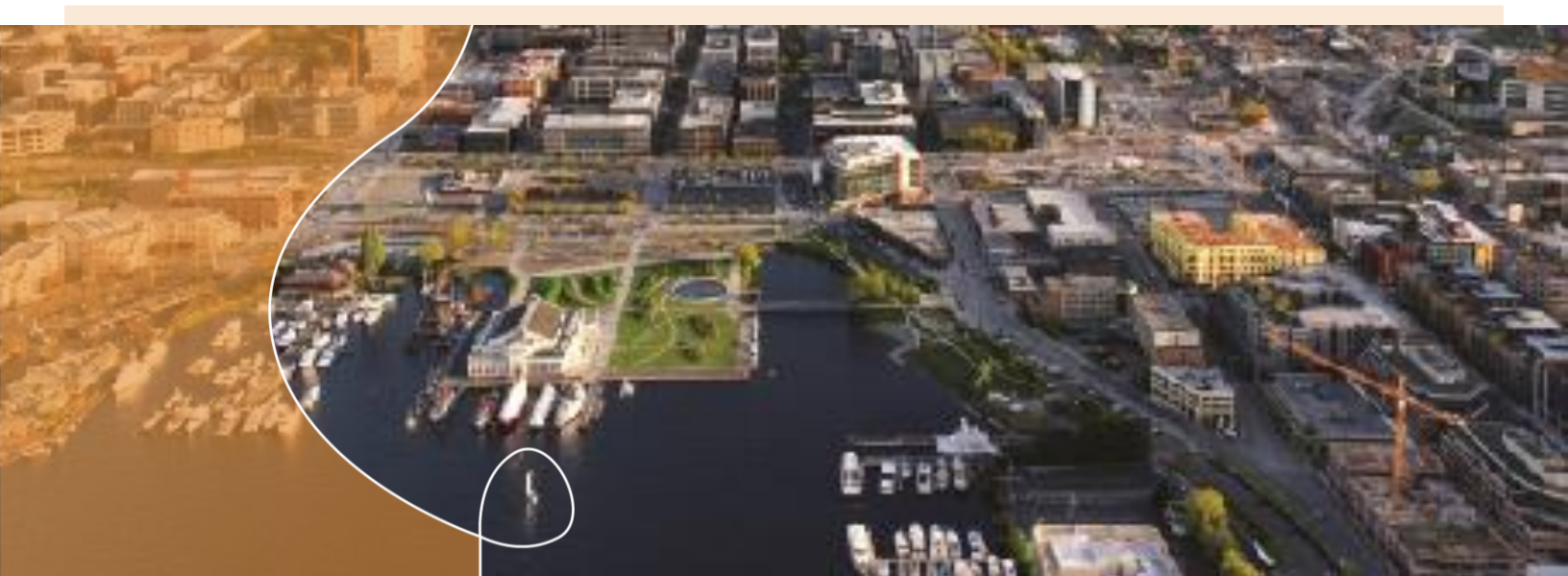
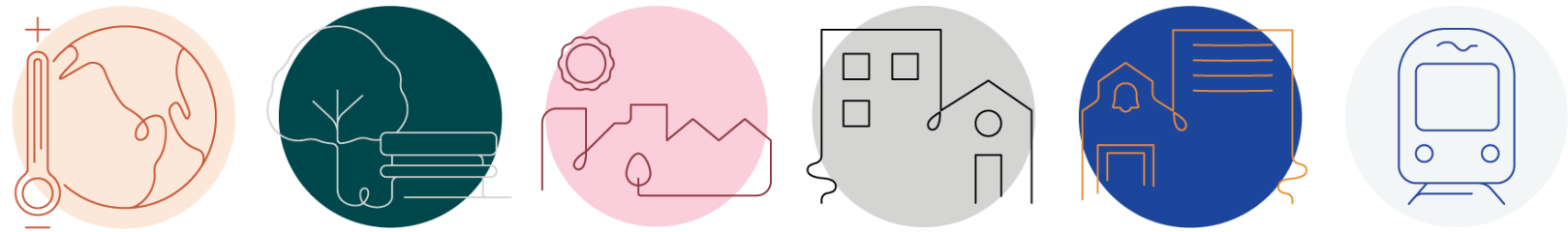


2 PROPOSAL & ALTERNATIVES



Source: City of Seattle, 2023.

2.1 Introduction

This Chapter of the EIS describes the One Seattle Comprehensive Plan Update proposal and alternatives.

2.1.1 Overview of the Proposal

Seattle's Comprehensive Plan is the vision for how Seattle grows and makes investments. The Plan's goals and policies and land use plan guide decisions about where the City should expect and support new housing and jobs, and where the City invests in transportation, utilities, parks, and other public assets. The Plan must be updated by 2024 to address state and regional goals and requirements. The Plan will also address racial inequities, housing costs, access to economic opportunity and education, and climate change. As part of the One Seattle Plan Update, the City will consider updates to zoning and development regulations to implement the Plan. Draft EIS alternatives vary levels, types, and locations of growth and investment. Five alternatives are described further in [Section 2.4](#) below:

- **Alternative 1: No Action**—The No Action Alternative is required under the State Environmental Policy Act (SEPA). It would continue implementation of the current Seattle 2035 Comprehensive Plan. The No Action Alternative for the One Seattle Plan maintains the status quo of focusing most housing and jobs within existing urban centers and villages with no change to land use patterns. It also incorporates changes proposed as part of the recent Industrial and Maritime Strategy EIS. It would meet regionally set growth targets including 80,000 new homes and 158,000 jobs for the period 2024-2044.
- **Alternative 2: Focused**—Alternative 2 includes the creation of additional areas of focused growth called neighborhood centers to create more housing around shops and services. Neighborhood centers would be similar to existing urban villages in that they would allow a wide range of housing types and commercial space, but with a smaller geographic size and lower intensity of allowed development. This alternative would result in a greater range of housing options with amenities and services in many neighborhoods. For the period 2024-2044, Alternative 2 includes more housing than Alternative 1 at 100,000 new homes. Eighty thousand homes would be located in a similar distribution to Alternative 1, with the 20,000 additional homes accommodated in neighborhood centers. Like Alternative 1, Alternative 2 includes 158,000 new jobs, but their distribution would vary. Compared to Alternative 1, about 15% of new jobs in Alternative 2 and the other action alternatives are assumed to be located in proportion to the location of new housing. This assumption accounts for the desire of businesses like local retail, restaurants, and services to locate near housing.

Place Types

See [Exhibit 2.1-1](#).

- **Regional Centers** are regionally designated places with a diverse mix of uses, housing, and employment. They include several centers that comprise greater Downtown along with the University District and Northgate. These contain Seattle’s densest neighborhoods and a large share of the city’s jobs.
- **Urban Centers** are dense, walkable, mixed-use places with a wide range of housing and businesses located near transit, amenities, and jobs.
- **Neighborhood Centers** are places with a wide range of housing and businesses that primarily serve the local community. These areas resemble urban villages, but with a smaller size and lower intensity of allowed development.
- **Corridors** are areas near frequent transit and large parks that allow a wide range of housing types in areas currently zoned primarily for detached homes (within a 10-minute walk from a light rail station and a five-minute walk from frequent bus transit service and entrances to large parks). Corridors also include areas already zoned for multifamily and commercial use and could have small increases in height.
- **Urban Neighborhoods** represent low-scale primarily residential areas. This place type would primarily allow housing types within a three-story scale, such as detached homes, duplexes, triplexes, fourplexes, and stacked flats. This place type would allow flexibility for new forms of housing in areas currently zoned primarily for detached homes.
- **Manufacturing and Industrial Centers** are regionally designated industrial job centers. The One Seattle Plan process would not change the boundaries of these centers nor the goals and policies for these areas, which were recently updated as part of the [Industrial and Maritime Strategy](#).

