character of the small neighborhood where this subject parcel of land is located. If a building were to be developed on this site that exceeds the existing 40’ height limit, it would totally disrupt the harmony of the neighborhood as it exists today. And as Mr Richards so aptly stated in his letter, the only entity or parcel that would receive any direct or indirect benefit from increasing the height restriction on the subject parcel would be the developer or owner of the subject parcel who would receive an unfair “windfall” at the direct expense & detriment to everyone already living here.

Finally, I cannot emphasize enough how concerned I am over any development of this subject parcel in regards to the traffic on the small block-long street that runs behind it. It would make an already treacherous street even more dangerous for those who have to drive or even walk there. The street I am referring to is West Mercer Street/6th Avenue West. It is that small, narrow, semi-circular street that basically serves as a means for the residents of the four small condominiums & the larger apartment building there to gain access to their respective parking garages. Unfortunately, it is also burdened by not only neighborhood parking, but by the attempt to accommodate the overflow of cars from the Canvas Apartment Building, which was allowed to build 127 units (including some work-lofts) with only 72 parking stalls. As a result, people park on both sides of this very small street, resulting in one drivable lane of traffic on a two-way street. Driving on this small street alone has become increasingly treacherous, & I fear that it is only time before a head-on collision occurs somewhere on this block! Furthermore, as Mr Richards mentioned, entering or exiting Elliot Avenue West from either the Mercer Street or 6th Avenue West ends of this street is extremely dangerous & nearly impossible to execute. To make matters worse, this small street has poor visibility & is also in poor condition; increasing the building density near this small, residential street would not only make driving more treacherous, but could also result in this street deteriorating to the point that residents would not be able to access their respective parking garages.

The safety of West Mercer Street/6th Avenue West is such a big concern of mine that back in 2014 I drafted a petition to SDOT signed by most of the residents who use this street to access their parking garages. We asked that SDOT make some major changes on this small street as well as add a full traffic signal at one end to make driving there safer. Sadly, SDOT made no changes & didn't even respond to any of the correspondence I sent them. Since then, the driving in this area has only gotten more treacherous.

In summary: I can see that the EIS has examined both benefits as well as negative consequences resulting from the proposed height rezone in Uptown. But from my perspective, none of the considerations pertain to my immediate neighborhood. In looking at the neighborhood that is bounded by West Mercer Place & Elliot Avenue West, especially the small section that sits on West Mercer Street/6th Avenue West, I can see absolutely no benefit in a height rezone at all. The only one who would benefit from a height rezone for this particular parcel would be the owner/developer, who would be handed a huge "windfall" at the expense of everyone else in this neighborhood. Hopefully, it is not the City's intention to do this. To repeat, although a height rezone in Uptown may provide some benefit for the changes planned in buildings that border along Seattle Center or other areas here, it simply does not serve my immediate neighborhood in any positive way. In fact, I strongly feel that if a height rezone were to be allowed in my immediate neighborhood it would result in irreparable harm & damage to all of the parcels that surround the subject parcel. In addition, if such damage were to occur as a result of a height rezone, I would see no way to reverse the disaster that it would cause.

I thank you for your consideration of the concerns that I have raised. I would appreciate, if possible, receiving notices of all hearings & copies of all status reports & recommendations from the City regarding this matter.

Sincerely,

Carolyn A Mawbey

From: Weilerahrendt [mailto:weilerahrendt@yahoo.com]
Sent: Wednesday, September 07, 2016 4:50 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Seattle's proposed changes in building heights for the Uptown area

Subject: RE: Uptown Height Rezoning

Dear Mr. Holmes - please accept these revised comments regarding the Uptown Rezoning proposal. I apologize for the duplication, however this version is more descriptive and accurate.

Seattle is reviewing three different proposals for height rezoning in the Uptown area. Specifically, the City is considering three proposals to rezone the height limit of buildings in the area.

1. **Proposal 1** would be to **make no change** in the allowable height restriction. In other words, it would remain at 40' or 4 stories.
2. **Proposal 2** would allow buildings to be built **from 5 to 7 stories in height**. This would be almost twice the height of what is currently allowed.
3. **Proposal 3** would allow **taller, thinner, more widely spaced buildings of up to 16 stories to be built**.
4. Both Proposal 2 & Proposal 3 would mandate that builders include a certain proportion of affordable housing units in their construction.

While I support Proposal 1, I am most concerned about the small parcel currently occupied by Chen's Chinese Village Restaurant at 544 Elliot Avenue West. The Rezoning boundaries are drafted in a north-south-east-west grid. However, the area directly around this small parcel are situated in a northwest-southeast orientation, which is why this parcel is triangular in shape. The vast majority of buildings surrounding this parcel are primarily residential and they are all fairly new, i.e. constructed within the last 15-20 years. Allowing this small triangle to be subject to new, higher height restrictions would be completely inconsistent with the aesthetics of the neighborhood and are out of character with other buildings in the immediate vicinity, thereby creating an eyesore. Moreover, if the City allows a height rezone of buildings up to 7 or even 16 stories high, development of a narrow tall building in this small triangle parcel could substantially alter our immediate neighborhood by not only blocking our views and access to sunlight, but also dramatically increasing traffic on the very narrow street (6th avenue west) utilized as the ingress and egress to a number of condominiums located in the area. In addition, development of this parcel will substantially increase traffic on Elliott, which is already over capacity due to the new cruise ship terminal and will likely increase further when the viaduct is rerouted.

My neighbor, Carolyn Mawbey, has drafted the attached letter and I am hereby submitting it with this email since I agree completely with the points she outlines in her attached document.

If you have any questions, please do not hesitate to contact me. Thank you very much for your time and attention to this matter.

Mary Weiler
511 W Mercer Pl #401
Seattle, WA 98119
206-459-8884

Letter: Whipple, Karin

Seattle Dept. of
Construction & Inspections
RECEIVED

Dear Mr. Holmes:

I am pleased to let you know that I totally support Alternative 2 "Mid-Rise" in the EIS for the Uptown neighborhood.

Increased height and density for Uptown is long in coming and much needed to allow Seattle to provide sufficient housing during this unprecedented time of growth, and, quite importantly, to simultaneously increase the amount of affordable housing available to those less fortunate. And increased height and density will implement the neighborhood's vision, developed after years of consultation with the community, as well the Queen Anne neighborhood and the City's comprehensive plan.

More specifically, a height increase to at least 85 feet east of 2nd Avenue West is appropriate for this part of the East Roy corridor in terms of land use, and height, bulk and scale. Lastly, the newer buildings in the neighborhood show us how good urban design can contribute to neighborhood identity and provide amenities. By encouraging new development, the proposed Alternative 2 (Mid-Rise) upzone will have a positive effect on neighborhood character.

All in all, an upzone to at least 85 feet, and increased density that comes with it, will have very positive impacts on the city, its residents, and its housing options.

Very truly yours,

Karin C. Whipple
August 30, 2016
KCLARSON51@a.juno.com

From: Liz WHITE [<mailto:white6523@msn.com>]

Sent: Tuesday, August 30, 2016 7:41 AM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Cc: Greg White <gwhite@wtcpa.net>; Lumen Concierge <residentialops@lumenseattle.com>

Subject: Contain Seattle Height Sprawl!

Dear Jim Holmes,

I am writing to express my concern about Alternatives 1, 2, and 3 in the Draft EIS of July 18, 2016.

All 3 plans fail to honor the historical significance of the Space Needle and will obstruct views of our beautiful Seattle icon. ¹

Anyone who believes that constructing high-rise buildings at 7 stories or higher *adjacent* to Seattle Center historical sites either doesn't believe in or understand the objectives of building a Seattle for the future.

In addition, please address outdated Stormwater structures and address water demand issues in the existing construct before adding to the Seattle landscape in ways that will negatively affect what has been designed to date. ²

If San Francisco can contain and control its height and growth sprawl, so can Seattle!

Sincerely,

Elisabeth White
501 Roy Street #T103
Seattle, WA 98109
white6523@msn.com

From: Wenmouth Williams [mailto:wenmoutha@outlook.com]
Sent: Thursday, September 01, 2016 5:21 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Re: Comments on Uptown Rezoning

Thank you Jim.

From: Holmes, Jim <Jim.Holmes@seattle.gov>
Sent: Thursday, September 1, 2016 12:54 PM
To: Wenmouth Williams
Subject: RE: Comments on Uptown Rezoning

Thank you for your comment. It will be included with the other comments received and published along with a response in the Final EIS. I have added your email address to our contact list and we will notify you as additional information is available and as future meetings are scheduled.

From: Wenmouth Williams [mailto:wenmoutha@outlook.com]
Sent: Sunday, July 31, 2016 5:17 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Comments on Uptown Rezoning

Mr. Holmes:

I am a lower Queen Anne resident who lives on 2nd Ave W between Olympic and Kinnear. I am unable to attend the public meetings this week for questions and comments on the proposed rezoning; however, for what it's worth I would like to submit my vote for "Alternative 2;" namely, allowing new developments in the 5-7 story range but reducing the number of buildings above 12 stories and keeping most under 8 stories. I am a big proponent of the UDF vision to make Uptown an Arts & Culture district, as well as to include new standards for affordable housing. The combination of encouraging new developments to make full use of the allowed zoning, along with additional moderate, prudent new development, seems like the best compromise to allow growth while keeping disruption via shading, blocked views, an dramatically increased traffic to a manageable level.

In conclusion, I think all of us in Seattle need to realize that increased density is simply something required to keep costs contained as the city grows exponentially. We can't take no action in this regard; we can't allow Alternative 1 to be our path forward. I think Alternative 2 is the best path forward to allow for growth, allow for the vision of the UDF to become a reality, but still maintain as much of the character and charisma that made all of us to want to become Uptown/Queen Anne residents in the first place.

Thank you for the opportunity to voice my opinion, especially given that I am unable to attend the meetings this week. Please feel free to reach out to me if you need any additional information.

Regards,
Wenmouth Alan Williams

From: Rosemary Willman [mailto:rcwillman@gmail.com]
Sent: Monday, September 05, 2016 3:46 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Lower QA Development Plans

Hello,

As a resident of QA I'm concerned as are many other neighbours of the pending plans to develop Lower QA. It is difficult to have faith in the planning process when to date the planning process seems to be blind and tone deaf to the neighbourhood needs and functionality? 1

Case in point: QFC, due to changes on Mercer it is now impossible to get in and out of the store's parking garage. Looking at the alternative plans, versions 1-3, for the neighbourhood I'm left to wonder just how leaving one's house will be possible? or emergency vehicles to navigate already clogged streets? How many underground parking garages will be mandated for each new development? Upper QA is not immune to the parking stresses and strains, streets are often sign posted as not available for parking due to construction, Seattle Center events etc 2

Perhaps it is time for Seattle to consider parking permits for QA home owners as well as mandatory underground parking for all new developments. Intelligent planning is essential as to date things feel incredibly frustrating as well as haphazard. 3

Regards, Rosemary Willman

From: Lela Wulsin [mailto:lclawulsin@gmail.com]
Sent: Thursday, September 01, 2016 10:51 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Bagshaw, Sally <Sally.Bagshaw@seattle.gov>
Subject: Comment on July 18, 2016 Uptown Draft EIS - due 2016 09 01 at 5 p.m.

Dear Mr. Holmes,

I endorse the letter written by Alexandra Moore-Wulsin in response to the July 18, 2016 Uptown Draft EIS, attached to this e-mail. I also endorse those letters which she endorses in her letter. 1

As a millennial who grew up in Queen Anne and currently resides in Queen Anne, this issue hits especially close to home. I am a renter, but I refuse to live in one of the new dorm-like complexes that are popping up all over the city and country. I want my space to be unique, to be reflective of myself. I do not want to feel like a rat in the cog. Destroying the character of a neighborhood and replacing it with bland building does nothing for the culture of the city, and drives away residents who bring culture to a neighborhood. Take San Francisco as an example, tourists flock to SF to see the unique architecture of the city. No one visits a city for buildings of corrugated steel and mis-matched cheap colored panels. 2

I strongly urge for Alternative 1 (with some modifications) and opposed Alternatives 2 and 3. Retaining a strong sense of community is important for myself and is valued by my generation. I love the quaint art-deco feel of Uptown, and happily spend time getting coffee, pho, pizza or perusing the used book store or seeing a SIFF film in Uptown. The neighborhood has a welcoming feel to it (thanks in part to the low-rise art-deco brick buildings and unique store fronts). I can't stand walking around the sterile environment of the new South Lake Union or even parts of Belltown. I do not want to feel as if I am a robot consuming only shiny new things and trends. I know that many members of my generation feel this way too (certainly all of my friends and most co-workers). I urge you not to allow developers to destroy the feel of this neighborhood for their own short-term financial gain. Think of the long-term, think of where you would want your own children or grandchildren to roam. Please do not allow developers to destroy the neighborhood I grew up in. 3

I am also providing a copy to Council member Bagshaw by this transmission. Thank you for this opportunity to comment. 4

Sincerely,

Lela

--

Lela Wulsin
www.linkedin/in/lclawulsin.
www.lclawulsin.com

ALEXANDRA MOORE-WULSIN
701 W. Kinnear Place
Seattle, WA 98119-3621
206-281-0874
xanamw@earthhomeplanet.com

29 August 2016

Mr. Jim Holmes, Senior Planner
City of Seattle Office of Planning and Community Development
700 - 5th Avenue, Suite 1900
Seattle, WA 98124-7088
Jim.holmes@seattle.gov

Re: Comments on July 18, 2016 Draft Environmental Impact
Statement for the Uptown Urban Center Rezone

Dear Mr. Holmes,

Thank you for this opportunity to comment on the City of Seattle's July 18, 2016 Draft Environmental Impact Statement (EIS) for the Uptown Urban Center Rezone. I support Alternative 1 with some modifications. I oppose Alternatives 2 and 3. I also endorse the letters written to you by Alex and Cathy Ramsey, by Luann and Irv Bertram, by Lynn Hubbard, by Tanya Carter, and by David Bricklin.

As a preliminary note, I wish to draw the City's attention to two errors in images provided in the Uptown Draft EIS. First, the photo on page 1.37 is reported to be from Kinnear Park. In fact, it is from lower Kerry Park. My son assisted in erecting the playground structures depicted in this image as part of a fellow Boy Scout's Eagle project. The current caption suggests that it comes from the small tract of parkland between Queen Anne Drive and Queen Anne Avenue West, just south of the Bayview Manor. This is inaccurate.