- **Alternative 3: Broad**—Alternative 3 allows a wider range of low-scale housing options, like triplexes and fourplexes, in all Neighborhood Residential zones as part of the urban neighborhood place type. Alternative 3 proposes a total housing growth of 100,000 housing units (20,000 more than Alternative 1) to account for the potential additional housing demand that could be met with broad zoning changes. Eighty thousand units would be located in a similar distribution to Alternative 1, with the 20,000 additional homes accommodated in new housing types in Neighborhood Residential zones. Job growth would be the same as Alternative 1, but 15% of jobs would be located near new housing.
- **Alternative 4: Corridor**—Alternative 4 allows a wider range of housing options only in corridors to focus growth near transit and amenities. This alternative would increase production of both ownership and rental housing options in various neighborhoods and support City and regional investment in transit. Eighty thousand units would be located in a similar distribution to Alternative 1, with 20,000 additional homes accommodated in new housing types in the corridors, for a total of 100,000 new homes. Job growth would be the same as Alternative 1, but 15% of new jobs would be located near new housing to provide local shopping and services.
- **Alternative 5: Combined**—Alternative 5 contemplates the largest increase in supply and diversity of housing across Seattle. It includes the strategies for encouraging housing growth in Alternatives 2, 3, and 4 plus additional changes to existing urban center and village boundaries and changes to new place type designations. Alternative 5 assumes

120,000 new housing units (40,000 more than Alternative 1) to account for the potential additional housing demand that could be met within the areas of change identified in Alternatives 2, 3, and 4 as well as changes to existing and new centers and villages. Eighty thousand units would be located in a similar distribution to Alternative 1, with the additional 40,000 units accommodated multiple areas of change. Job growth would be the same as Alternative 1. The distribution of jobs and housing would be a combination of the other alternatives.

In addition to reviewing conditions and impacts citywide, this EIS also provides a focused review of the 130th and 145th Street Station Area Plan and options for the City to streamline future environmental review in that area, which may include a planned action ([RCW 43.21c.440](#)), infill exemption ([RCW 43.21C.229](#)), or other tools available under state legislation (e.g., SB 5818).

Place Types

The City is developing a growth strategy and draft plan in parallel with the Draft EIS. The City anticipates renaming place types adopted in the current Seattle 2035 Comprehensive Plan. Text, tables, and maps addressing existing conditions or Alternative 1 use the City’s adopted place type names as listed in the existing Seattle 2035 plan. For Alternatives 2, 3, 4, and 5, the new place type names are used. See [Exhibit 2.1-1](#).

Exhibit 2.1-1. Place Type Names

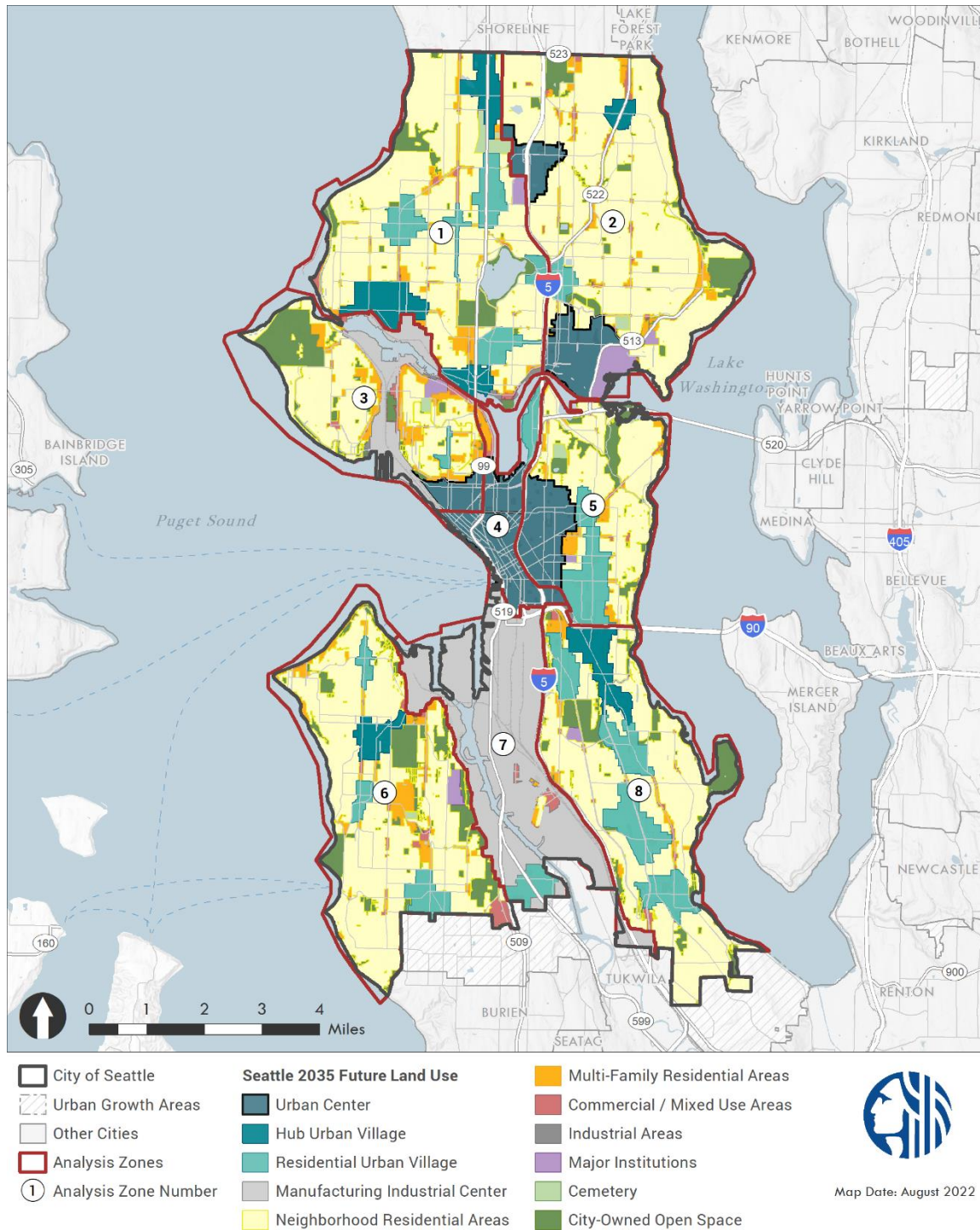
Alternative 1 No Action (Seattle 2035) Place Type Names	Place Type Name in EIS Scoping Documents 2022	Alternatives 2, 3, 4, and 5 Place Type Names in Draft EIS
Urban Center	Urban Center	Regional Center
Hub Urban Villages Residential Urban Villages	Urban Village	Urban Center
<i>(new place type)</i>	Neighborhood Anchor	Neighborhood Center
<i>(new place type)</i>	Corridors	Corridors
<i>(new place type)</i>	Neighborhood Residential	Urban Neighborhood
Manufacturing & Industrial Center	Manufacturing & Industrial Center	Manufacturing & Industrial Center

Source: City of Seattle, 2023.

2.1.2 Study Area

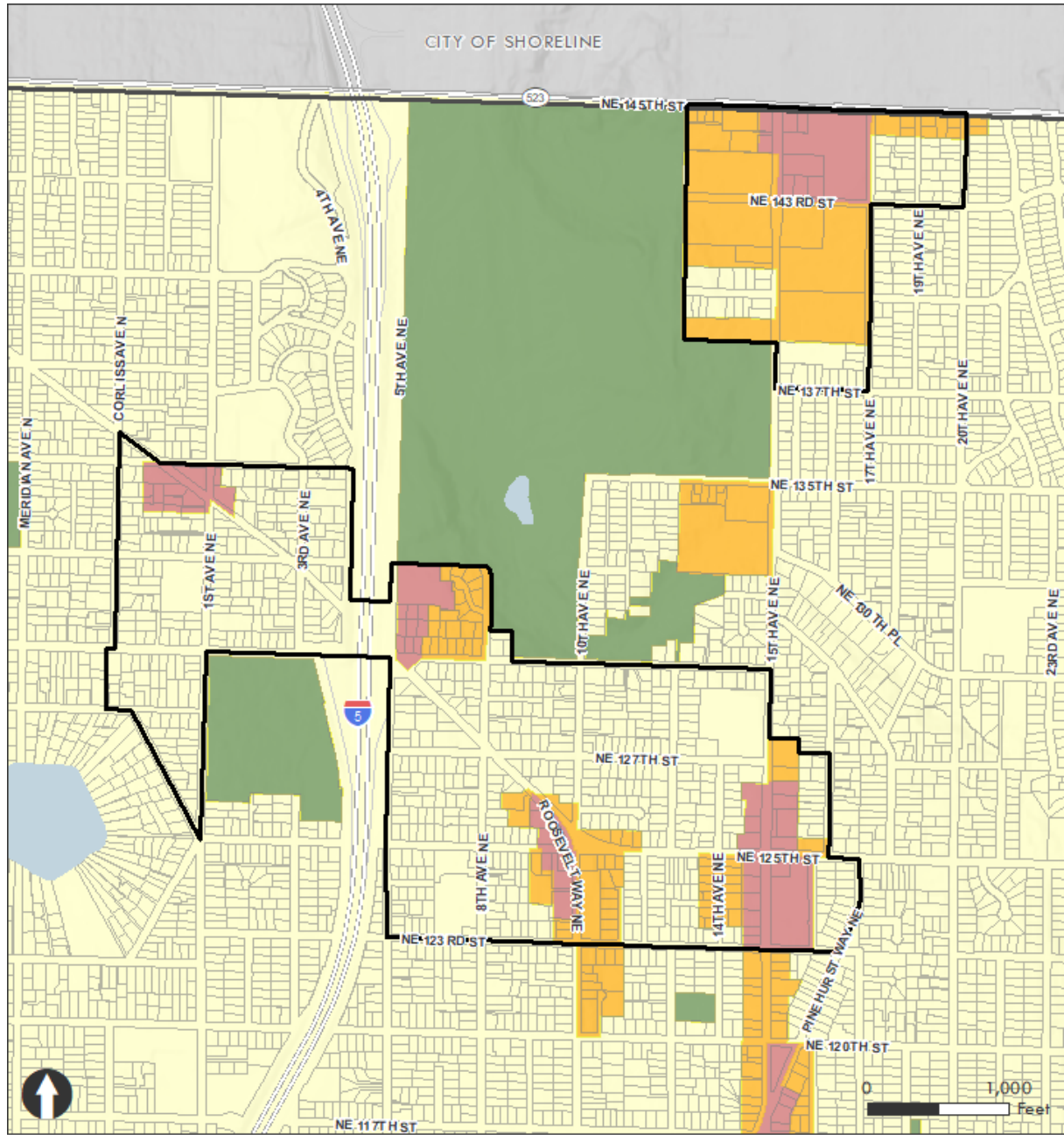
The study area includes the full city limits. The city has been divided into regions based on road and natural features to organize the EIS evaluation and results. See [Exhibit 2.1-2](#). A subarea is reviewed in greater detail at the 130th and 145th Station Area as a result of a station area planning process ongoing since 2019. See [Exhibit 2.1-3](#).

Exhibit 2.1-2. Study Area



Note: See **Exhibit 2.1-1** for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.
 Sources: City of Seattle, 2022; BERK, 2022.

Exhibit 2.1-3. 130th/145th Subarea



130th/145th: Seattle 2035 Future Land Use

- | | | | | | |
|--|---------------------------------|--|------------------------------|--|--|
| | Urban Center | | Commercial / Mixed Use Areas | | |
| | Hub Urban Village | | Industrial Areas | | |
| | Residential Urban Village | | Major Institutions | | |
| | Manufacturing Industrial Center | | Cemetery | | |
| | Neighborhood Residential Areas | | City-Owned Open Space | | |
| | Multi-Family Residential Areas | | | | |

Map Date: March 2023

Sources: City of Seattle, 2022; BERK, 2022.

2.1.3 Objectives of the Proposal

SEPA requires a statement of the proposal’s objectives and the purpose and need to which the proposal for the Comprehensive Plan Update is responding. Alternatives are different means of achieving the proposal’s objectives.

The objectives of the update include:

- **Equity:**
 - Provide equitable access to housing, jobs and economic opportunities, services, recreation, transportation, and other investments.
 - Center the work with an intersectional, race-conscious lens, informed by a history of racial discrimination and disinvestment.
- **Livability:** Foster complete neighborhoods where more people can walk or bike to everyday destinations such as local shops, parks, transit, cultural amenities, and services.
- **Affordability:** Increase the supply of housing to ease increasing housing prices caused by competition for limited supply and create more opportunities for income-restricted affordable housing.
- **Inclusivity:**
 - Increase diversity of housing options in neighborhoods throughout Seattle to address exclusivity and allow more people to live and stay in a variety of neighborhoods.
 - Reduce residential displacement and support existing residents, particularly low-income households, who are struggling to stay in their neighborhoods.
- **Climate resiliency:** Reduce emissions from buildings and transportation and promote adaptations to make our city more capable of withstanding the impacts of climate change.
- **Consistency with other plans and policies:** Meet state and regional policies and requirements for the Comprehensive Plan Update including but not limited to growth and housing affordability targets.

In addition to the citywide objectives, the objectives for 130th and 145th Station Area are contained in the vision statement in the “130th & 145th Station Area Planning Plan for Public Review,” July 2022:

The 130th and 145th Station Area is a lively, walkable, and welcoming North Seattle neighborhood. Major streets have roomy, tree-lined sidewalks, and other green infrastructure. Bicycle infrastructure makes everyday trips to transit stations, schools, and neighboring urban villages enjoyable and safe. An array of housing offers options affordable to a broad range of incomes and lifestyles. Small shops and cafes near the station cater to locals, commuters, students, and visitors. Local and citywide lovers of nature, recreation and culture treasure the abundant greenspaces and unique cultural events so easily reached by walking, biking, or transit.

2.2 Planning Context & Outreach

2.2.1 Seattle Comprehensive Plan

The Seattle Comprehensive Plan, *Seattle 2035*, is a 20-year vision and roadmap for Seattle’s future. The plan guides City decisions on where to build new jobs and houses, how to align growth with the transportation system, and where to make capital investments such as utilities, sidewalks, and libraries. Seattle 2035 is the framework for most of Seattle’s big-picture decisions on how to grow while preserving and improving the city’s neighborhoods.

The Comprehensive Plan was first adopted in 1994 consistent with the Washington State Growth Management Act (GMA). Less extensive revisions and updates are incorporated on an annual basis and major “periodic reviews” were completed in 2004 and 2016. The One Seattle Comprehensive Plan Update is the next major periodic review.

Volume 1 of the Seattle 2035 Comprehensive Plan consists of fourteen major elements, all of which will be reviewed and updated as part of the proposal:

1. Growth Strategy (Urban Village) Element
2. Land Use Element
3. Transportation Element
4. Housing Element
5. Capital Facilities Element
6. Utilities Element
7. Economic Development Element
8. Environment Element
9. Parks and Open Space Element
10. Arts and Culture Element
11. Community Well-Being Element
12. Community Engagement Element
13. Container Port Element
14. Shoreline Element

The four core values of Seattle’s Comprehensive Plan are:

- **Race and Social Equity**—limited resources and opportunities must be shared; and the inclusion of under-represented communities in decision-making processes is necessary
- **Environmental Stewardship**—protect and improve the quality of our global and local natural environment.
- **Community**—developing strong connections between a diverse range of people and places.
- **Economic Opportunity and Security**—a strong economy and a pathway to employment is fundamental to maintaining our quality of life.