The second error is the graphing of public and private land in lower Kerry Park. The park portion of the land follows the western border of upper Kerry Park. The private portion of the land lies to the east of lower Kerry Park. This is flipped in the graphing.

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I also wish to draw attention to the fact that the Uptown Draft EIS makes no mention of the landslide potential of Kinnear Park (that portion that lies west of 5th Ave W, south of W Olympic, and north of Mercer). Currently, land is buckling in the eastern half of upper Kinnear Park, and when this land slides, it has the potential of impacting any development south of the slide. There is no mention of this in the Uptown Draft EIS.

Information gathered towards the Uptown Draft EIS.

As I understand it, the Draft EIS is built on prior input from Queen Anne in 1998, when Uptown was called "**Lower Queen Anne,**" and from the Uptown Urban Design Framework (UDF). The 1998 input from Queen Anne envisioned Alternative 1 zoning for Uptown, and included much more green space.

The Uptown UDF was developed following the 2014 "**charrettes**" involving interested parties in the Uptown UDF process, including neighbors. As a neighbor, I do not recall notice of these charrettes.¹ The Uptown UDF, at page 11, notes the following regarding the charrettes: "**Charrette topics included an overall evaluation of the neighborhood and how it functions, connections through Uptown and to adjacent neighborhoods, urban form and street character, transit oriented development, and neighborhood connections to the Seattle Center.**"

Regardless of these notice issues and looking to the notes from these charrettes, many concepts articulated there are watered down in the Uptown UDF and barely recognizable or minimized in the Uptown Draft EIS, including:

- The need for more green space;
- Incorporating lake to shore bicycle access/trails;
- The desire for the neighborhood to attract a diverse array of residents including cross age, race, income, family size, and work demographics;
- The need for schools and other infrastructure; and
- The need to address the transportation and parking issues plaguing the neighborhood.

Interestingly, the charrettes contain perhaps 2-3 references to upzoning Uptown. The Uptown UDF contains a few more references to upzoning, but these references are fairly oblique and discussed in unsupported and ambiguous statements of goals such as:

¹ I do recall notice of efforts to upzone Interbay, and I suspect had the Uptown charrettes and UDF process been publicized as well, including expressing an intention to go towards upzoning, I would have noticed it, and others would have too.

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3.3 Building Height. The guiding principles of this UDF call for a greater diversity of housing types. This means increased housing for families, singles, local artists of all income levels. An important variable to consider in advancing this principle is building height. Building height can influence diversity of housing opportunities and contribute to subarea character by achieving appropriate scale, affecting affordability through construction type, and in the case of taller buildings, requirement for affordable housing and other amenities."

Uptown UDF at page 19. And,

6.4 Building Height. Earlier in this UDF, locational criteria for building height were discussed. In addition to the urban form criteria set out in that discussion, height increases can advance important neighborhood goals. These goals include provisions of public amenities such as affordable housing, open space, historic preservation and in some case other vital public amenities.

Uptown UDF at page 40. This section proceeds to discuss the former requirements that taller buildings include affordable housing, the requirement replaced when Mayor Murray struck "the grand bargain" with developers.

The Uptown UDF's sole reference to potential building heights appears at page 46. The Uptown UDF at page 20, though, in discussing these heights states the following criteria for upzoning from the City of Seattle Municipal Code:

2. Preserve important views and land forms. **Seattle's hills, valleys,** and lakes give it identity – consider the impact of taller buildings.

3. Ensure new height limits are compatible with the neighborhood as it has developed already. Not all property will redevelop and compatibility between old and new should be considered.

Consider building heights of adjacent neighborhoods or provide a transition to a different scale rather than an abrupt drop or increase.

4. Advance goals established by the neighborhood through its neighborhood plan.

The Uptown Draft EIS does not appear to build upon the comments of the charrettes, the 1998 Queen Anne plan, or of the Uptown UDF when it comes to upzoning in general and to upzoning as it impacts views, neighborhood compatibility, transitioning to adjacent neighborhoods or

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advancing the objectives stated in the prior neighborhood plans. The Uptown Draft EIS should be re-written to factor in these variables.

Another focus in the charrettes and in the Uptown UDF is that of the historical aspects of the Uptown neighborhood, noted to be one of the oldest in the City of Seattle. The Uptown UDF notes, at pages 10 and 15, a desire to preserve brick buildings that are landmarks and to create a "conservation district" along Roy Street to retain the art deco influenced architecture there. This focus on conserving historic districts is glossed over in the Uptown Draft EIS, and suggested mitigation does little to assure that these historic districts and buildings will be preserved or integrated into an upzoned Uptown. This is error and should be corrected.

With regards to transportation, the Uptown UDF, at page 10, states that the neighborhood would be "best served by a strong multi-modal transportation system", yet the Uptown Draft EIS only provides this outcome if Alternative 2 or 3 is adopted – even after noting that Alternative 1 will increase traffic by 200% between now and 2035, and even after noting the problems with parking for one of Uptown's major attractions, a site that hosts many city-wide events – Seattle Center. As noted below, Sound Transit 3 has not restricted a high volume transit station in Uptown if Uptown does not upzone, and the Uptown Draft EIS should not do so either.

The Uptown Draft EIS almost mono-focus on upzoning is a major, bold, and unwelcome deviation from the considerations and the processes that have brought us to these crossroads. At page 1 of the Summary, it states, "The proposal is a non-project action to amend zoning in the Uptown Urban Center. The purpose of the proposal is to increase permitted height and density in the Uptown neighborhood" The Draft EIS reaches many wrong conclusions regarding the environment impacts of Alternatives 2 & 3. It does so in blatant disregard of the data before it and of the stated preferences of those few neighbors provided notice of the Uptown UDF. While it appears that the Uptown neighborhood may have been aware of the effort to move towards an EIS for Uptown, it also appears that adjoining neighborhoods were not considered or given notice and the opportunity to be heard on this effort. In fact, the July 18, 2016 letter signed by Samuel Assefa, Director of the City of Seattle Office of Planning and Community Development states, "The Uptown Urban Design Framework (UDF) is a summary of recent public input from the Uptown neighborhood." This phrase is repeated verbatim on page 1 of the Summary of the Uptown Draft EIS. The City of Seattle should have provided notice and the opportunity to be heard to all neighborhoods

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that would be directly impacted by changes in Uptown. The Uptown Draft EIS does not advance the articulated goals of the charrettes, of the Queen Anne 1998 plan, or of the Uptown UDF.

The Uptown Draft EIS.

I. *Giving Away Space without Consideration*. Through the Uptown Draft EIS, the City of Seattle gives away the space over the existing structures in Uptown without a *quid pro quo*. Through the changes proposed in the Uptown Draft EIS, the City has the opportunity to require developers to contribute towards the purchase of land for additional parks, schools, and low income housing, for example (all of which are identified priorities from the charrettes), but it fails to require these concessions in what has become one of the biggest airspace grabs in our state. Although the Queen Anne 1998 plan, the charrettes and the Uptown UDF all discuss the need for open space, for preservation of historic structures, and for amenities, the Uptown Draft EIS either makes no provisions for these goals and priorities or dismisses them outright. While I oppose Alternatives 2 and 3, if the City contemplates either of these alternatives, it should require these concessions.

II. *Bootstrapping and Disingenuous Conclusions on the Environmental Impact of Alternatives 2 and 3*. As one reads the Uptown Draft EIS, one reads multiple times disingenuous and boot strap conclusions regarding what should be seen as significant impacts from the proposed height changes but instead are consistently listed as “no significant adverse impacts” or “no significant unavoidable adverse impacts.”

- “This transition [growth and density; height, bulk and compatibility, job displacement] would be unavoidable but is not significant and adverse since this is an expected characteristic of a designated Urban Center . . . with the combination of existing and new development regulations, zoning requirements, and design guidelines, no significant adverse impacts are anticipated.” (page 1.17 - Land Use)
- “With mitigation [that is reviewing and re-writing inconsistent policy guidance and requirements to conform them with this Uptown Draft EIS], the proposal would be consistent with state, regional, and local policy guidance and requirements.” (page 1.18 – Relationship to Plans and Policies)
- “Uptown will continue to face housing affordability challenges . . . Uptown has the developmental capacity to add significant number

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- of new housing units . . . though it may still fall short of the **Comprehensive Plan goal.**" (page 1.21 – Housing)
- Regarding neighborhood character, protected views, and shading, "Under all alternatives, increased development . . . public spaces would experience increased shading . . . More intense development . . . would affect neighborhood character . . . With the incorporation of proposed mitigation, all alternatives would be **consistent with the City's policies . . . regarding protection of public views and shading of public parks and open spaces.** Thus, based on threshold of significance and proposed mitigation, no significant unavoidable adverse impacts are identified. . . . Under all alternatives, some private territorial views could change . . . **City view protection policies focus on public views.**" (page 1.27 – Aesthetics and Urban Design)
 - "Both Alternatives 2 and 3 establish height increases and other zoning changes that could result in significant unavoidable adverse impacts to above-ground historic properties." (page 1.30 – Historic and Cultural Resources)
 - "No significant unavoidable adverse impacts are anticipated." (page 1.32 – Transportation)
 - "No significant unavoidable adverse impacts are anticipated." (page 1.37 – Greenhouse Gas Emissions)²
 - "No significant unavoidable adverse impacts are anticipated." (page 1.39 – Open Space and Recreation)
 - "No significant unavoidable adverse impacts are anticipated." (pages 1.40, 1.41, 1.42, 1.44, 1.46, 1.47, 1.49 – Public Services – Fire (endeavor to maintain response times and may require increased staffing), law enforcement (department identified need to increase staffing and improve facilities), Schools (capital facilities management anticipated to be sufficient to address increases), Utilities (SPU will need to plan to meet the demand))

In fact, the adverse impacts are significant and a full environmental impact statement should be issued addressing the concerns raised in this and other letters. Furthermore, the City can best mitigate and minimize these adverse impacts by adopting Alternative 1.

² The City has the ability to further mitigate carbon emissions by requiring green roofs for the structures to be built in the future – along the lines of what Chicago has begun to require. This is an added aesthetic for those looking at those rooftops from view spots and other sites above Uptown.

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III. Seattle Does Not Need to Upzone Uptown to Accomplish Its Objectives. Many of the following comments are paraphrased from a letter drafted by Alec and Cathy Ramsey in response to the Uptown Draft EIS.

A. The City of Seattle does not need to upzone Uptown to accomplish the priorities of Uptown residents, businesses, and neighbors as outlined in the Uptown UDF and listed on page viii of the Uptown Draft EIS. As stated earlier, aside from lip service, these priorities are glaringly absent in the Uptown Draft EIS, a fundamental flaw of the document.

- Affordable Housing. In fact, Alternatives 2 and 3 detract from these priorities. The City of Seattle can impose new affordable housing requirements, consistent with HALA, without upzoning a neighborhood (see WAC 365-196-870(2)), and the City can attain the same affordable housing benefits in Alternative 1 as in Alternatives 2 & 3.

Flooding the market with expensive market rate units will not trickle down to provide affordable housing absent an intervention by the City of Seattle. Low income individuals are being evicted in the upzoned neighborhoods to make way for market rate units, which are being demolished City-wide. The Uptown Draft EIS merely queues up Uptown to join the neighborhood lemmings jumping into the no affordable housing waters. As a result of the failure to preserve affordable housing, Seattle suffers the highest rate of rent inflation in the nation.

As implemented, HALA and the grand bargain will result in a net loss of affordable housing in exchange for developers' rights to push for increased density. Per the Seattle Displacement Coalition, "Housing preservation is only given lip service, and the plan [HALA] identifies no specific strategies to achieve it" "[N]o net loss' policy. No developer fees." Queen Anne News, Is Ed Murray 'America's most progressive mayor?' Not by a long shot," Fox, John V. and Colter, Carolee, page 5, August 24, 2016.

Alternative 1 best furthers the City's objectives of retaining (and creating additional) affordable housing.

- Multi-modal Transportation System. The City presents no credible evidence to support its contention that this benefit will inure solely under Alternatives 2 & 3. Sound Transit 3 service to Uptown is not contingent upon upzoning under Alternatives 2 or 3.

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Irv and Luann Betram eloquently articulate the experience of Queen Anne residents going through Uptown to commute to work, attend cultural events, transport children to activities, and more.

Seattle Center continues to coordinate major city events that draw large crowds from around the greater Seattle metropolitan community. These events will suffer if parking and if public transportation issues are not addressed. The City of Seattle will fail its objective to decrease the use of vehicles in Uptown if it does not provide alternatives.

- Community Amenities (community center, new schools, open space). The City does not talk about a community center, deflects on new schools to Seattle Public increasing staffing and facilities after stating that it could not gauge the increase in demand, page 1.41 and specifically states that there will be no new open spaces, aside from sidewalks, courtyards, and alleys, p 1.37. The City offers nothing to advance these goals and priorities as stated in the 1998 Queen Anne Plan, the charrettes, and/or the Uptown UDF under any of the three alternatives. The Uptown UDF included these goals and advanced increased height to accomplish them. This is a total disconnect with the historical documents leading towards the development of the Uptown Draft EIS.

The City has the capacity to study the impact of the Uptown Draft EIS on new schools and open spaces now by looking to the effect of development in Belltown, the Pike/Pine corridor, and South Lake Union. The City should also mandate floor ratios so as to limit a building's footprint to 75% or less of the lot size in order to preserve the historic grassy strips found around the current and historic structures of the neighborhood. Additional open space is a must if children and dogs are not to compete for the use of the only greenspace available at Seattle Center.

The City has the ability to address this now to require quid pro quos from developers to provide these amenities. This is a significant environmental (and tax i.e. raising new revenue through levies) impact that the Uptown Draft EIS fails to address.

- An Arts and Cultural Hub. The Uptown Draft EIS provides no credible evidence for its assertion that Alternatives 2 & 3 better support this priority. Arts and culture hinge upon affordable retail, studio and

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housing. As previously stated, Alternative 1 best supports affordability and thus best supports this priority.

- A Strong Retail Core. This priority is not discussed in any of the three Alternatives proposed. Alternative 1 can presumably meet this as well as any Alternative.
- A Welcoming Urban Gateway to Seattle Center. This priority is not discussed in any of the three Alternatives proposed. Alternative 1 can presumably meet this as well as any Alternative.

B. The City of Seattle does not need to upzone Uptown to accomplish its increased density objectives. Additionally, the discretionary adverse impacts of the upzone flow from Alternatives 2 and 3. The City's stated objectives are to increase households by 3,000 and jobs by 2,500 in Uptown over the next twenty years. The Uptown Draft EIS then states that it also considers a 12% increase under Alternative 2 and a 25% increase under Alternative 3, neither of which are required to achieve the City's goals. The City can meet its goals under Alternative 1, and it can also meet its 12% and 25% stretch under Alternative 1 as Uptown is currently at 60% density capacity today. The City can also meet its goals under HALA under Alternative 1 and without any upzoning.

IV. The Uptown Draft EIS Completely Fails to Address the Impact of the Upzone on the Surrounding Community. There are 14 identified street view, parks and other areas of protected public site lines to various structures or natural features per the Seattle Municipal Code and/or protected from building shadows. This letter uses the term "obstruction," as the EIS does not delineate between "shadows" and "obstructions;" the term is used here to mean obstructed views and shadowing. The Uptown Draft EIS analysis looks at "no obstruction," "partial obstruction," and "full obstruction."

There are 14 identified street view, parks and other areas of protected public site lines to various structures or natural features per the Seattle Municipal Code and/or protected from building shadows.

- Under Alternative 1, 11 out of the 14 views have no obstruction, 3 out of the 14 views have partial obstruction, and 0 out of 14 views have full obstruction.
- Under Alternative 2, 6 out of 14 views have no obstruction, 6 out of 14 views have partial obstruction, and 1 out of 14 views have full obstruction.

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- Under Alternative 3, 6 out of 14 views have no obstruction, 4 out of 14 views have partial obstruction, and 4 out of 14 views have full obstruction.

Only Alternative 1 complies with the Seattle Municipal Code's requirements regarding obstructions (and shadows) from the viewpoints identified in the Seattle Municipal Code.

Per the Uptown Draft EIS, private views are addressed through mitigation (meaning after the upzoning has occurred and on a permit by permit basis, I believe). However, per SMC 23,60.060 & .220, height, bulk, and scale of development projects should be reasonably compatible with . . . the adopted land use regulations for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning.

SMC 23,60.060 & .220. This is consistent with the Uptown UDF paraphrase of the Seattle Municipal Code regarding views, which is provided on page 3 above. It is also consistent with the charrettes topic of exploring "connections through Uptown and to adjacent neighborhoods." Unless this topic was introduced to lull adjacent neighborhoods into complacency, the Uptown Draft EIS must explore and develop that now.

Irv and Luann Bertram have submitted a letter which eloquently points out the mistaken assumptions regarding both public and private views, and I adopt and endorse their arguments here. The Uptown Draft EIS fails to provide for a reasonable transition between Uptown and its northern neighbor under Alternatives 2 & 3. Alternative 1 does provide for reasonable transitions.

Queen Anne is one of the City's hills, and to obscure it behind the mid rises and the high rises envisioned in Alternatives 2 & 3 respectively, begins to erase the City's identity. The taller buildings are incompatible with Uptown's northern neighbor, Queen Anne, and any height increases should transition slowly moving south from the base of Queen Anne hill. Queen Anne residents relied upon the commitment of the City in making those statements in the Uptown UDF. The City disregards its own Code at its own financial peril, and it creates a rift of distrust between adjacent neighborhoods which have historically supported each other.

Irv and Luann Bertram, among others, clearly articulate the traffic concerns from the Uptown Draft EIS. I adopt their arguments.

August 30, 2016

As a final point, the Uptown Draft EIS, despite its efforts to create a pedestrian friendly vehicle sparse neighborhood, fails to factor in human scale when it discusses alternatives. Alternatives 2 and 3 will forever change Uptown into canyons of brick and corrugated steel filled with shadows and devoid of all but the bare minimum skyline. We live in a City that is dark and dreary for most of the year. Alternatives 2 and 3 make that worse. Alternative 1 retains buildings at a human scale, one that invites pedestrians to walk, to shop, and to enjoy the arts that only Alternative 1 can support.

Listening to the Voices of Seattle Voters speaking out on the Uptown Draft EIS.

Mayor Murray has, thus far, disregarded comments such as those found in this letter by calling them unrepresentational, or some such term. These comments marginalize the concerns of citizens who are willing to engage in dialogue with him regarding what the future of our City looks like. He needs to identify the demographic whose voices are absent and then figure out how to get them to the table, if he wants them heard. Otherwise, we citizens are without a clue as to what demographic he believes is missing and what the voice of that demographic is. He creates a double bind – a voice is missing, and because that voice is missing, no one will be heard.

In conclusion, I thank you for your hard work on crafting the Uptown Draft EIS and appreciate your open-mindedness as you read my and other comments. Alternative 1 furthers the City's objectives, and it should be fleshed out the same way that Alternatives 2 and 3 are fleshed out in the final EIS. It is not fleshed out adequately at this time. Not to do so suggests that it is only listed as an Alternative because the Washington State Growth Management Act requires the City to list it. A final EIS should be issued factoring in all of the points raised in this and other letters drafted by concerned citizens.

Sincerely,

Alexandra Moore-Wulsin

Alexandra Moore-Wulsin (signed electronically to avoid delay)

amw

cc Sally Bradshaw, City Counsel

From: William Wulsin [<mailto:wfwulsin@uw.edu>]

Sent: Wednesday, August 31, 2016 6:32 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Cc: Bagshaw, Sally <Sally.Bagshaw@seattle.gov>

Subject: Re: Comment on July 18, 2016 Uptown Draft EIS - due 2016 09 01 at 5 p.m.

Dear Mr. Holmes,

Please find my comments on the July 18, 2016 Uptown Draft EIS below. I am also sharing this with our district's Seattle City Council member Sally Bagshaw. Thank you for the opportunity to participate constructively.

Best regards,

William F. Wulsin
701 West Kinnear Place
Seattle Washington, 98119, USA
206 281 0874 home

1. The draft EIS is not objective as evidenced by its advocacy for the rezoning options 2 and 3. Traditionally a credible and comprehensive EIS maintains a neutral position with regard to advocacy and investigates costs and benefits to inform policy makers rather than influence an outcome. 2
2. The EIS does not address the fact that the existing plan conserves the visual and topographical profile of Lower Queen Anne while rezoning permanently alters both. 3
3. The EIS does not address or assess the cost/benefit of rezone proposals that will permanently alter the cityscape while only nominally increasing the number of dwelling units (approx. 11%) over existing zoning. 4
4. The EIS limits its discussion of the view impacts to a narrow visual corridor centered around Kerry Park, when the actual impact will affect the entire south slope on Queen Anne. 5
5. The EIS does not seriously examine traffic and parking impacts: for the streets and residents in rest of Queen Anne, for regional traffic transiting through Lower Queen Anne, for users from outside the neighborhood of local arts and commercial facilities/activities. 6
6. The EIS makes assessments with assumptions that rapid transit facilities will be developed without any existing funding or commitments in place to support them. 7
7. The EIS assessment assumes that vital and essential infrastructure changes will happen when in fact no such certainty exists . 8
8. This EIS does not examine the needs of future residents for schools or related infrastructure in a manner consistent with that engaged in the development of the current urban village zoning (alt 1). 9
9. The EIS does not describe how the benefit of either rezone options clearly and significantly outweigh the cost of following through with existing zoning (option1) that was developed in a more comprehensive and less expedient economic, social and political context that included ongoing participation from existing residents and property owners of the areas most affected. 10

"Consider the vital power of community to nourish itself."

From: Fan Xiang [<mailto:xiangf07@gmail.com>]
Sent: Wednesday, August 31, 2016 10:07 AM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Cc: Xu WANG <wxfreeprophet@gmail.com>
Subject: Vote no change for queen anne rezoning

Hi,

My name is Fan Xiang. My husband and I lives in the lower queen anne area that is under the proposal is rezone. We are strongly against the 85 feet limit and the 160 feet limit. We vote for no change which is 40 feet as the limit. Here are our considerations.

1. High rise buildings blocks sunshine completely which is depressing.
2. People coming to the area creates traffic that Queen Anne transportation system cannot handle. Traffic jam trying to get on highway and QFC. Public transportation can be scaled to handle this population.
3. High density residential area reduces the life quality of the residence in Queen Anne.
4. Parking is out of control. With only one car position in the garage, the overflow will go to street parking which is already congested.

Thanks for taking our voice into consideration.

Fan Xiang

From: Shane Yelish [mailto:syelish@gmail.com]
Sent: Wednesday, September 07, 2016 3:59 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Re: Uptown DEIS

Thanks, Jim.

Can you share the anticipated timeframe for issuing the FEIS or draft rezone recommendations (more info than just Fall 2016) ?

Is there anywhere to learn about the council's consideration of MHA-R and how that would relate to the the proposed guidelines of the rezone within the Uptown Urban Center?

Thanks.

On Thu, Sep 1, 2016 at 11:35 AM, Holmes, Jim <Jim.Holmes@seattle.gov> wrote:

Thank you for your comment. It will be included with the other comments received and published along with a response in the Final EIS. I have added your email address to our contact list and we will notify you as additional information is available and as future meetings are scheduled.

From: Shane Yelish [mailto:syelish@gmail.com]
Sent: Wednesday, August 31, 2016 2:25 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Uptown DEIS

Mr. Holmes,

I provide this comment in support of the increased density and height limits proposed under the "High-rise" alternative within the Uptown Draft Environmental Impact Statement. Everybody knows the city is going through an affordable housing crisis. I believe the only viable solution is to increase the supply of the housing stock by increasing height and density limits. This will allow more interesting architecture beyond paint by color buildings that will be an eyesore in 10 years or less as well as provide additional affordable housing.

The City should adopt the "High-rise" alternative throughout the Uptown Urban Center in order to maximize housing stock as well as encourage business density and more lasting architecture. If the 160' height will not be adopted throughout, the greatest height limits should be in the Uptown Corridor and the Uptown Park - Central area allowing the height to continue from the adjacent Belltown height limits to foster increased business density and increased housing stock. The same would be true for the Denny Triangle area adjacent to South Lake Union and the continuation of the height limits from there. The Mercer/Roy corridor would also be a natural location for maximum height, though height directly along Mercer should have significant setbacks so not to feel like a canyon like you do when you drive down Dexter.

If any locations of Uptown were to receive reduced height limits, it should be the preservation of the Heart of Uptown Heart's character and in the more residential areas of the Taylor-Aloha blocks and Uptown Park - North and the northwestern portion of Uptown Park Central (west of 4th Ave W).

The added described would have the benefit of better transit and multi-modal transportation going downtown and accessing I-5 through Denny and redirect the traffic away from Mercer, which is already a mess.

Increased density is necessary for a city like Seattle to grow. Rather than push workforce housing to the margins and less desirable locations, Uptown should maximize the evaluated height and foster a 24-hour experience of business and housing in the Uptown neighborhood.

It is my hope the increased density and height limits proposed under the "High-rise" alternative within the Uptown Draft Environmental Impact Statement will allow Seattle to grow into the great city it can become in an organized and meaningful manner.

Regards,

Shane Yelish

From: David Zapolsky [<mailto:david.zapolsky@gmail.com>]

Sent: Thursday, September 01, 2016 12:17 PM

To: Holmes, Jim <Jim.Holmes@seattle.gov>

Subject: Comments regarding Draft Uptown Urban Center Environmental Impact Statement

My name is David Zapolsky and I live in lower Queen Anne.

I have long been an advocate of increased density in the City of Seattle. Before I moved to Queen Anne, I lived in Magnolia, literally next door to the old Briarcliff School, and my former wife (Lindsay Brown) and I were vocal supporters of the higher density development plans for that parcel.

As a general matter, we welcome increased density in the Uptown and Lower Queen Anne neighborhoods as well. But the current state of those areas is very different from Magnolia. There is already robust development, multi-family housing, and a dynamic and rapidly evolving cycle of development and urban renewal that is already beginning to strain the area's infrastructure, including parking, traffic, and other aspects of the neighborhood.

1

I support and echo the letters submitted by my neighbors, Alexandra Moore-Wulsin, Ramsey, Bertram, and Schrock. There is much that can and should be done to encourage increased density in the Uptown neighborhood without changing the current zoning. Indeed, it is happening organically already. As outlined in detail by my neighbors, the EIS does not adequately address the many adverse effects and other issues that would be created by a wholesale change to the zoning restrictions in the area.

We very much support continuing the remarkable revitalization we are already seeing in the Uptown neighborhood, including more apartments (including lower-income units), a wider and higher quality selection of small and medium sized businesses, a thriving art cinema, and other signs of progress. That is all happening now.

Making wholesale changes to zoning that provide even more economic incentives for developers would pour gasoline on this development fire at the expense of walkability, manageable traffic, ample light and green space, liveability, views, and a host of other unique and admirable neighborhood characteristics.

The EIS produced to support this change does not come close to addressing, let alone justifying, all off the negative impacts of such a change. And we therefore oppose its adoption by the city as an input to zoning decision-making as well any change to the zoning of the are.

2

Thank you for your consideration.

David A. Zapolsky
301 W Kinneer Pl
Seattle, WA 98119
david.zapolsky@gmail.com

Letter: Zielinski, Laura

From: Laura Zielinski [mailto:zielinski_laura@hotmail.com]
Sent: Tuesday, August 30, 2016 3:34 PM
To: Holmes, Jim <Jim.Holmes@seattle.gov>
Subject: Please recommend plan Alternative 1 for Uptown Rezoning

Hello,

I am writing to ask you to recommend Alternative 1 plan for the Uptown Zoning project. I have read the proposals, and it seems that the other two proposal do not seriously take into effect the traffic and public services issues that are needed for such a huge amount of office space, apartments, and new hotel rooms.

We appreciate your consideration.