Volume 2 of the Comprehensive Plan consists of the City’s 38 adopted neighborhood plans.

Urban Village Strategy

The urban village strategy is the foundation of Seattle’s existing Comprehensive Plan. It is the City’s unique approach to meeting the state GMA requirement and resembles VISION 2050’s growth centers approach. This strategy concentrates most of the city’s expected future growth in specific designated areas. The City has designated four place types with distinct functions and varying amounts and intensity of growth and mixes of land uses:

1. **Urban centers** are the densest Seattle neighborhoods. They act as both regional centers and local neighborhoods that offer a diverse mix of uses, housing, and employment opportunities.
2. **Hub urban villages** are communities that offer a balance of housing and employment but are generally less dense than urban centers. These areas provide a mix of goods, services, and employment for their residents and surrounding neighborhoods.
3. **Residential urban villages** are areas of residential development, generally at lower densities than urban centers or hub urban villages. While they are also sources of goods and services for residents and surrounding communities, for the most part they do not offer many employment opportunities.
4. **Manufacturing/industrial centers (MICs)** are home to the city’s thriving industrial businesses. Like urban centers, they are important regional resources for retaining and attracting jobs and for maintaining a diversified economy.

The City is considering renaming the center names and adding others in the alternatives. See [Exhibit 2.1-1](#).

Community Planning

The Growth Management Act allows for subarea plans that study smaller areas than the city as a whole to evaluate local conditions. In the past, the City has prepared neighborhood plans and adopted portions into the Comprehensive Plan.

According to Puget Sound Regional Center requirements and VISION 2050, by 2025 the City must prepare a subarea plan for each designated regional growth center and manufacturing industrial center, including:

- Downtown
- First Hill/Capitol Hill
- Northgate
- South Lake Union
- University Community
- Uptown
- Greater Duwamish Manufacturing Industrial Center
- Ballard–Interbay Manufacturing Industrial Center

Adopted in July 2022, the *130th and 145th Station Area Plan* outlines the community's and City's concepts for land use, mobility and other policies and investments to support a regional transit investment at both locations (light rail station and bus rapid transit station, respectively). The planning process has been ongoing for several years at the time of this writing. Based on a Washington Department of Commerce grant to facilitate facilitated environmental review, this EIS addresses the subarea plan and implementing zoning alternatives (described in [Section 2.2.3 130th/145th Station Area Plan](#)).

The City has policies guiding the preparation of new or amended community plans in collaboration with community members, and to help allocate available resources, currently in the Community Involvement chapter of Seattle 2035 Comprehensive Plan.

Future Land Use & Existing Zoning

The City of Seattle's Future Land Use Map (FLUM) is part of the Comprehensive Plan and expresses spatially the 20-year vision of preferred land use patterns to guide development within the city. The existing FLUM identifies urban centers, hub urban villages, residential urban villages, and manufacturing/industrial centers as well as four other land use types—neighborhood residential areas, multifamily residential areas, commercial/mixed-use areas, and industrial areas—that suggest specific uses outside centers and villages. The FLUM also designates major institutions, cemeteries, and City-owned open space.

The future land use designations are implemented by a corresponding range of zoning districts and development regulations established in [Title 23 of the Seattle Municipal Code](#) (SMC). Each land use area may include different levels of zoning that provide more detail about what can be built. Zoning in Seattle is broadly categorized into the following major classifications:

- Neighborhood Residential
- Multifamily residential
- Commercial
- Industrial
- Seattle Mixed
- Downtown

Zoning overlays also exist in certain locations, such as around major institutions and in master planned communities. Property in an overlay district is subject to both its zone classification regulations and additional requirements of the overlay district, which supersede any conflicting provisions of the underlying zone.

2.2.2 Equity & Climate Vulnerability

The City seeks to develop a plan that results in more equitable outcomes, reduces harms, and supports community-wide benefits created by growth and investment. This section describes some of the equity and climate work that informed our review of the alternatives. [Section 1.6](#) summarizes findings of the alternatives and their relationship to equity and climate vulnerability.

Definitions

- **Race and Social Equity:** when all marginalized people can attain those resources, opportunities, and outcomes that improve their quality of life and enable them to reach their full potential. The city has a collective responsibility to address the history of inequities in existing systems and their ongoing impacts in Seattle communities, leveraging collective resources to create communities of opportunity for everyone, regardless of race or means. ([Seattle Resolution 31577](#)).
- **Equity:** Everyone has fair and unbiased access to the resources they need to meet their fundamental needs and fully participate in the life of their community. ([Seattle 2035](#)).
- **Displacement:** The relocation of residents, businesses, or institutions from an area due to the burdens placed on them by the rising cost of housing or commercial space.
- **Climate Vulnerability:** The propensity or predisposition of people, resources, ecosystems, infrastructure, and services to be adversely affected by climate stressors/hazards. Vulnerability encompasses exposure, sensitivity, potential impacts, and adaptive capacity. ([US Climate Resilience Toolkit](#), 2022)
- **Objective:** A description of the City's intent or desired result.
- **Performance Metric:** Measurable data or qualitative information used to track objectives.

PolicyLink Racial Equity Analysis

Prior to the start of the One Seattle Plan process, the City worked with the organization PolicyLink to conduct a [racial equity analysis](#) of the current Comprehensive Plan. This work highlighted persistent racial disparities in Seattle related to housing, neighborhood access, and economic prosperity. The work raised concerns that our existing growth strategy is reinforcing a pattern of racial segregation and exclusion and identified numerous policies and tools that the City could consider addressing existing disparities. The alternatives considered in this EIS are meant to address some of these concerns by increasing the supply and diversity of housing in neighborhoods throughout Seattle.

Climate Change

The city is experiencing the impacts of climate change including extreme heat, smoky air from wildfires, sea-level rise, and extreme precipitation and flooding. Seattle created a climate action plan in 2011 and adopted a goal for the community to become carbon neutral by 2050. The City is not on track to meet all goals to reduce carbon pollution, and more coordination and action is needed. The Seattle Climate Action Plan, adopted in 2013, and the Seattle Climate Strategy, released in 2018, establish short- and long-term actions for addressing climate change.

Equity & Environment Agenda

The City of Seattle is committed to environmental justice for people of color, low-income households, and others disparately affected by historic decisions on land use and infrastructure that affect housing, health, and other aspects of quality of life. The City has created an Environmental Justice Committee that developed an [Equity and Environment Agenda](#) with the following vision:

We are steadfast in our pursuit of Environmental Justice, redefining our environment as not just the natural environment, but also where we work, worship, play, learn and live. We believe in a world that respects communities' histories and cultures, and that uplifts self-determination and full participation. We know that communities of color are creative, resourceful, and resilient, and deeply care about the environments in which they live. Given that, we believe in environmental solutions that connect to and create economic and educational opportunities so that all communities can thrive. To do this necessitates addressing past systemic injustice while creating proactive, transformational solutions for the future.

The Equity and Environment Agenda is also based on the following principles:

Community Driven Strategies: We believe in community self-determination, influence, and leadership. We know that communities are resilient and resourceful, and that tapping into their own collective cultural cornerstones of environmental sustainability is key to ownership of initiatives and other efforts, as well as reducing invisibility.

The Influence and Decision-Making of Those Most Affected: We believe that communities who are deeply affected by environmental issues should be highly involved throughout decision-making processes in meaningful and culturally appropriate ways.

Strong Accountability: We believe that affected communities deserve strong, accountable, transparent, accessible, and culturally appropriate solutions that include ongoing oversight of government and other entities to address the negative impacts they have experiences.

Solutions That Recognize Complexity and Interdependence: We believe in doing no harm, here or anywhere. We recognize that all places and people are interconnected, and commit to an approach of collective liberation, which recognizes that the liberation of each person is the liberation of all people.

Section 3.6 Land Use Patterns & Urban Form includes an overview of past land use policies and other previous actions that had inequitable outcomes.