Laura Zielinski
2023 Nob Hill Ave North
Seattle, WA 98109

UPTOWN REZONE DRAFT ENVIRONMENTAL IMPACT STATEMENT

PUBLIC HEARING

6:00 p.m.
Thursday, August 4, 2016

Seattle Center Armory
305 Harrison Street, Third Floor
Seattle, Washington

KIMBERLY MIFFLIN, CSR
Northwest Court Reporters
1415 Second Avenue
Suite 1107
Seattle, Washington

(206) 623-6136
www.northwestcourtreporters.com

1 ALEC RAMSAY: My name is Alec Ramsay. Jim, I
2 shared this question with you privately, but I'd like to
3 get it on the public record. I live on lower Queen Anne.
4 I totally support the rezone for more affordable housing.
5 When I look at the EIS, I'm puzzled why we're considering
6 options 2 and 3, because 90 percent of the increased
7 density comes from the current zoning and only about 10
8 percent comes from options 2 and 3, but 100 percent of
9 the discretionary aesthetic design, urban design impact
10 comes from discretionary choices of options 2 and 3. So
11 although they increase in density, but I don't see why we
12 need the other options to achieve it. So if you are not
13 responding tonight, I'd like to get that on the record
14 and have a response officially.

15 Thank you.

16 RICH REILLY: My name is Rich Reilly and I live
17 on Queen Anne hill. I'm just going to read one of my
18 comments. Proposed height allowances -- oh, excuse me.
19 Yes, proposed height allowances on both Alternative 2 and
20 3 are counter to Seattle Municipal Code Section 25.05.678
21 to protect public views of significant natural, i.e.,
22 Puget Sound and human-made interest, i.e., downtown
23 skyline and the Space Needle, Seattle Center.

24 Everyone residing on and every view from the south
25 slope of Queen Anne hill, including Kerry Park, will be

Hearing 1

Hearing 2

1 impacted with many losing their view of the playhouses,
2 the Opera House, the International Fountain, the lower
3 third of the Space Needle and the largest continuous
4 blanket of trees in downtown Seattle that ties into and
5 sweeps up the south slope of Queen Anne hill. Rows of
6 tall buildings will be permanently separated. Excuse me.
7 Rows of tall buildings will permanently separate these
8 treed neighborhoods, both physically as well as visually.

9 Queen Anne property owners whose views will totally
10 or mostly be blocked will suffer the taking of property
11 without compensation. The result will decrease in both
12 market value and assessed valuations, perhaps exceeding
13 \$100 million, which will result in reduced tax receipts
14 by the City and King County.

15 Thank you.

16 TRACY THOMAS: My name is Tracy Thomas. I live
17 in the Willis condominiums that are directly above the
18 Counterbalance Park. And in a less formal way, I'd like
19 to reiterate what this gentleman just said.

20 I personally on a personal level it will affect me
21 because, yeah, personally I have a wonderful view of the
22 Puget Sound looking over through Alki watching the
23 ferries come back and forth and all the way over to the
24 Space Needle and the surrounding.

25 Although I'm not against development and new growth,

Hearing 3

1 there are some older buildings in the neighborhood that
2 could probably use to be torn down, redone, but at what
3 height and what cost to the feel of the neighborhood. I
4 like the Queen Anne neighborhood, the Uptown neighborhood
5 in that it is still feeling like a neighborhood. You can
6 still feel blue sky, trees. There are a few larger
7 buildings, but those few to have all of the lower
8 buildings replaced by something that I don't think is
9 beneficial for the feel of the neighborhood in general.

10 My other brief comment is living where I live right
11 at the Counterbalance Park, the homeless population there
12 is becoming more and more aggressive and out of control.
13 And I hope that that's something that as a community we
14 can address that a little bit more.

15 RICK COOPER: My name is Rick Cooper. I'm an
16 Uptown resident. I'm going to start with overall
17 impressions of the EIS draft, and then I think I'll just
18 have time for probably one example of what I'm about to
19 start out with.

20 I think Debi opened with a great overview of the UDF
21 framework, identifying key issues that are important to
22 us as Uptown grows, Seattle Center and housing options,
23 transportation, arts and cultural district. Addressing
24 these issues in creative ways helps Uptown develop the
25 purpose and vision. Looking at zoning alternatives is a

Hearing 4

1 way to achieve this purpose and vision.

2 But the EIS needs to help us understand what impacts
3 the alternative study have on these livability issues;
4 for example, how do zoning alternatives advance the arts
5 and cultural district activation. The EIS tries to do
6 that in the summary section, but too often data provided
7 is confusing and hard to understand. Too often
8 concluding statements aren't backed up by analysis or
9 data.

10 I'm just going to give one example in the interest
11 of time here. Affordable housing. The EIS lays out
12 housing data and program options in great detail, and the
13 detail is extremely helpful. Several key housing
14 programs operate by giving developers options. Developer
15 choices relating to program utilization will affect
16 levels of affordable housing developed in Uptown. But
17 the EIS draft seems to assume that programs will be
18 equally utilized under the three scenarios, but they
19 won't. Historically the property tax exemption program
20 has not been used by high-rise developers anywhere in
21 Seattle.

22 Alternative 3 should reflect significantly less
23 participation by high-rise developers. The new mandatory
24 housing program built on the city's incentive zone
25 program and over time high-rise developers have

1 consistently chosen paying a fee rather than
2 incorporating units within their projects. These will be
3 difficult to use in Uptown.

4 Again, different choices likely under Alternative 3,
5 high-rise zoning compared to current or mid-rise zoning
6 alternatives. The EIS should note these differences.

7 Thank you for the opportunity to comment.

8 LESLIE ABRAMAN: Hi there, I'm Leslie Abraman, Hearing 5
9 and I live on Queen Anne hill. I would like people to
10 think about some of the really impossible traffic
11 congestion situations that exist there, some of the
12 really difficult traffic situations that exist now when
13 you're driving down Fifth Avenue North or Taylor onto
14 Mercer Street. And I know that a lot of this development
15 is also based in that Taylor/Aloha area.

16 I don't understand how we're talking about bringing
17 all these buildings and all these people here before
18 we're talking about building the infrastructure to be
19 able to move these people through the area. And so I
20 love the idea of bringing Sound Transit here, but I don't
21 know why we can't do it in such a way that Sound Transit
22 and those options come before all the people, because
23 right now it's very difficult to move around the city.
24 And I know that people are choosing not to come to Queen
25 Anne hill anymore, not to go to the businesses because

1 they can't get off the hill after 3 p.m.

2 I'm a biker, I'm a walker. I try to bike and walk
3 as much as possible, but sometimes you do have to use
4 your car and your vehicle, and I really would like you
5 all to think about some of the huge traffic problems
6 we're having.

7 NANCY SILBERG: Hi, my name is Nancy Silberg.
8 I'm an Uptown resident. I submitted comments to Jim, but
9 I wanted to highlight a few things, and these are details
10 about the EIS. For example, the EIS says that
11 Alternatives 2 and 3 include two Sound Transit stations,
12 but not Alternative 1. My understanding of ST 3 and
13 about this fall is it's not dependent on the city zoning.

14 So either you think and we'll assume that all the
15 alternatives that we will get two stations, those should
16 be reflected in all alternatives, or you think ST 3 will
17 fail and then it shouldn't be in any of them. But you
18 shouldn't differentiate between Alternatives 2 and 3 and
19 Alternative 1 because ST 3 does not differentiate.

20 The second thing I have is that the EIS doesn't have
21 any discussion in the difference in building and
22 development costs between the alternatives. So my
23 understanding, and I'm no builder, but my understanding
24 is that high-rise buildings are much more expensive to
25 build and would command higher rents. This has a

Hearing 6

1 significant impact on the character of our neighborhood.

2 We would like to see this in the EIS. So I say that.

3 The other thing is that the EIS doesn't contain any
4 information about the demand for various housing costs,
5 so could this be added. You know, what if you put in a
6 whole bunch of high-rise zoning and nobody builds
7 high-rise buildings and they sit vacant? That has a
8 significant impact on our neighborhood. We don't want
9 more vacant property. So that is one of the pluses that
10 would come out of this is the development of vacant
11 property.

12 So with that, I will also say that the analysis
13 should do a street level view. You list seven street
14 level views, but you only analyzed five. So I would say
15 please analyze all seven street level views. You have
16 left out Second Avenue North and Ward Street and Queen
17 Anne Avenue North and Valley.

18 I saw my sign, so I'll stop there. Thank you for
19 your time.

20 GARY GROSHEK: My name is Gary Groshek. I'm a
21 19-year Uptown resident and a homeowner for 19 years plus
22 in the homeowners' association in that neighborhood.

Hearing 7

23 So we started the conversation with the planning
24 consultants out in the hallway that seemed incomplete.
25 So the real question is in preparing the EIS have you

1 done a comprehensive and integrated look at
2 transportation, not just within the dotted line
3 boundaries of Uptown. In this time frame we are turning
4 the MJ campus into an Expedia campus, bringing a whole
5 lot of new traffic into the area. We are trying to
6 finish the tunnel to replace the viaduct. We are trying
7 to bring more density into this neighborhood, and we
8 already can't get out of this neighborhood across Mercer
9 or Denny.

10 The conversation that took place out in the hallway
11 in the reception was, well, at some point we are going to
12 have crossovers to get over 99 through Belltown, maybe in
13 2035 or 2040 we'll have Sound Transit stations. If that
14 all has been looked at in a comprehensive and holistic
15 way, then the EIS really doesn't understand what happens
16 to traffic. Can that get addressed in your comments in
17 the EIS.

18 ROB MILLER: My name is Rob Miller. I've been
19 a resident of lower Queen Anne since 1991. And in
20 addition to the concerns previously expressed about the
21 lack of infrastructure and the possibility of moving
22 through the neighborhood, I want to express a concern
23 about the canonization of the neighborhood especially
24 when you start talking about 16-story buildings. Already
25 the new building across from Key Arena casts a shadow in

Hearing 8

1 that area. I don't know if you've noticed driving up
2 First Avenue North how dark it is now on the east side of
3 that new building across the street. And that's not even
4 a tall building. Think of what it will look like if
5 there are 16-story buildings in the neighborhood, and it
6 will start to look like Belltown. I don't want Uptown to
7 look like Belltown. That's really all I wanted to say.

8 TERRI APPLETON: Hi, I'm Terri Appleton, and I
9 live on Queen Anne for years, as you can tell. Anyway, I
10 guess I have a question for you and maybe it's in your
11 EIS. That's why I asked where it was, because I'm going
12 to go home and start reading the pages. You mentioned
13 the view corridors from Kerry Park. And is that a view
14 corridor like this? Is it like this? As we now look
15 from Kerry Park, if you look kind of east to see the
16 city, and with 160-foot buildings, 16 stories, that will
17 definitely have an impact.

Hearing 9

18 So what I would like to see is a topological thing
19 of the hill and placing 160-foot buildings around so we
20 would have an idea per this zoning how high they're going
21 to be and what kind of actual blockages are going to
22 happen.

23 Thank you.

24 ROXANNA LOPEZ: Hi, my name is Roxanna Lopez,
25 and I live on Queen Anne. I guess my concern is when I

Hearing 10

1 go down Dexter, and I voiced my concern out in the
2 hallway, and I live down Dexter, you see no light. You
3 see building, building, tall building. The small
4 businesses have had to leave because they can't afford to
5 be there, and my fear is that's what's going to happen to
6 Queen Anne.

7 I also was very surprised when we had a lot of
8 models of buildings, and I go, where's the green space,
9 where's the pea patches. We'll get to that. So it's not
10 in the framework yet, and I'm concerned that you haven't
11 thought about, you know, we see the pictures of the dog
12 park, we see the pictures of the green space, but we
13 don't see any of that in the models that you've
14 presented.

15 So thank you.

16 JOHN LAURENCIA: Hi, my name is John Laurencia
17 and I'm 29 years at Sixth Avenue North and Prospect,
18 right at the border of Uptown. We've got a four-story
19 apartment building that's going to go in right next door
20 to our 110-year-old two-story house. I'm not going to
21 talk about the tall buildings and the canonization of
22 Seattle Center and Uptown area, but I'm alarmed and I
23 want to urge you, do not sell that parking lot property
24 north of Mercer Street. I was told outside by someone,
25 well, we'll make the money apply to everything on the

Hearing 11

1 south side of Mercer Street, the Seattle Center property.
2 Don't be like the Seattle School District and give real
3 property away. That parking lot, you'll need that. And
4 so if not these planners, planners of the future. Don't
5 have those planners 20 or 30 years from now say, I wish
6 we would have held onto that property. It's
7 irreplaceable, and I think you should keep owning that
8 property instead of giving a bargain to some developer
9 and having even more tall buildings on that north side of
10 Mercer.

11 Thank you.

12 JOHN STRATFOLD: Hi, my name is John Stratfold **Hearing 12**
13 and I live in a condo on the west end of West Mercer. I
14 grew up in London, UK. For me a picture is worth a
15 thousand words, so I would like to see some vision of
16 what the look and feel of Uptown would be like. Would it
17 be a small Manhattan? Would it be a Madrid, you know,
18 downtown Madrid with open areas for people? So I'd like
19 to see that. I'd like to see some vision of what this
20 community will look like.

21 I think the important things are public
22 transportation. We clearly have to provide for
23 diversity. We need different levels of livability for
24 various kinds of people. We absolutely need to provide
25 facilities for the homeless. I'm not a nimbi person. I

1 think we have to accommodate that in our neighborhood.
2 But it has to be done in a sensible and coherent way. So
3 I hope those are the kinds of things that will be
4 incorporated into this study.

5 Thank you.

6 LISA POWER: Hello, thank you for this
7 opportunity. My name is Lisa Power, and I have a hair
8 salon on lower Queen Anne. I've been there for 10 years.
9 I love this neighborhood, I think it's great. I would
10 also love to see some positive redevelopment. I'm Hearing 13
11 concerned about people losing their view. I would love
12 to have a condominium in this year, so if I buy a condo,
13 I don't want to lose my view in five years.

14 My big concern as a business owner is parking. I
15 was involved in all the Mercer conversations, and I still
16 lost parking. So I am just putting it out there. I
17 would ask that we preserve parking and make allotment for
18 better parking, and when developers come in, please make
19 them have plenty of parking spaces. And it's already
20 really tough.

21 Oh, yes, please make the buildings attractive, not a
22 bunch of boxes.

23 MYRNA MAYRON: My name is Myrna Mayron. My Hearing 14
24 husband and I live at the Willis. There's a lot going on
25 up there. But one of the things, we've been here -- we

1 bought nine years ago with the idea that two years later
2 we'd live here full time because our daughter and her
3 husband are -- and that's when my husband was retiring.
4 But we were from Chicago. And one of the things that
5 struck me about Seattle right from the beginning was that
6 there are views all over the city. In Chicago we have
7 Lake Michigan, and only people of a certain economic
8 level have a chance to see the view.

9 But you drive around Seattle and there are views all
10 over. And I think because we're at the front of the
11 view, we should have a more vested and positive interest
12 in getting more of the city to try to protect their views
13 in showing them that we won't stand for losing our views.

14 PATRICK KERN: Hello, my name is Patrick Kern.
15 I'm very excited about this project and what it can do
16 for our community.

Hearing 15

17 One thing I was surprised that the EIS didn't
18 specifically address is the City of Seattle noise
19 ordinance and how the zoning changes could impact our
20 neighborhood. I'm very sensitive to commercial haulers
21 in my neighborhood. I live in a low-rise residential
22 area. We have composting, recycling, garbage collectors,
23 a lot in our neighborhoods. There's not an efficient
24 consolidation of these haulers. I get up at 5 a.m. every
25 morning and I'm rather disturbingly awoken at 2 o'clock

1 in the morning, 3 o'clock in the morning, 4 o'clock in
2 the morning by these haulers.

3 And as the low-rise residential zone goes away, my
4 understanding of the current Seattle city noise ordinance
5 is that we could potentially have explosive growth in the
6 commercial haulers at all hours of the night in our area
7 as the corresponding commercial businesses in our
8 neighborhood increase. So I just want the EIS to speak
9 to noise in our neighborhood.

10 Thank you.

11 DANIEL RITTER: My name is Daniel Ritter and I Hearing 16
12 live on the south slope of Queen Anne. I've submitted
13 some more detailed questions to Mr. Holmes, but I just
14 want to mention that it seems that it should be possible
15 to do some development in Uptown and provide more living
16 spaces and more affordable housing and perhaps more
17 cultural venues without destroying the views from the
18 south slope.

19 Apparently the -- and I may have gotten this
20 wrong -- but it appears from the EIS that all that was
21 explicitly considered in that regard was protection of
22 public views, so, for example, Kerry Park, the view
23 corridor from Kerry Park down to as far as you can see.
24 But what about the hundreds, thousands maybe, of other
25 people who live on the south slope and presently enjoy,

1 if any moved or stayed there, because they could see the
2 downtown, a little bit of Elliott Bay, the Seattle
3 Center, the Pacific Science Center, et cetera. There
4 should be explicit consideration of protecting views of
5 people who live in the area affected by the proposed
6 changes.

7 Thank you.

8 CAROLINE MALBY: My name is Caroline Malby, and
9 I've lived in Uptown for four years. Before that I lived
10 on upper Queen Anne for another four years. I live on
11 West Mercer Place. I walk a lot to get places. I take
12 the bus. Sometimes I drive, usually when I want to get
13 outside of my neighborhood, way outside, like go up to
14 Snohomish County. It's getting harder and harder to get
15 my car out of the neighborhood.

Hearing 17

16 I hear all these plans about what it's going to be
17 like 30, 40 years from now, and that sounds wonderful.
18 I'm an optimist. But quite frankly, I'm not going to be
19 alive 40 years from now. I'm more concerned about what's
20 going to happen within the next few years, within the
21 next five years, within the next 10 years, when maybe I
22 wouldn't be able to walk as well as I can now. I would
23 love to take the bus back and forth to the theater at
24 night. I can go down to the theater. I'm afraid to come
25 back by myself.

1 These are the things I'd like to see addressed now.
2 These are here and now things that will affect the
3 quality of my life, and I imagine the quality of life of
4 a lot of people in this room.

5 Thank you.

6 KAREN LUFT: Hi, my name is Karen Luft, and I
7 live on, I guess in Uptown, although I was a little
8 surprised to find out that I live there, because we are
9 just this tiny little neighborhood and nothing like what
10 you guys are doing kind of down here a little further.

Hearing 18

11 I've heard a lot about the EIS and I've heard a lot
12 about plans and transit. I want to share a couple of
13 things with you. I'm self-employed. I do a lot of work
14 from home. I pay my taxes, I contribute, I give back. I
15 can't leave my house in my car unless I go between 10 and
16 2. And my daughter's daycare is YCA, which is right
17 across the street from the QFC. If I walk to drop her
18 off and pick her up, it is like taking my life in my
19 hands. Taylor and Fifth, Valley, Roy, Aloha, that whole
20 area is so congested. Trying to get across the street
21 with a stroller is dangerous. And people are angry and
22 they're not paying attention to pedestrians.

23 So the idea of adding taller buildings and more
24 people at a point where we don't have the infrastructure
25 I personally think is a bad idea.

1 Thank you.

2 WILLIAM BLADES: My name is William Blades. My
3 wife and I have lived on south Queen Anne for 28 years.
4 My wife is a fourth generation Queen Anneite. The **Hearing 19**
5 changes that she has seen are incredible. I grew up in
6 New York City. I came out here to go to the UW to get
7 away from the canons of New York City. Now people are
8 talking about bringing it here. And you talk about we
9 have to have more density. Hey, folks, we have density
10 already. We don't need that much more if it changes the
11 quality of our life far beyond what most of us want, I
12 think.

13 BART MAYRON: My name is Bart Mayron. I live **Hearing 20**
14 at the Willis. You heard my wife a few people ago. And
15 I just think to myself that as you speak in this utopian
16 environment of no cars and everybody just bicycling
17 everywhere, that doesn't exist and it won't exist. We
18 are Americans, we like to drive. That's No. 1.

19 No. 2, think of South Lake Union, and if you
20 envision that and then think of where we live in Queen
21 Anne, how it's a lovely wonderful neighborhood, think of
22 the differences.

23 No. 3, there have been new structures built such as
24 the Expo and others that still have empty commercial
25 spaces. Again, the utopian dream, oh, you'll build these

1 buildings and have commercial spaces come in, it isn't
2 happening, folks. And in our present economic
3 environment, I don't think it's going to happen, so let's
4 be realistic.

5 BERTA BLADES: My name is Berta Blades. I'm
6 the fourth generation Queen Anne. And the quality of
7 life has really gone downhill, and to add more density
8 would create a bigger problem. It takes me 45 minutes to
9 go from my house to the freeway. One mile.

Hearing 21

10 KAREN ADLER: Hi, my name is Karen Adler. I've
11 lived on the hill for 25 years, let's say. And I feel
12 like honestly this thing about with all of these
13 buildings they're going to put in the mandatory housing,
14 I read something in the paper that was kind of shocking
15 to me a couple of months ago, and I think I have this
16 right, that the developer can pay a fee and get out of
17 that and then the City takes that money and the housing
18 can go wherever the City wants to be the housing. So all
19 of our young friends who can't forward to live around
20 here, they are going, well, you should pay for this
21 development so we can live here. That's not going to
22 happen. All that is going to happen is developers are
23 going to make a lot of money, put these buildings in, our
24 quality of life goes downhill, and then maybe the City
25 puts in housing wherever they want. It is not going to

Hearing 22

1 be here. It isn't going to be the affordable housing.
2 It's going to be somewhere else. And we're going to get
3 the pain of having the denser living.

4 When I read that article, I think these two points
5 about the affordable housing is just BS frankly is the
6 way I feel about it.

7 BEVERLY HARRINGTON: I'm Beverly Harrington and
8 I live on Aloha and Fifth and I've lived there for 10
9 years. My concern is I wonder if this does any good. I
10 agree with what most people are saying now, but I wonder
11 if you don't make the final decision and the city council
12 makes the final decision, maybe they're the ones that
13 should be hearing our concerns.

Hearing 23

14 SHARON LEVINE: Hi, I'm Sharon Levine. I'm a
15 longtime resident of upper Queen Anne and a longtime
16 member of the Queen Anne Community Council. For over 20
17 years Queen Anne Community Council has been asking for a
18 traffic management plan, and the City has never provided
19 it. And this area, Uptown, is part of the congestion
20 that we experience anytime we need to go south of Mercer.
21 So there really needs to be better traffic management
22 study.

Hearing 24

23 In addition, the plans, the legislation that's
24 pending and this upzone to the urban center do not
25 provide for the infrastructure that's needed. There's no

1 plan as far as I know for a community center. There's
2 been no study on whether the sewer, electrical, all of
3 the systems are going to accommodate all of this
4 anticipated growth around the city. Even though there's
5 a new electrical substation going up on Denny, that's
6 really to help all of the electrical needs of South Lake
7 Union. These plans are not well formed.

8 I just want to say that we, on top of the hill, do
9 have to commute through this area, and I really want to
10 see more study about infrastructure before you plan for
11 this density. My family and I are in favor of the no
12 action alternative. The current zoning provides adequate
13 opportunity for growth without negatively impacting tens
14 of thousands of Seattle residents.

15 Thank you.

16 MICHAEL BLUMSTON: Hi, Michael Blumston. And
17 first of all, I want to thank the staff of EPD and the
18 folks from Uptown alliance for the very collaborative
19 process that everybody went through. I think there was a
20 lot of iterations and thinking that went into this plan,
21 so I appreciate all of that work.

22 I guess the thing that I would like to see, and Debi
23 talked on this a little bit, was about using some of the
24 increases in density to think about the public benefits
25 that could come and what those tradeoffs are. And one of

Hearing 25

1 the things I would like to see studied is if we're
2 creating higher value for property owners through the
3 upzone and the increased height, what is that value and
4 what are the mechanisms by which we can create public
5 amenities in the neighborhood to counteract that, because
6 if we're going to do those tradeoffs, I think there's lot
7 of opportunity, but I'd like to see how we can
8 collaboratively and proactively look for some of those
9 opportunities.

10 JIM HOLMES: Is there anymore public comment?
11 Thank you for coming tonight. We'll be adding you to our
12 e-mail list to keep you in touch with what we're doing as
13 we move forward. Thanks.

14 (Meeting ended at 7:04 p.m.)
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CHAPTER SIX /

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In addition to the Draft EIS References, the following references are added:

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UPTOWN

FINAL EIS APPENDICES /

Uptown Urban Center Rezone

March 2017



APPENDIX A /

Public Meeting Notices and Comment Extension

From: Uptown: Framework for the Future <dpdmailer=seattle.gov@mail172.atl61.mcsv.net> on behalf of Uptown: Framework for the Future <dpdmailer@seattle.gov>
Sent: Thursday, July 21, 2016 3:58 PM
To: Lisa Grueter
Subject: Drop-In Hours & Open House/Public Hearing on Rezone, DEIS

A public hearing to discuss potential environmental impacts of rezoning in Uptown.

[View this email in your browser](#)



Guiding Growth in Uptown:

Get Involved with the Uptown Rezone Draft Environmental Impact Statement

The Uptown Rezone Draft Environmental Impact Statement (DEIS) studies the potential impacts of a range of potential zoning changes (including height change in the neighborhood). This information will be used to develop a rezone recommendation that we will seek input on this fall.

Come learn how new design guidelines will support walkability and connections to Seattle Center, a vibrant streetscape, more affordable housing, and new employment opportunities by attending these upcoming events:

Uptown Drop-In Sessions

During the comment period, OPCD staff will host the following drop-in hours at the KEXP gathering space. Staff will be on-hand to answer any questions you

may have about the DEIS and rezone process and to show you the 3-dimensional computer model used to evaluate view impacts.

- July 27, 3:00-5:00 p.m.
- August 2, 1:00-3:00 p.m.
- August 16, 3:00-5:00 p.m.
- August 22, 3:00-5:00 p.m.

Open House

Join us at an open house and public hearing to discuss potential environmental impacts of rezoning the Uptown Urban Center.

THURSDAY, AUGUST 4

Seattle Center Armory, Lofts 3 & 4

5:00-6:00 p.m. - Open House

6:00-8:00 p.m. - Public Hearing

At this meeting you'll have the opportunity to:

- Ask our consultants questions and offer your thoughts about the analysis provided in the DEIS
- Talk with representatives from various City departments and agencies about projects and initiatives in the Uptown area
- Offer public comment or questions on the record about the analysis which will be addressed in the final EIS

View the DEIS, the Uptown Urban Design Framework, and the Uptown/Seattle Center Parking study online: <http://bit.ly/opcd-uptown>. **The public comment period will close on September 1.**

For more information, contact Jim Holmes: jim.holmes@seattle.gov or (206) 684-8372.



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You are receiving this email because you signed up for updates on the Uptown: Framework for the Future project.

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From: Uptown: Framework for the Future <dpdmailer=seattle.gov@mail188.suw14.mcdlv.net> on behalf of Uptown: Framework for the Future <dpdmailer@seattle.gov>
Sent: Tuesday, August 2, 2016 9:00 AM
To: Lisa Grueter
Subject: REMINDER: Uptown Rezone Draft Environmental Impact Statement

A public hearing to discuss potential environmental impacts of rezoning in Uptown.

[View this email in your browser](#)



Guiding Growth in Uptown:

Rezone Draft Environmental Impact Statement

You are invited to an open house and public hearing to discuss potential environmental impacts of rezoning in the Uptown Urban Center. Learn how new design guidelines will support walkability and connections to Seattle Center, a vibrant streetscape, more affordable housing, and new employment opportunities.

THURSDAY, AUGUST 4

Seattle Center Armory, Lofts 3 & 4

5:00-6:00 p.m. - Open House

6:00-8:00 p.m. - Public Hearing

The Seattle Office of Planning and Community Development and Seattle

Center are hosting an open house and public hearing on the Uptown Rezone Draft Environmental Impact Study (DEIS).

The DEIS studies the potential impacts of a range of potential zoning changes (including height change in the neighborhood). This information will be used to develop a rezone recommendation that we will seek input on this fall. At this meeting you'll have the opportunity to:

- Ask our consultants questions and offer your thoughts about the analysis provided in the DEIS
- Talk with representatives from various City departments and agencies about projects and initiatives in the Uptown area
- Offer public comment or questions on the record about the analysis which will be addressed in the final EIS

View the DEIS, our Uptown Urban Design Framework, and the Uptown/Seattle Center Parking study online: <http://bit.ly/opcd-uptown>.

For more information, contact Jim Holmes: jim.holmes@seattle.gov or (206) 684-8372.