2.2.3 130th/145th Station Area Plan

Adopted in 2022, the *130th and 145th Station Area Plan* outlines the community's and City's concepts for land use, mobility, and other policies and investments to support a regional vision for integrating fast and reliable transit with compact walkable communities. The Plan is intended to guide decisions for public and private investment near these high-capacity transit stations. Topics addressed in the plan include land use, mobility, housing, open space, and other community needs. Goals, strategies, and early actions included in the Plan are guided by the following vision:

The 130th and 145th Station Area is a lively, walkable, and welcoming North Seattle neighborhood. Major streets have roomy, tree-lined sidewalks, and other green infrastructure. Bicycle infrastructure makes everyday trips to transit stations, schools, and neighboring urban villages enjoyable and safe. An array of housing offers options affordable to a broad range of incomes and lifestyles. Small shops and cafes near the station cater to locals, commuters, students, and visitors. Local and citywide lovers of nature, recreation and culture treasure the abundant greenspaces and unique cultural events so easily reached by walking, biking, or transit.

The station area in the *130th and 145th Station Area Plan* includes the area within a half-mile (about a 10-minute walk) of the 130th and 145th Link stations, and within a quarter-mile (about a 5-minute walk) of the NE 145th St/15th Ave NE Stride bus rapid transit (BRT) station. The Plan also considers a larger study area that includes communities that can access the stations by a longer walk or a short bike or bus ride.

2.2.4 Public Outreach

Community engagement for the Comprehensive Plan Update is occurring over four phases:

1. Listen & Learn: Winter & Spring 2022
2. Shape the Plan: Summer 2022 – Fall 2023
3. Review & Refine: Fall 2023 – Fall 2024
4. Adopt and Look Ahead: Fall 2024 – 2025

Each phase has distinct objectives and activities that are planned to engage community members and key stakeholders in identifying issues, developing policy concepts, and shaping the final recommended plan that will be considered by the City Council in 2024.

As part of this process, additional engagement will inform legislation that will make changes to zoning and development standards necessary to implement the Comprehensive Plan.

The engagement process is a citywide effort to engage with a wide and inclusive range of communities, including residents, neighborhood and community groups, cultural organizations, businesses, advocacy organizations, and other public and private agencies. The City recognizes that Seattle's many issue- and community-based groups represent an existing knowledge base

around both the technical aspects and quality of life implications of the Plan Update. The City seeks to build upon and foster relationships with a diversity of groups in order to gain feedback and insights on the Plan's policies and issue areas. In addition, the City is focusing community engagement resources on centering race and equity in the One Seattle engagement process in keeping with the [Equitable Community Engagement Ethos](#). Engagement efforts are targeted to uplift the voices of people and communities who have been historically and systematically excluded from policy decision making. This equity-driven focus includes BIPOC communities, low-income populations, renters, limited-English populations, people experiencing homelessness, youth, elders, the LGBTQ+ community, and other historically underserved communities.

Phase 1 Engagement

During Phase 1, the City began implementing three key engagement strategies:

- **Online engagement strategies designed to reach more people than in-person engagement alone, lowering barriers to engagement and encouraging participation across the city and beyond.** Online engagement included the One Seattle Plan Project Website (viewed 4,972 times from January to June of 2022); 54,954 impressions via OPCD's Twitter and Facebook; media coverage; and launching the One Seattle Plan Engagement Hub. As of the Phase 1 Engagement Report, OPCD had received 10,243 feedback comments relating to the One Seattle Plan through the Engagement Hub, and the page had been viewed 6,447 times.
- **Collaborative engagement partnerships with community-based organizations and Community Liaisons.** OPCD partnered with five community-based organizations to help design and carry out public engagement strategies for the update. Each organization worked with OPCD to create and refine a unique engagement workplan that centers the voices, needs, and visions of the BIPOC communities they serve and whom have been historically underrepresented in City planning and engagement processes. The five organizations are the [Asian Pacific American Labor Alliance \(APALA\)](#), the [Capitol Hill Eco District](#), [Duwamish Valley Sustainability Association](#) / Duwamish Valley Youth Vision Project, [Estelita's Library](#), and [Khmer Community of Seattle/King County](#) / Noio Pathways/ KIMYUNITY. Each community-based organizations were compensated for their work through 12-month contracts at \$30,000 each. In partnership with the Department of Neighborhoods, OPCD also contracted with a cohort of ten Community Liaisons to develop and carry out broad and deep engagement to amplify the voices of key underrepresented communities. OPCD's community liaison cohort is collectively conversant in Somali, Amharic, Oromo, Vietnamese, Chinese (Mandarin), Cham, and Spanish and has worked to engage with populations speaking these languages as well as with African American, Indigenous, Latinx, older adults, people with disabilities, and unhoused people across Seattle.
- **Leveraging existing City relationships and coordinated with outreach to key stakeholders.** Over the course of Phase 1, OPCD presented to City Council three times and

attended and presented to both liaisons and full board meetings of 21 Boards and Commissions. OPCD also met periodically with the Equitable Development Initiative (EDI) Advisory Board to obtain feedback on key elements of the One Seattle Plan and worked with the Indigenous Seattle Workgroup to ensure that our engagement is also specifically tailored to the indigenous community.

The City heard from 2,348 individuals in the Phase 1 Survey and through the 1,001 registered users of the Engagement Hub. In the Phase 1 Survey, the subjects identified as being the highest priority for being addressed in the One Seattle Plan were: **housing availability and affordability, transportation and mobility, climate change, and racial and social equity**. The prioritization of these top three elements—Housing, Transportation, and Climate Change, in this order, remained the same across categories of race/ethnicity, homeownership, age, and gender. The next three most frequently discussed Plan elements were economic development, parks and open space, and community well-being.

The vast majority of feedback about Seattle’s need for new housing focused on the critical need for more affordable housing. Respondents also desire varied housing choices (duplexes, triplexes, and fourplexes; two and three-bedroom apartments; and condominiums and co-ops to provide ownership opportunities) and increased density in and around urban villages, other activity centers, and major amenities. Transportation comments focused on expanded public transit and improving alternative transportation (biking, rolling, and walking) safety, convenience, and access. The two biggest climate threats identified by commenters were air quality and extreme temperatures. Respondents frequently cited air pollution, wildfire smoke, hot and cold weather changes, and the related health implications in communities, particularly among those communities most vulnerable to these extreme shifts. Other climate concerns included water-related climate threats (rain, droughts, heavy rain/flooding, water scarcity, sea-level rise, water table rise, ocean acidification, and water pollution) and concerns about trees and green space (specifically loss of tree canopy).

Around 25% of respondents identified as BIPOC and 75% identified as White (compared to Seattle’s BIPOC population of around 33%). While the City heard from a smaller percentage of BIPOC respondents than we would have liked in Phase 1, the comments received from BIPOC respondents tended to mirror those of White respondents in terms of the priorities they wished to see represented in the One Seattle Plan. Comments about equity envisioned equitable access to resources like parks and green spaces, community centers, medical facilities, grocery stores, libraries, and schools. Comments about race touched on improved equity for BIPOC community members—specifically around income, wealth and generational wealth, housing, and gentrification and displacement concerns—and comments about the need to address climate-vulnerable populations mentioned the need for equitable, environmentally just investments.

See the Phase 1 Engagement Report for a more detailed summary of engagement efforts, partners, and feedback.

Phase 2 Engagement

Between November 2022 and January 2023, OPCD engaged community members around the Comprehensive Plan Update by continuing the strategies in Phase 1 and also hosting a series of five in-person community meetings. The meetings took place in neighborhoods across Seattle. Each meeting started with a half-hour open house where participants were encouraged to review poster boards with information on various topics, discuss questions about each element of the Plan with OPCD and related City staff (OSE, SPR, and SDOT), and use sticky notes to provide written responses to question prompts on each element's poster. Attendees then divided themselves into small groups of 8-14 people. Each group was paired with a staff facilitator and staff notetaker and then engaged in two 40-minute community conversations focused on two topics: 1) access to housing options, and 2) creating complete communities.