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From: Uptown: Framework for the Future <dpdmailer=seattle.gov@mail182.suw12.mcsv.net> on behalf of Uptown: Framework for the Future <dpdmailer@seattle.gov>
Sent: Thursday, September 8, 2016 2:19 PM
To: Lisa Grueter
Subject: Comment Deadline for Uptown DEIS Extended

Comment deadline for Uptown Draft EIS has been extended.

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Comment Deadline for Uptown Draft EIS Extended

On July 18, the Office of Planning and Development released the Uptown Rezone Draft Environmental Impact Statement (EIS) for review and public comment. Following the release of the Draft EIS, a public hearing was held on August 4 with over 150 participants in attendance. Written comments were formally accepted through Sept 1 (a 45-day comment period). The comment period is now being extended until 5:00 p.m. Friday, September 16.

You can view the Draft EIS on our website:

<http://www.seattle.gov/dpd/cityplanning/completenesslist/uptown/whatwhy/>

Thank you for your review of the Draft EIS.

It is important to note that we are seeking comments on the Environmental

Impact Study. Currently, there is no rezone proposal for Uptown. When a preliminary proposal is made we will notify you and provide a comment period prior to making a formal proposal.

Thank you.

Send comments to jim.holmes@seattle.gov



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Sent: Monday, September 12, 2016 9:00 AM
To: Lisa Grueter
Subject: Comment Deadline for Uptown DEIS Extended

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Send comments to jim.holmes@seattle.gov



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B

APPENDIX B /

Transportation Analysis—Methods and Assumptions Memo

Appendix B includes the Uptown Rezone EIS Transportation Analysis—Methods and Assumptions memo.

MEMORANDUM

Date:	January 6, 2015 (Revised July 2016)	TG:	15305.00
To:	Layne Cubell, Seattle Center Jim Holmes, Department of Planning and Development		
From:	Jeanne Acutanza, PE and Michael Houston, PE, Transpo Group		
cc:	Dan McKinney and Stef Herzstein, PE, Transpo Group		
Subject:	Uptown Rezone EIS Transportation Analysis – Methods and Assumptions		

This memorandum outlines the methods and assumptions for the Uptown Rezone EIS Transportation Analysis. It also summarizes data collected for the EIS and Strategic Parking Study. The goal of this memo is to achieve consensus within the project team on the technical framework outlined herein to that supports decision making. This memo identifies the following elements:

- Analysis scenarios and years
- Study area, corridors, and screenlines
- Data needs and requests
- Measures of effectiveness
- Analysis methods

Analysis Scenarios

The analysis scenarios and horizon years that will be evaluated are shown in Table 1. It is assumed that the Seattle Center land use will be consistent for all future 2035 alternatives; however, the land use for the adjacent Uptown neighborhood will vary. The study area will be evaluated for weekday PM peak hour conditions, which represents the period when traffic levels are anticipated to be highest. This is consistent with available data from the City of Seattle's travel demand model and with other Rezone analyses completed in Seattle.

Finally, this analysis will evaluate the options of a High Capacity Transit (HCT) station as part of the Sound Transit 3 (ST3) Ballard to Downtown HCT corridor. ST 3 is the next package of regional HCT investments being considered by Sound Transit. This corridor will potentially be part of a package of investments voted on in November 2016. If funded improvements could be in place by the horizon year of 2035.

Table 1. Uptown Rezone EIS Transportation Analysis Scenarios

Scenario	Land Use Growth	HCT ¹	Other Planned Improvements ²
Existing (2016)	Existing		
Baseline (2035)	3000 Households, 2500 Jobs		✓
Medium Growth (2035)	3370 Households, 2800 Jobs		✓
Medium Growth (2035) HCT		✓	✓
High Growth (2035)	3745 Households, 3125 Jobs		✓
High Growth (2035) HCT		✓	✓

1. High Capacity Transit as described in Sound Transit 3 studies.

2. List of other planned improvements is contained in Attachment A.

Study Area

The study area for the Uptown Rezone EIS is the Uptown neighborhood (see Figure 1). The transportation analysis will include an evaluation of corridor operations and screenlines as described below.



Figure 1. Uptown Rezone EIS Transportation Analysis Study Area

The two corridors that will be studied for all modes (auto, transit, pedestrian, bicycle) are:

- A. Mercer Street (between 3rd Avenue and Dexter Avenue N)
- B. Queen Anne Avenue / 1st Avenue N couplet (between Denny Way and W Roy Street)

As shown in Figure 2, the following seven screenlines will be studied for mode split, vehicle and transit operations, and pedestrian and bicycle modes across their length.

- 1. North of Mercer Street
- 2. 5th Avenue from Aloha to Denny
- 3. West of SR 99 (across Thomas, Harrison, Republican)
- 4. West of Seattle Center from Mercer to Denny
- 5. Across Elliott Avenue and W Mercer Place
- 6. North of Denny Way from Western Avenue to Dexter Avenue



Figure 2. Uptown Rezone EIS Transportation Analysis Study Corridors and Screenlines

The map includes the location of two proposed HCT stations. These stations are part of a proposed new HCT corridor that is proposed in ST 3. This analysis will test high and medium growth scenarios with and without these stations.

Study Area Inventories

Transportation facilities within the Uptown neighborhood will be inventoried for use across all scenarios. These items are summarized in Table 2.

Table 2. Study Area Transportation Inventories for Uptown EIS Transportation Analysis

1. Mode share	Commute trips by mode
2. Transit	Existing transit routes and service Stop-level boardings and alightings
3. Pedestrian	Extent of the pedestrian network (sidewalks, multiuse pathways) and location of pedestrian crossings Safety data (number of pedestrian collisions) against thresholds from SDOT's collision analysis Areas of pedestrian activity (e.g. land use)
4. Bicycle	Extent of the bicycle network (protected bike lanes, bike lanes, sharrows, multiuse pathways) and crossing opportunities (e.g. signals) Safety data (number of bicycle collisions) against thresholds from SDOT's collision analysis Bicycle volumes from citywide counts
5. Vehicle	Major corridors based on arterial classification system for north-south and east-west roadways Safety data (collision rates) against thresholds from SDOT's collision analysis
6. Freight	Identify major truck streets Identify overlapping needs with other modes Projects included in the Freight Master Plan and Seattle Industrial Areas Freight Access Study
7. Parking	Analysis consistent with Strategic Parking Study Impact / need for TNC (Transportation Network Companies) curb space

Measures of Effectiveness (MOEs)

MOEs will be used to understand operations for all modes and identify impacts of the alternatives on the corridors and across screenlines.

Corridors

MOEs from the *Highway Capacity Manual* (HCM 2010, Transportation Research Board) that can be used for the corridor analysis and include:

- Transit
 - Travel speed (mph)
 - Level of service
- Pedestrian
 - Travel speed (ft/sec)
 - Level of service
- Bicycle
 - Travel speed (mph)
 - Level of service
- Vehicles
 - Travel speed (mph)
 - Stop frequency (stops/mi)
 - Level of service

Screenlines

MOEs across screenlines are summarized in Table 3. They include metrics that have been used for other Rezone EIS transportation analyses along with additional performance measures.

Table 3. MOEs for Uptown EIS Transportation Screenline Analysis

1.	Mode share	Commute trips by mode
2.	Transit	Service frequency during AM peak (6 to 9 a.m.), PM peak (3 to 7 p.m.), and off-peak times Ridership across screenlines
3.	Pedestrian	Identify new links and corridors for short trips Locations of Shared Use Mobility
4.	Bicycle	Identify new links and corridors for short trips Locations of Pronto Bike Share
5.	Vehicle	PM peak hour (highest single hour from 3 to 7 p.m.) Vehicle miles traveled (VMT) Screenline Demand-Capacity ratios
6.	Freight	Contained in study area analysis summaries
7.	Parking	Contained in study area analysis summaries Parking projections with and without HCT

Analysis Methods

This section describes the corridor analysis methods followed by screenline analysis methods.

Corridors

Corridors will be separated into links and intersections for the analysis:

- Links – Roadway segments between intersections with separate results for each direction of travel.
- Intersections – Stop-controlled and signalized intersections (not including access points or driveways).

The links and intersections to be studied for the corridor analysis are summarized in Table 4.

Table 4. Links and Intersections to be Studied for Uptown EIS Transportation Corridor Analysis

Corridor	Links	Intersections
Mercer Street	4th Ave W to 3rd Ave W 3rd Ave W to 2nd Ave W 2nd Ave W to 1st Ave W 1st Ave W to Queen Anne Ave Queen Anne Ave to Mercer St Mercer St to Warren Ave N Warren Ave N to 2nd Ave N 2nd Ave N to 3rd Ave N 3rd Ave N to 4th Ave N 4th Ave N to 5th Ave N 5th Ave N to Taylor Ave N Taylor Ave N to Dexter Ave N	W Mercer St / 3rd Ave W W Mercer St / 2nd Ave W W Mercer St / 1st Ave W W Mercer St / Queen Anne Ave Mercer St / 1st Ave N Mercer St / Warren Ave N Mercer St / 2nd Ave N Mercer St / 3rd Ave N Mercer St / 4th Ave N Mercer St / 5th Ave N Mercer St / Taylor Ave N
1st Avenue N (couplet)	Denny Way to John St John St to Thomas St Thomas St to Harrison St Harrison St to Republican St Republican St to Mercer St Mercer St to Roy St	1st Ave N / Denny Way 1st Ave N / John St 1st Ave N / Thomas St 1st Ave N / Harrison St 1st Ave N / Republican St 1st Ave N / Mercer St 1st Ave N / Roy St
Queen Anne Avenue N (couplet)	Denny Way to John St John St to Thomas St Thomas St to Harrison St Harrison St to Republican St Republican St to Mercer St Mercer St to Roy St	Queen Anne Ave N / Denny Way Queen Anne Ave N / John St Queen Anne Ave N / Thomas St Queen Anne Ave N / Harrison St Queen Anne Ave N / Republican St Queen Anne Ave N / Mercer St Queen Anne Ave N / Roy St

The corridor analysis will follow HCM 2010 methodologies identified in Chapter 16—Urban Street Facilities and Chapter 17—Urban Street Segments. Caveats to the HCM 2010 methodologies by mode include:

- Vehicles
 - Data from City Synchro files and analysis parameters identified in Attachment B.
 - Default values from HCM 2010 where information is not available.
- Pedestrian
 - Assume a typical cross-section for link to evaluate sidewalk or pedestrian facility.
 - Roadway crossing difficulty factor only analyzed at intersections and not along links.
- Bicycle
 - Considers changes in bicycle facilities (e.g. bike lane is added or dropped).
- Transit
 - No additional parameters.

Screenlines

Roadways intersecting screenlines will be evaluated for all modes. Table 5 summarizes the analysis methods by mode.

Table 5. Analysis Methods for Uptown EIS Transportation Screenline Analysis	
1. Mode share	Latest available commuter mode share from the ACS (American Community Survey) Mode share goals from the 2035 Comp Plan
2. Transit	Uptown HCT service characteristics (frequency, travel times) from Sound Transit 3 studies Other 6-year transit improvements from Metro and Sound Transit from the KCM Long-Range Plan Ridership (ridership/capacity)
3. Pedestrian	Crossing gaps and identified deficiencies will be based on the Draft Pedestrian Master Plan (PMP) Future projects included in the PMP
4. Bicycle	Crossing gaps and network/corridor gaps will be based on the BMP Future projects included in BMP and PMP
5. Vehicle	PHF in City Synchro files or as identified in Attachment B. Signal timing in City Synchro files or as identified in Attachment B. Speeds, lane widths – City Synchro files or Synchro default values
6. Freight	Contained in study area analysis summaries
7. Parking	Contained in study area analysis summaries

Attachments

Attachment A. Uptown Rezone EIS: Key Planned Transportation Projects

Attachment B. Synchro Analysis Parameters

Attachment A. Uptown Rezone EIS: Key Planned Transportation Projects

Project Description	Responsible Agency	Expected Completion Date	Funded? ¹	Assumed in Analysis? ²	
				2016	2035
Alaskan Way Viaduct Replacement: SR 99 viaduct replaced with a tunnel between S. Royal Brougham Way and Mercer Street. North Portal improvements are not anticipated to be complete under 2016 conditions.	WSDOT	TBD ³	Yes	✓	✓
SR 520 Bridge Replacement: Construction of a new SR 520 floating bridge with 2 general purpose lanes and 1 HOV / transit lane per direction. Transit and non-motorized projects between SR 202 and I-5. The eastside and floating bridge segments are funded. The westside projects in the Montlake Interchange vicinity are not funded.	WSDOT	2017	Yes	✓	✓
Link Light Rail: Extension of the regional light rail system. All segments are funded in ST2, but the year of completion may vary depending on revenue available to fund construction. ST 3 investments are not included in the following segments, but the analysis scenarios will study the effects of an Uptown Station as part of the Ballard to Downtown HCT.	Sound Transit				
The segments include:					
North—University District and Capitol Hill		2016	Yes	✓	✓
North—Northgate		2021	Yes		✓
North—Lynnwood		2023	Yes		✓
East—Bellevue and Redmond		2023	Yes		✓
South—Extension to S. 200th Street		2016	Yes	✓	✓
South—Extension to Kent-Des Moines Road		2023	Yes		✓
Elliott Bay Seawall Replacement: Replacement of the existing seawall along the Seattle waterfront from S. Washington Street to Broad Street.	SDOT	2019	Yes		✓
Waterfront Seattle: This project creates a continuous public waterfront between S. King Street and Bell Street and includes the design and construction of the new surface Alaskan Way and Elliott Way arterial streets.	SDOT	2014 and beyond	Partial	✓	✓
Southwest Transit Pathway: This project creates a new transit corridor on Alaskan Way and Columbia Street.	SDOT / King County Metro Transit	2018	Yes	✓	✓