Next Steps: Phase 3 & 4 Engagement

The City intends to conduct additional rounds of engagement after the release of this Draft EIS to receive feedback on the draft plan and Draft EIS and on draft zoning maps and legislation that would help implement this plan. We anticipate this engagement will include various approaches for engagement, including in-person meetings and online options. Additional information about public outreach is available on the [One Seattle Engagement Hub](#).

2.3 SEPA Process

2.3.1 Environmental Review

Process

Under SEPA, agencies conduct environmental review of actions that could affect the environment. Preparation of an EIS is required for actions that have the potential for significant impacts. An EIS is a useful tool that provides detailed information to the public, agencies, tribes, and City decision-makers about the environmental effects of a plan or project before a decision is made. As described below and in [Chapter 1](#), this document is a non-project EIS that analyzes the proposal and various alternatives outlined in [Section 2.4](#) broadly across the study area ([WAC 197-11-442](#)).

The EIS process involves the following steps: (1) scoping the contents of the EIS with agencies, tribes, and the public; (2) preparing a draft EIS with a comment period; (3) preparing a final EIS that responds to comments and may develop a preferred alternative; and (4) developing legislation to implement the proposal. With the issuance of the Draft EIS, the EIS process is in phase 2.

Non-Project EIS

This document is a non-project EIS that analyzes a range of legislative changes that will implement One Seattle Plan and alternatives broadly across the study area. SEPA identifies that a non-project EIS is more flexible and studies a range of alternatives comparatively to support the consideration of plans, policies, or programs ([WAC 197-11-442](#)). A non-project EIS does not provide detailed site-specific analysis. Additional environmental review may occur when other project or non-project actions are proposed in the city in the future if they are not SEPA exempt. Future review could occur in the form of supplemental EISs, SEPA addenda, or determinations of non-significance.

2.3.2 Public Comment Opportunities

Scoping

The scoping process is intended to identify potential significant impacts on the built and natural environment that should be considered and evaluated in the EIS. The City published a scoping notice and fact sheets on June 23, 2022. While the typical scoping comment period is 21-30 days, the City extended the period to 60 days and closed the comment period on August 22, 2022. Virtual scoping meetings were held during the comment period at 11:00 AM on June 29 and 7:00 PM on July 19, 2022, with a third meeting on 130th/145th Station Area on July 21, 2022. Each meeting had the same format and included an overview presentation and an opportunity to ask questions. The City also conducted other engagement efforts, including outreach by community-based organizations (CBOs) and two debriefs with community liaisons during the scoping period on August 11 and 16, 2022.

The input received during the scoping period included:

- Comments on One Seattle Hub—[Shaping the Plan](#): 851 Comments with 1,439 participants
- Letters or emails: 102 pieces of correspondence
- Scoping meetings: three meetings with 82 participants
- Debriefs with five community liaisons

As part of scoping, the City identified a range of elements of the environment that should be analyzed in the EIS:

- Earth & Water Quality
- Air Quality/GHG
- Plants & Animals
- Energy & Natural Resources
- Noise
- Land Use Patterns

- Historic Resources
- Population, Employment, & Housing
- Transportation
- Public Services & Utilities

See [Appendix A](#) for the scoping report.

Draft EIS

This Draft EIS identifies environmental conditions, potential environmental impacts, and measures to reduce or mitigate any unavoidable adverse impacts that could result from an update to the One Seattle Comprehensive Plan.

Public and agency comments are invited on this Draft EIS. Written and verbal comments are invited during the 60-day public comment period following issuance of this Draft EIS. Public comments will be considered and addressed in the Final EIS. Please see the Fact Sheet at the beginning of this Draft EIS for the dates of the public comment period and public meeting. Meetings and comment periods regarding the proposals are described on the City's project webpage: www.seattle.gov/opcd/one-seattle-plan.

Final EIS & Mayor's Proposed Plan

A Final EIS will be issued in 2024 and will include responses to public comments received during the Draft EIS comment period. Following the EIS process, we anticipate that the City will adopt the Plan and changes to zoning and development standards.

It is also likely that the Mayor or Council will generate other documents suggesting additional strategies for implementing the vision in the Comprehensive Plan. These documents could include resolutions that would be adopted by Council.

2.4 Proposed Action & Alternatives

The proposal would update the One Seattle Comprehensive Plan to address growth between 2019 and 2044 and adopt new policies and codes that help meet the objectives defined in [Section 2.1.3](#). It would also implement text and map amendments to the Comprehensive Plan and changes to zoning and development standards in the Seattle Municipal Code and the Building Code. Changes to the Comprehensive Plan would help meet the objectives defined in [Section 2.1.3](#) and would influence the manner and distribution of projected growth and the manner in which the City conducts its operations to promote and achieve other goals such as those related to equity, economic opportunity, environmental sustainability, community, public health, safety, welfare, and service delivery. All Comprehensive Plan elements will be reviewed

and updated as part of the proposal. In many cases, proposed policy amendments will reflect changes to state and regional guidance, incorporate language and editorial changes to policies to increase readability, clarify direction and remove redundancies; and add new or updated information since adoption of the current Comprehensive Plan.

Changes to the Comprehensive Plan could include but are not limited to:

- Implementing a major update of the Growth Strategy and Future Land Use Map including:
 - Adding neighborhood centers and corridors as new place types.
 - Combining the multifamily and mixed-use/commercial designations on the Comprehensive Plan's Future Land Use Map categories.
- Updating Citywide and Regional Growth Targets to reflect updated regional targets, market conditions, development capacity, and changes to the growth strategy.
- Eliminating Growth Targets for urban villages or modifying them to reflect changing market conditions, development capacity, and changes to the growth strategy.
- Identifying strategies for addressing displacement.
- Identifying strategies for meeting jurisdictional affordable housing targets.
- Identifying strategies for meeting additional infrastructure needs.
- Identifying strategies for meeting vehicle miles traveled (VMT), mode shift, and greenhouse gas emission goals.
- Updating the Parks levels-of-service (LOS) to reflect updated park goals and acquisition approaches.
- Updating the Transportation levels-of-service (LOS) to reflect updated goals, changing conditions, and address concurrency.
- Removing volume 2 of the Comp Plan which contains goals and policies excerpted from past neighborhood plans.
- Adding or modifying policies for growth strategy place types and zone categories.
- Modifying or implementing new policy changes on a wide variety of topics such as equity, complete communities, increasing housing choices, climate change resilience, greenhouse gas reduction strategies, vision zero, zero waste, electrification, decarbonization, essential public facilities, environmentally critical areas, etc.

Changes to the Seattle Municipal Code would implement the Growth Strategy in the Comprehensive Plan as well as specific goals and policies, particularly those around land use regulations and housing. Changes to zoning and development standards would support City goals such as allowing more people to walk or bike to everyday needs, encouraging better building design, or reducing the cost of housing. These changes could include but are not limited to:

- Modifying heights, lot size, density limits, coverage limits, setbacks, amenity standards, and other similar standards affecting the scale and form of new construction to implement goals and policies in the update Comprehensive Plan including those around increasing the supply, diversity, and affordability of housing.

- Allowing more flexibility for commercial uses in certain area, such as allowing more retail on arterial streets, increasing flexibility for home businesses, and allowing corner stores in Neighborhood Residential zones.
- Allowing more height and/or floor area for projects that provide public open space or that include housing types such as three- and four-story stacked flats or projects with shared open space.
- Reducing or eliminating residential parking minimums citywide.
- Modifying bike parking requirements to recognize the unique conditions across different zones and housing types.
- Modifying solid waste storage requirements to recognize current solid waste need and the unique conditions across different zones and housing types.
- Modifying tree and landscaping requirements to increase tree canopy in Neighborhood Residential zones.
- Modifying building code regulations to support development of attached and stacked housing.
- Implementing or modifying Mandatory Housing Affordability (MHA) requirements.
- Updating tenant relocation assistance requirements to increase support of relocated households.
- Updating our transportation concurrency requirements to reflect changes to the level-of-service standard.
- Changes to support electric vehicle charging when parking is provided.

Changes to the Comprehensive Plan could also implement changes required by state legislation including HB 1110, which requires cities to allow a minimum number of housing units on certain lots and restricts design review and development standards for middle housing, and SB 5412, which updates SEPA categorical exemptions and requires certain environmental analysis.

Alternatives addressed in this EIS are summarized on the following pages. The alternatives primarily distribute growth according to place types like regional centers, urban centers, neighborhood centers, etc. (see sidebar on page 2-2 and [Exhibit 2.1-1](#)). Some place types align closely with existing elements of the Alternative 1 No Action urban village strategy developed with the Seattle 2035 Comprehensive Plan, while others are new concepts created for this update. The alternatives vary the amount and type of housing across place types. [Exhibit 2.4-1](#) is an overview of common housing types referenced in the place types and alternatives.

Exhibit 2.4-1. Housing Types

Detached homes are in their own structure that do not share walls with any other homes.



Detached Homes on a Small Lot

Existing home preserved with two new homes added behind (left), three homes on one lot (middle), and eight homes on two lots (right).

Detached Accessory Dwelling Unit (DADU)

A second unit added to a residential lot, usually behind the main house.

Cottage Housing

Detached homes of 2-3 stories arranged around a shared open space.

Attached houses share walls with other homes, where each unit is owned outright.



Duplex & Triplex (side-by-side)

Two or three units that share walls with one another.



Townhouse & Rowhouse

Homes that share a wall with another home that can all be owned outright.



Courtyard Housing

Attached homes of 2-3 stories arranged around a shared open space.

Stacked housing includes multiple units arranged vertically.



Foursquare

A traditional form with two units per floor in a structure that often resembles a large house.



Sixplex

A three-story structure with two homes per floor.



8-plex

A four-story structure with two homes per floor.



Apartments & Condos of 5-8 Stories

Midrise buildings with multiple homes per floor that can be rented as apartments or owned as condominium units.



Highrise Apartments & Condos

Buildings above 12 stories with multiple homes per floor that can be rented as apartments or owned as condominium units.

Source: City of Seattle, 2022.



E Mercer Street and 19th Avenue E. Source: City of Seattle, 2023.

The most common housing types in the defined places are shown in [Exhibit 2.4-2](#) below.

Exhibit 2.4-2. Most Common Housing Types Expected in Future Development by Place Type

	Urban Neighborhood	Corridors	Neighborhood Centers	Urban Centers	Regional Centers
Detached home	X	X			
Duplex, triplex, and fourplex	X	X	X		
Townhouse and rowhouse	X	X	X	X	
Sixplex/3-story stacked flats	X	X	X	X	
4- to 5-story building		X	X	X	X
6- to 7-story buildings			X	X	X
8- to 12-story buildings				X	X
Highrise buildings (above 12 stories)					X

Note: See [Exhibit 2.1-1](#) for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.
Source: City of Seattle, 2022.

2.4.1 Alternative 1: No Action

Growth Strategy

Alternative 1, No Action, assumes the continuation of the Seattle 2035 Comprehensive Plan. Even without making any changes to the City’s zoning, the existing Comprehensive Plan and implementing regulations would add 80,000 new homes and 158,000 jobs over the next 20 years, based on growth targets adopted by the King County Growth Management Council.⁵ These homes and jobs would be distributed across the city based on observed growth between 2010 and 2020 and the distribution of growth in the Seattle 2035 Comprehensive Plan. In addition, growth in each urban center and village would not exceed existing zoned capacity. While the number of people working from home has increased significantly in recent years, job locations are frequently indicated based on the office in which the company is located, rather than where the work occurs. Consequently, future growth may resemble past growth even if the portion of people working from home remains high.

Exhibit 2.4-3 summarizes the acreage, housing target, and job target of Alternative 1 by place type. Under Alternative 1, new housing will continue to be primarily rental apartments concentrated in existing mixed-use areas. Most land outside urban centers and villages will remain limited to detached houses. New jobs will continue to be located primarily in existing urban centers and villages. See **Exhibit 2.4-3** and **Exhibit 2.4-4**. Estimated growth and total housing units and jobs by center are detailed in **Appendix B**.

Exhibit 2.4-3. Acres and Growth by Place Type—Alternative 1: No Action

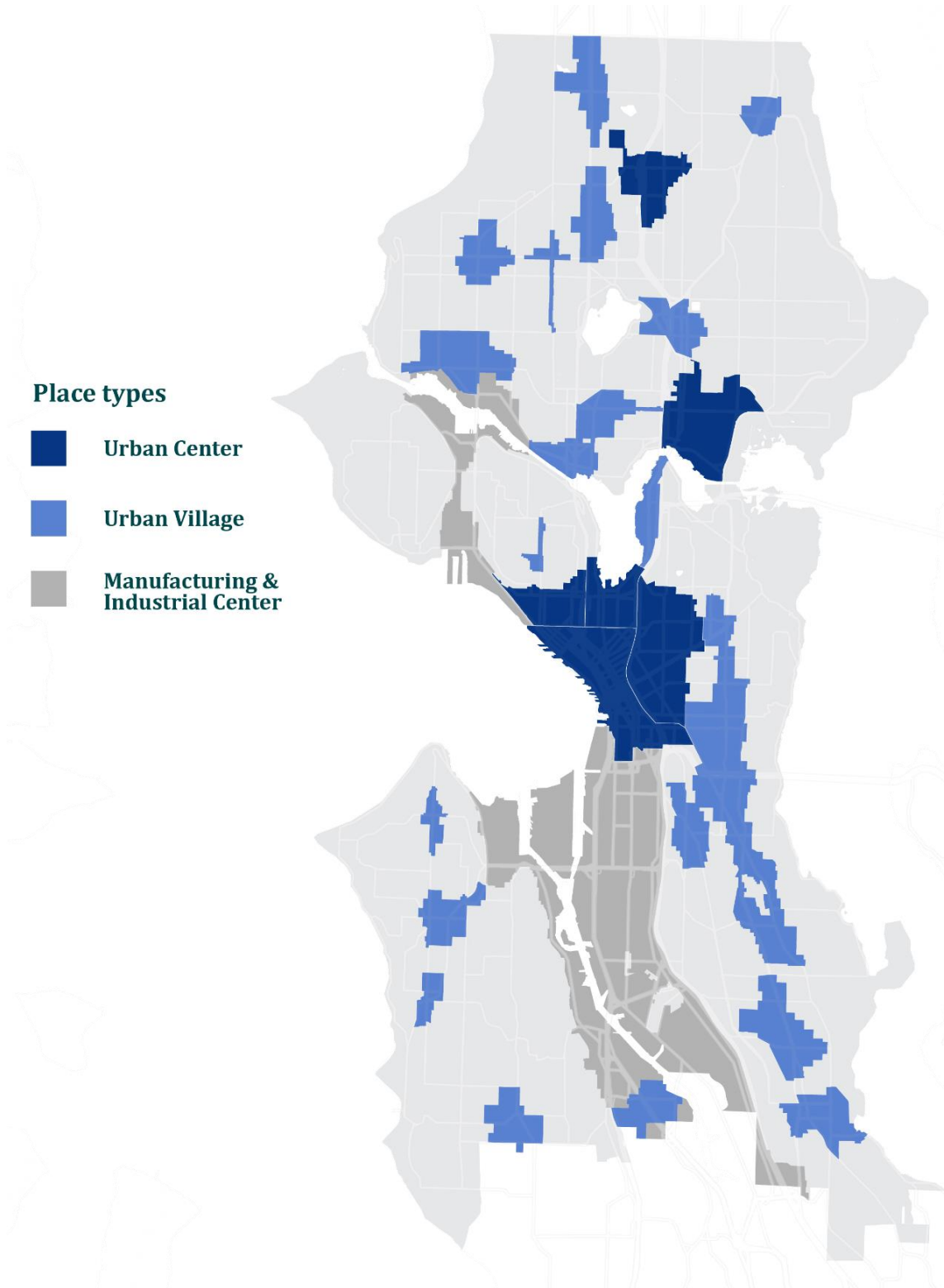
Geography*	Acres (Approx)	Housing Estimate	Job Estimate
Urban Center	3,707	36,970	102,959
Hub Urban Village	1,977	12,885	11,776
Residential Urban Village	4,447	14,764	7,735
Manufacturing Industrial	5,857	1,476	18,800
Growth Area (Maritime Industrial)	39	676	—
Outside Subareas **	37,487	13,229	16,730
No Change to Place Type in This Alternative	33,633	6,494	6,816
No Change to Place Type in All Alternatives	3,854	6,735	9,914
Total	53,515	80,000	158,000