Attachment A. Uptown Rezone EIS: Key Planned Transportation Projects

Project Description	Responsible Agency	Expected Completion Date	Funded? ¹	Assumed in Analysis? ²	
				2016	2035
Center City Connector: Streetcar extension on 1st Avenue	SDOT / King County Metro Transit	2019	Partial	✓	
Roosevelt HCT: Rapid Ride corridor from Northgate to South Lake Union.	SDOT / King County Metro Transit	2017	Partial	✓	
Westlake Bike Facility: Separated bicycle facility adjacent to the South Lake Union trail from Aloha Street to Dexter Avenue.	SDOT	2016	Yes	✓	✓
Denny Signal Retiming: Adaptive signal control on Denny Way	SDOT	TBD	Partial		✓
Mercer Signal Retiming: Adaptive signal control on Mercer Street	SDOT	TBD	Partial		✓
Lake to Bay Loop Trail: Improvements to Thomas Street and Broad Street to improve pedestrian and bicycle connectivity.	SDOT	TBD	Partial		✓
Prop 1 Transit Investments: Additional bus routes and service provided in June 2015.	SDOT/ King County Metro Transit	2015	Yes	✓	✓

Attachment B. Synchro Analysis Parameters

Parameter	Analysis Year	
	Existing (2016)	Future (2035)
Roadway Network	<p>SDOT Synchro files or roadway network drawn from most recent aerial.</p> <p>Link speeds entered based on posted speed limit.</p>	<p>Same as existing + planned improvements (funded projects included in Attachment A).</p>
Channelization	<ol style="list-style-type: none"> 1. Lane configurations checked against an aerial and field notes. 2. Pocket lengths entered for all exclusive turn lanes. 3. Right-turn treatment (none, yield, free, etc.) 4. Right turns on red allowed? 	<p>Same as existing + planned improvements (funded projects included in Attachment A).</p>
Volumes	<p>SDOT Synchro files and data.</p> <p>Balanced where appropriate (e.g., closely spaced intersections with no driveways between them).</p>	<p>Person-based trip generation with mode share reductions.</p> <p>Balanced where appropriate (e.g., closely spaced intersections with no driveways between them).</p>
Factors	<ol style="list-style-type: none"> 1. Truck percent by approach is based on counts or if not available in higher truck activity areas based on WSDOT or other historical data. 2. PHF based on counts for intersection as a whole. 	<p>Check default NCHRP 599 PHF values based on TEV at all intersections. Use the higher PHF value between existing and Median PHF from Table 19 in the report.</p>
Signal Timing	<p>SDOT Synchro files and data.</p> <p>Signal timing that should be entered include:</p> <ol style="list-style-type: none"> 1. Controller type 2. Cycle Length 3. Phasing 4. Min greens, total splits, yellow, and red 5. Lead/Lag Phasing Optimization off 6. Recall mode (Typically Min for major street and None for Minor) 7. Pedestrian phases, walk and don't walk times 8. "Reference to" beginning of yellow 	<p>SDOT Synchro files and data.</p> <p>Future signal timings assume periodic signal timing updates and maintenance and will follow these steps below if future signal timing plans are not available:</p> <ol style="list-style-type: none"> 1. Maintain coordinated corridors 2. Optimize phase splits for coordinated signals. If LOS poor at one or more locations, consider changing the cycle length for all coordinated signals. 3. Optimize cycle length and splits for uncoordinated intersections.
Pedestrians	<p>SDOT Synchro files and data.</p> <p>If no data is available use the Synchro manual guide (e.g., if more than one ped call is anticipated per hour consider coding 5 ped calls.)</p>	<p>Same as existing or adjusted upwards proportional to increase in vehicle volumes if there is a valid reason to assume additional activity (e.g., a TOD).</p>

APPENDIX C /

Shade and Shadow Diagrams

Exhibit C-1 Counterbalance Park Shade and Shadow Diagrams

No Action Summer 9am



No Action Summer 3pm



Mid-Rise Summer 9am



Mid-Rise Summer 3pm



Exhibit C-1 Counterbalance Park Shade and Shadow Diagrams (cont.)

High-Rise Summer 9am



High-Rise Summer 3pm



Preferred Alternative Summer 9am



Preferred Alternative Summer 3pm



Exhibit C-1 Counterbalance Park Shade and Shadow Diagrams (cont.)*No Action Equinox 9am**No Action Equinox 3pm**Mid-Rise Equinox 9am**Mid-Rise Equinox 3pm**High-Rise Equinox 9am**High-Rise Equinox 3pm**Preferred Alternative Equinox 9am**Preferred Alternative Equinox 3pm*

Exhibit C-1 Counterbalance Park Shade and Shadow Diagrams (cont.)

No Action Winter 9am



No Action Winter 3pm



Mid-Rise Winter 9am



Mid-Rise Winter 3pm



High-Rise Winter 9am



High-Rise Winter 3pm



Preferred Alternative Winter 9am



Preferred Alternative Winter 3pm



Exhibit C-2 Kinnear Park Shade and Shadow Diagrams*No Action Summer 9am**No Action Summer 3pm**Mid-Rise Summer 9am**Mid-Rise Summer 3pm**High-Rise Summer 9am**High-Rise Summer 3pm**Preferred Alternative Summer 9am**Preferred Alternative Summer 3pm*

Exhibit C-2 Kinnear Park Shade and Shadow Diagrams (cont.)

No Action Equinox 9am



No Action Equinox 3pm



Mid-Rise Equinox 9am



Mid-Rise Equinox 3pm



High-Rise Equinox 9am



High-Rise Equinox 3pm



Preferred Alternative Equinox 9am



Preferred Alternative Equinox 3pm



Exhibit C-2 Kinnear Park Shade and Shadow Diagrams (cont.)*No Action Winter 9am**No Action Winter 3pm**Mid-Rise Winter 9am**Mid-Rise Winter 3pm**High-Rise Winter 9am**High-Rise Winter 3pm**Preferred Alternative Winter 9am**Preferred Alternative Winter 3pm*

Exhibit C-3 Myrtle Edwards Park Shade and Shadow Diagrams

No Action Summer 9am



No Action Summer 3pm



Mid-Rise Summer 9am



Mid-Rise Summer 3pm



High-Rise Summer 9am



High-Rise Summer 3pm



Preferred Alternative Summer 9am



Preferred Alternative Summer 3pm



Exhibit C-3 Myrtle Edwards Park Shade and Shadow Diagrams (cont.)*No Action Equinox 9am**No Action Equinox 3pm**Mid-Rise Equinox 9am**Mid-Rise Equinox 3pm**High-Rise Equinox 9am**High-Rise Equinox 3pm**Preferred Alternative Equinox 9am**Preferred Alternative Equinox 3pm*

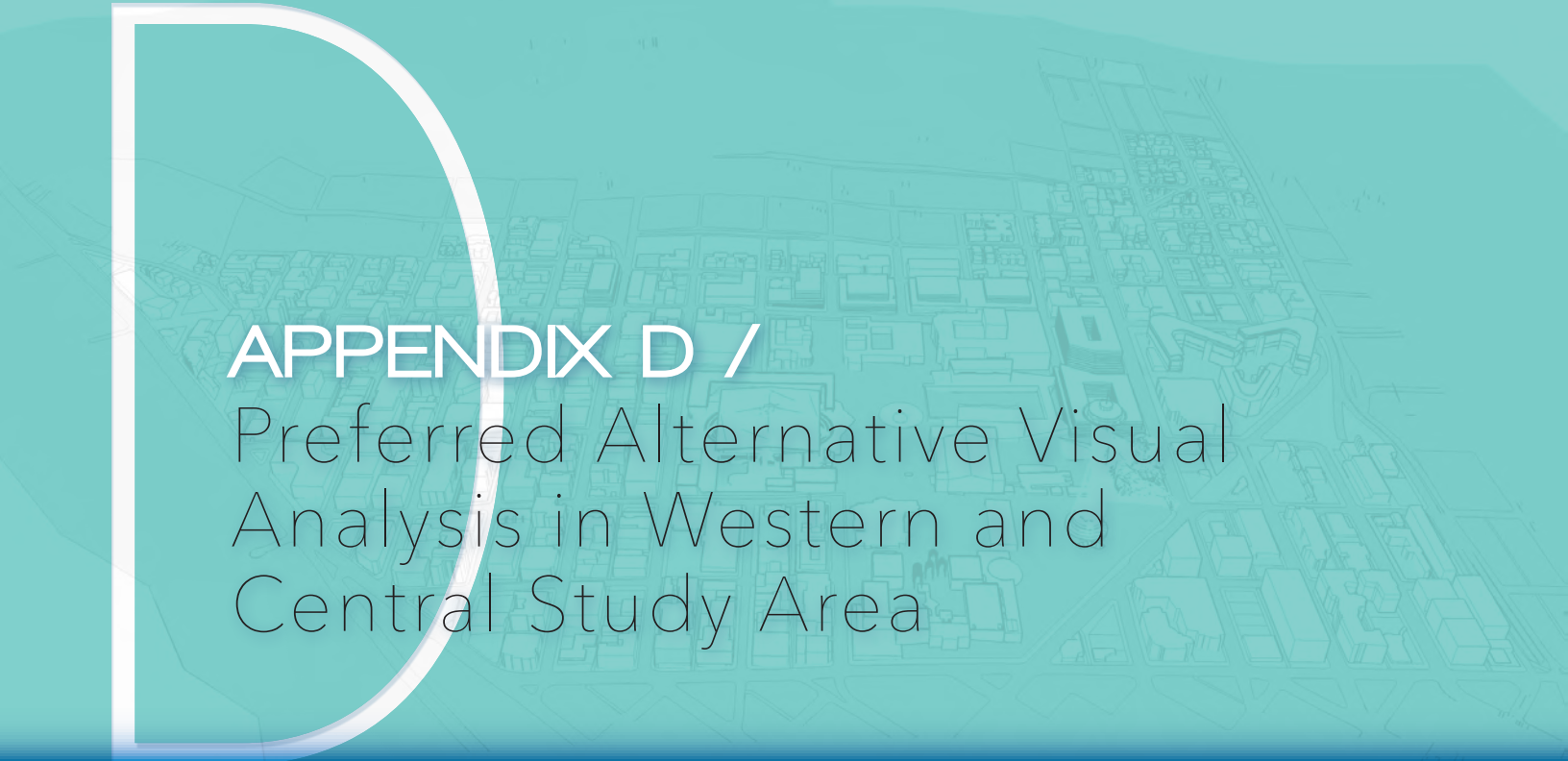
Exhibit C-3 Myrtle Edwards Park Shade and Shadow Diagrams (cont.)*No Action Winter 9am**No Action Winter 3pm**Mid-Rise Winter 9am**Mid-Rise Winter 3pm**High-Rise Winter 9am**High-Rise Winter 3pm**Preferred Alternative Winter 9am**Preferred Alternative Winter 3pm*

Exhibit C-4 Seattle Center Shade and Shadow Diagrams*No Action Summer 9am**No Action Summer 3pm**Mid-Rise Summer 9am**Mid-Rise Summer 3pm**High-Rise Summer 9am**High-Rise Summer 3pm**Preferred Alternative Summer 9am**Preferred Alternative Summer 3pm*

Exhibit C-4 Seattle Center Shade and Shadow Diagrams (cont.)*No Action Equinox 9am**No Action Equinox 3pm**Mid-Rise Equinox 9am**Mid-Rise Equinox 3pm**High-Rise Equinox 9am**High-Rise Equinox 3pm**Preferred Alternative Equinox 9am**Preferred Alternative Equinox 3pm*

Exhibit C-4 Seattle Center Shade and Shadow Diagrams (cont.)*No Action Winter 9am**No Action Winter 3pm**Mid-Rise Winter 9am**Mid-Rise Winter 3pm**High-Rise Winter 9am**High-Rise Winter 3pm**Preferred Alternative Winter 9am**Preferred Alternative Winter 3pm*

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APPENDIX D /

Preferred Alternative Visual Analysis in Western and Central Study Area

In nearly all locations of the Uptown Urban Center, the Preferred Alternatives assumes similar or lesser heights in the Uptown Urban Center. See Exhibit 1-1B and Exhibit 2-5B. Three locations differ in height as described in Final Environmental Impact Statement (EIS) Chapter 2:

- Downslope along Elliott Avenue W north of West Mercer St, C-2-40 zone heights would be 50 feet. In this portion of the study area, only 40 feet was modeled in the Draft EIS. Though 50 feet is 10 feet higher than the base height, it is only 3 feet higher than the maximum allowed in the zone when there are mixed uses. (SMC 23.47A.012.A.1.b) Additionally, there are exceptions for roof pitches and other features.
- The Preferred Alternative considers an 80 foot height for an MR zoned area between W Roy St on the north and W Mercer St on the south and between the C-2 zone on the west and 3rd Ave W on the east. In this location, the studied height was 60 feet under No Action Alternative and 65 feet under Alternatives 2 and 3. Though the aesthetic modeling assumed 60 to 65 feet the MR zone allows a base height of 60 feet and 75 feet maximum if certain criteria are met (SMC Table B for 23.45.514). Additionally, there are exceptions for roof pitches and other features.
- The Gates Foundation site is proposed at 95 feet instead of 85 feet. For the Seattle Center, a height of 95 feet is studied. A range of heights from 85-160 were considered on the KCTS and stadium parking site under Draft EIS Alternatives, but no other redevelopable sites were identified on the remaining properties. However, as described later in this Appendix, there are several buildings at or above 95 feet in height. Additionally, the aesthetic modeling assumed 85 feet the NC3-85 zone allows a base height of 85 feet and additional height is allowed for pitched roofs (5 feet),

or for rooftop features (4-15 feet) including play areas, green houses, and mechanical equipment and their enclosures. (SMC 23.47A.012.B and C)

These changes in height are proposed to implement MHA recommendations to provide incentives for affordable housing.

WESTERN STUDY AREA

While about 10 to 15 feet more in height than previously modeled in these particular locations in the Draft EIS Alternatives, the

Source: Hewitt
Architecture,
2017

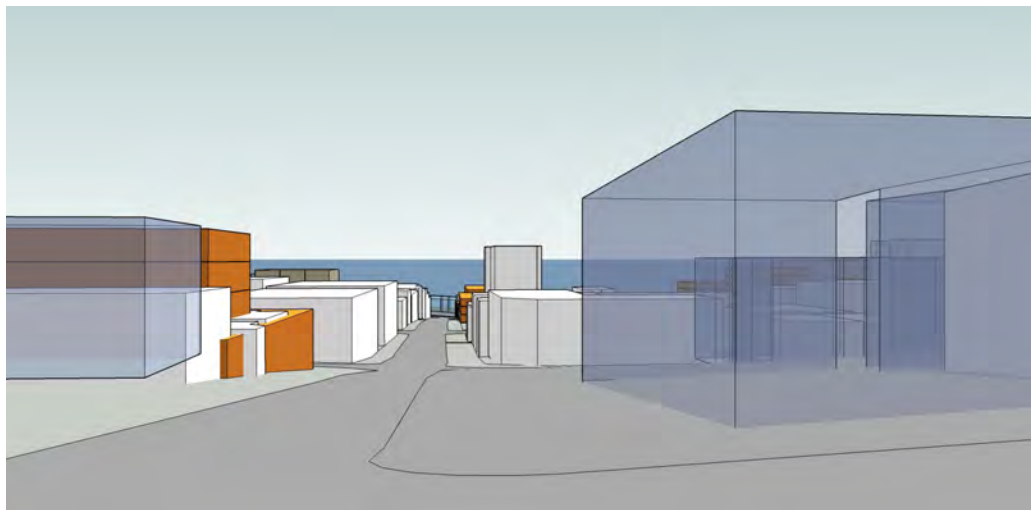


Exhibit D-1 Full Buildout Territorial: West Olympic at 3rd Avenue Looking South, Alternative 1 No Action Growth Estimate

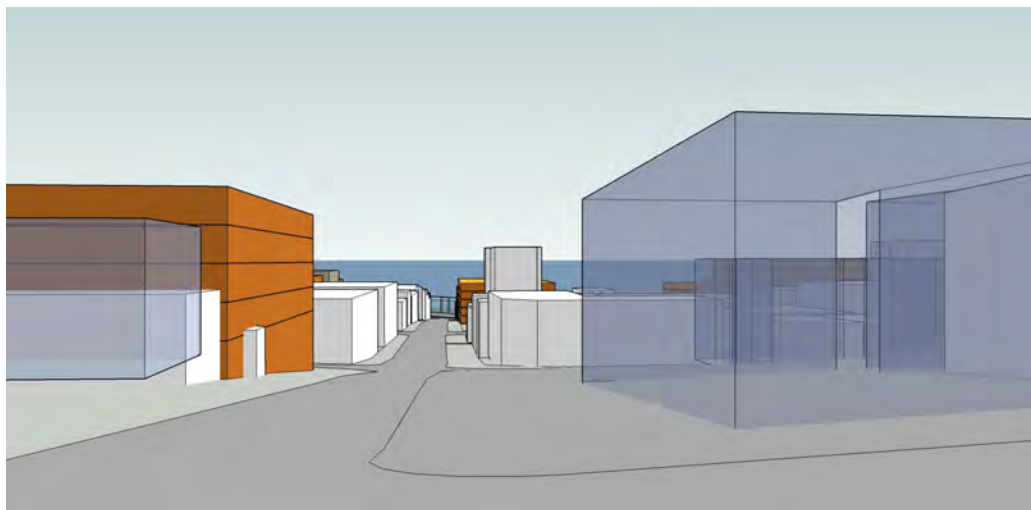


Exhibit D-2 Full Buildout Territorial: West Olympic at 3rd Avenue Looking South, Alternative 2 Mid-Rise Growth Scenario

combination of limited redevelopable sites (see Exhibit 1-3 on page 1.12), similarity to the maximum height allowed in the code, and proposed design standards (see Exhibit 1-6 on page 1.16) would limit impacts. As demonstrated below, the effects of the proposed heights are similar to Alternative 2 Mid-Rise where the MR-80 is planned (and less than Alternative 2 where LR-50 is planned).

Areas near West Mercer St and Kinnear Park would have potential minor visual impacts similar to Alternative 2 Mid-Rise as illustrated viewing the area proposed for MR-80 from Olympic at 3rd which has a territorial view to Elliott Bay.



Exhibit D-3 Full Buildout Territorial: West Olympic at 3rd Avenue Looking South, Alternative 3 High-Rise Growth Scenario



Exhibit D-4 Full Buildout Territorial: West Olympic at 3rd Avenue Looking South, Preferred Alternative

Similar results are apparent reviewing territorial views from Kinnear Park which oversee areas of MR-80 and C2-50 in the Preferred Alternative; minor view impacts are similar to Alternative 2.

Source: Hewitt
Architecture,
2017

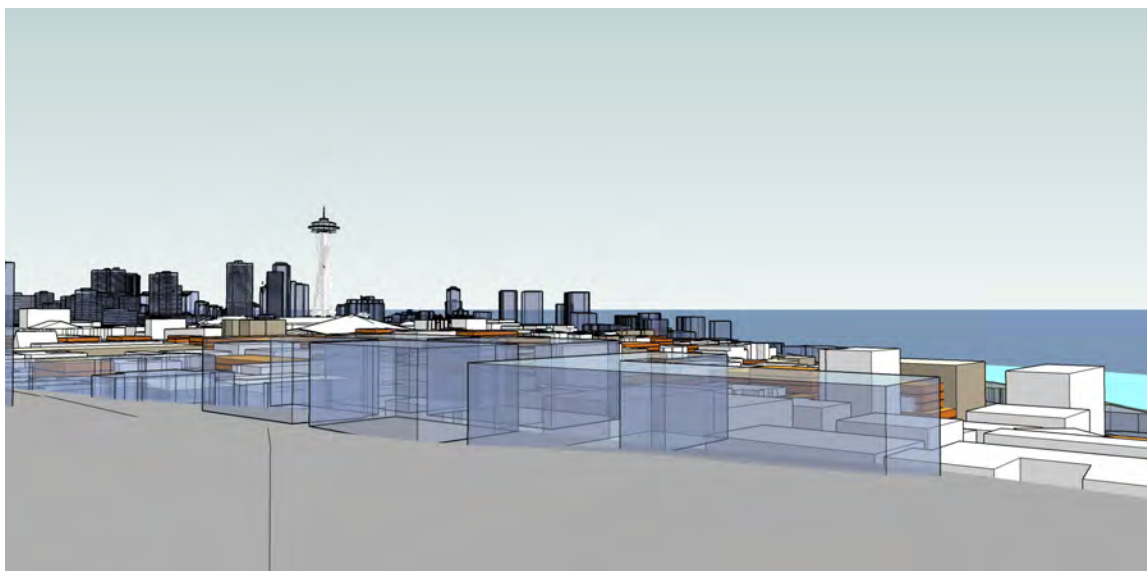


Exhibit D-5 Full Buildout Territorial: Kinnear Park Looking South,
Alternative 1 No Action Growth Estimate

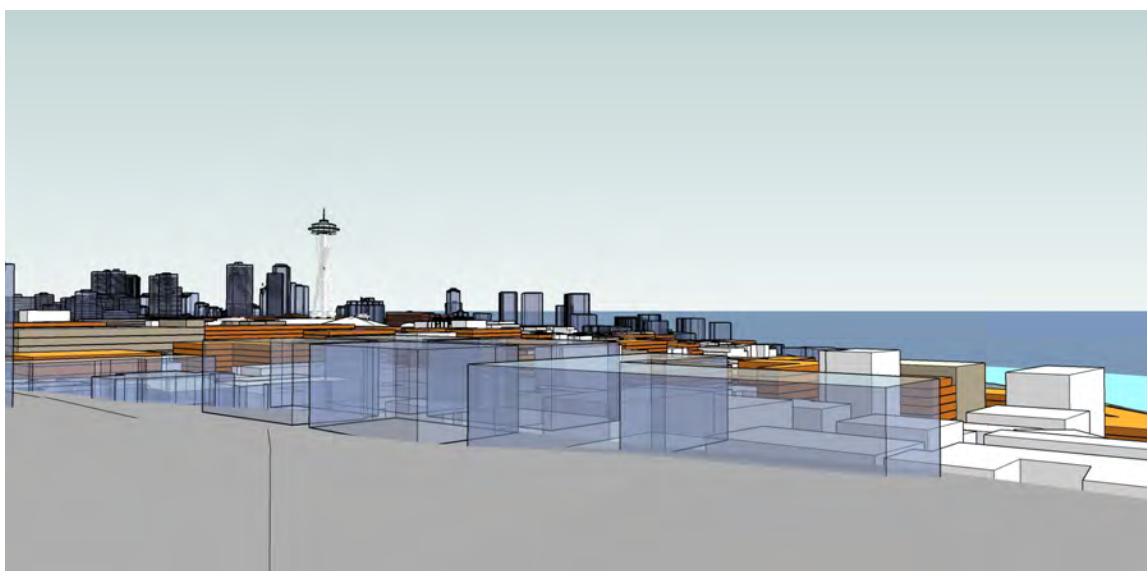


Exhibit D-6 Full Buildout Territorial: Kinnear Park Looking South,
Alternative 2 Mid-Rise Growth Scenario

See Preferred Alternative design and development standards (Exhibit 1-6 on page 1.16) that help reduce visual impacts including upper story setbacks among others.

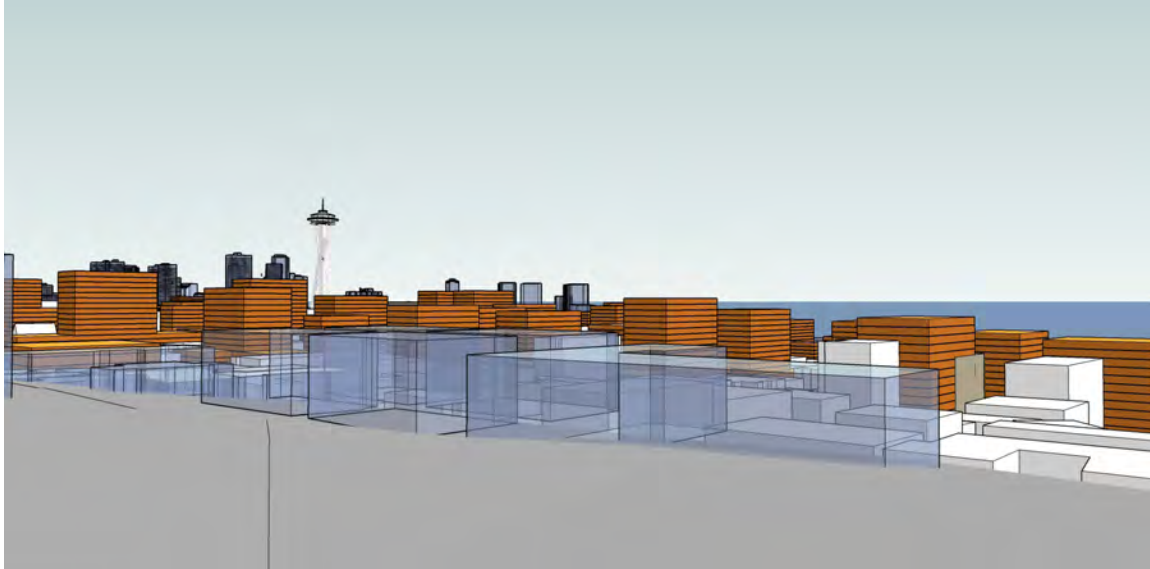


Exhibit D-7 Full Buildout Territorial: Kinnear Park Looking South, Alternative 3 High-Rise Growth Scenario

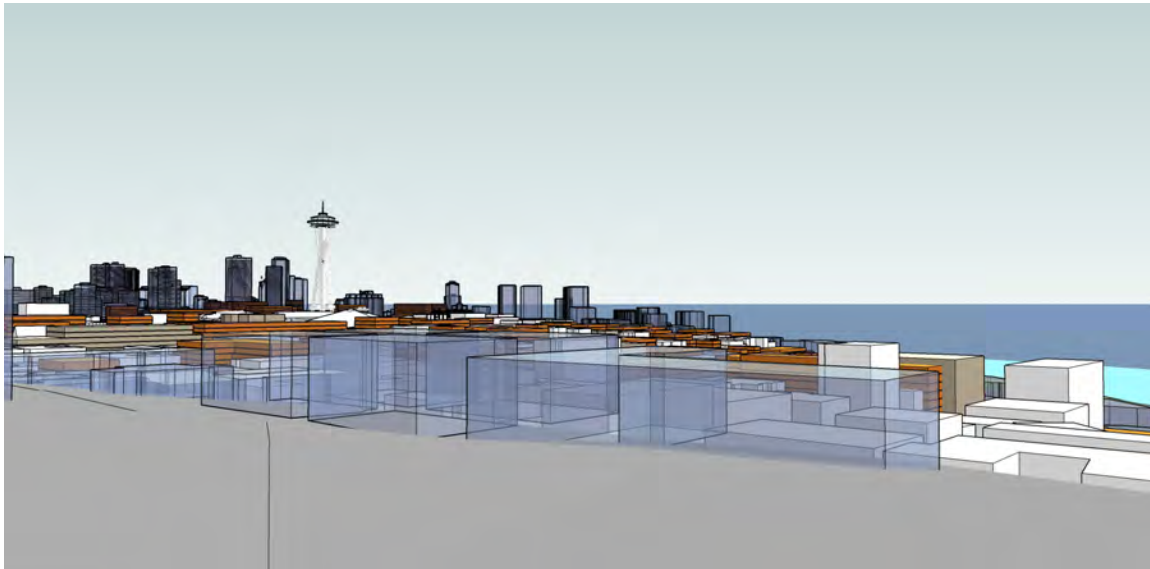


Exhibit D-8 Full Buildout Territorial: Kinnear Park Looking South, Preferred Alternative

CENTRAL AND EASTERN STUDY AREA

Most of the viewpoint locations (Exhibit 1-9) are focused on views to the Seattle Center and eastern study area given more changes in height and the effects of the Preferred Alternative height proposals in this area are addressed in greater detail in Section 3.4.

Reviewing the SM-95 glass box in relation to existing buildings on the Seattle Center site several structures are greater in height, including the Key Arena, and McCaw Hall. The height allowance could result in additions to other buildings that increase height or bulk over current conditions. As noted above, the increase in height is similar to the maximum height allowed for rooftop features.

In any case, greater height would occur only with the MHA program or contract rezones, and additional redevelopment would be subject to project level permitting and SEPA review.

Source: Hewitt
Architecture,
2017

Height

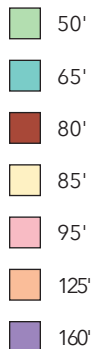


Exhibit D-9 Full Buildout, Preferred Alternative with Zoning