Notes: *See **Exhibit 2.1-1** for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5. **“Outside Subareas” includes all areas outside the other listed geographies. No change to place type is proposed in these areas, though growth will continue to occur throughout the 20-year planning period.

Source: City of Seattle, 2023; BERK, 2023.

⁵ Growth targets were set for the years 2019-2044, but in the EIS have been adjusted to match the required 20-year planning period for 2024-2044, to account for population, housing, and employment change for the years 2019-2023.

Exhibit 2.4-4. Alternative 1: No Action*



Note: *See [Exhibit 2.1-1](#) for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.

Source: City of Seattle, 2023.

Most housing would be in Area 4 encompassing Downtown, followed by Area 1 which contains the Ballard Urban Village and Area 5 which contains the Capitol Hill Urban Center. See [Exhibit 2.4-5](#) and [Exhibit 2.1-2](#).

Exhibit 2.4-5. Housing Growth by Location—Alternative 1: No Action

Geography*	1	2	3	4	5	6	7	8	Total
Urban Center	—	6,049	3,595	18,265	9,061	—	—	—	36,970
Hub Urban Village	7,588	927	—	—	—	3,128	—	1,242	12,885
Residential Urban Village	3,822	1,466	402	1,010	3,193	1,143	259	3,469	14,764
Manufacturing Industrial	—	—	628	—	—	—	848	—	1,476
Growth Area (Maritime Industrial)	—	—	—	—	144	—	392	140	676
Outside Subareas— No Change to Place Type in:	2,342	4,352	1,393	138	856	1,908	430	1,810	13,229
This Alternative	1,040	2,006	534	—	570	1,225	168	951	6,494
All Alternatives	1,302	2,346	859	138	286	683	262	859	6,735
Total	13,752	12,794	6,018	19,413	13,254	6,179	1,929	6,661	80,000

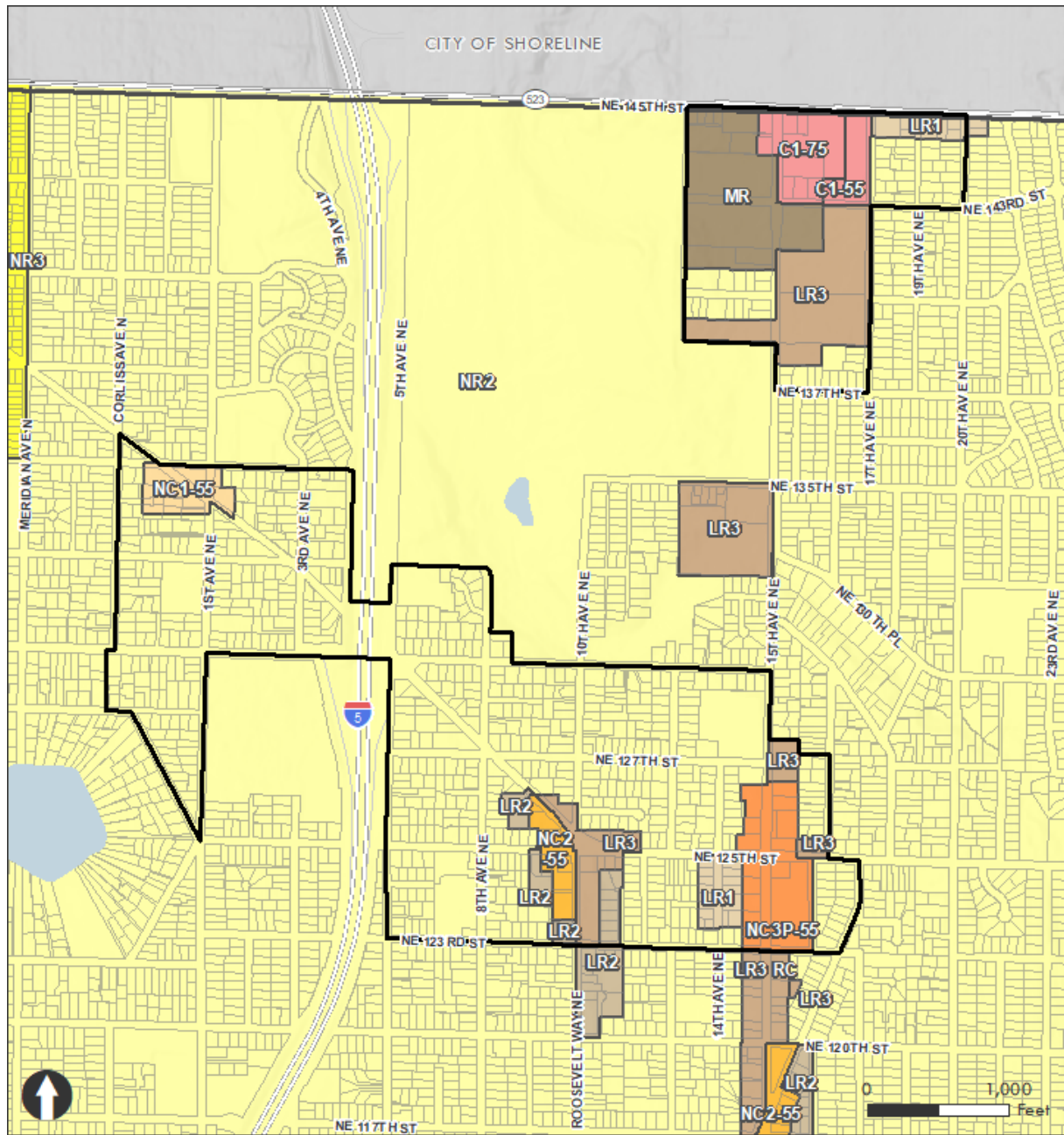
Note: *See [Exhibit 2.1-1](#) for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.
Source: City of Seattle, 2023; BERK, 2023.

130th/145th Station Area

The current Comprehensive Plan and zoning designations would be retained under Alternative 1, No Action, in the 130th/145th Station Area. The current Neighborhood Residential zone would continue to allow three-story residential development around the future light rail station at 130th and some 4- to 8-story multifamily uses near the 145th BRT station. See [Exhibit 2.4-6](#).

The key elements of growth and development in the 130th/145th Station Study Area under Alternative 1 are shown in [Exhibit 2.4-7](#). Housing and job growth around both station areas would be minimal—194 housing units and 109 jobs added around 130th and 646 housing units and 607 jobs around 145th.

Exhibit 2.4-6. 130th/145th Station Area Current Zoning—Alternative 1: No Action*



130th/145th: Current Zoning

- | | | |
|----------------------------|---------------------------|--|
| Neighborhood Residential 2 | Midrise Multifamily | 130th/145th Alternatives Planning Area |
| Neighborhood Residential 3 | Neighborhood Commercial 1 | |
| Lowrise 1 | Neighborhood Commercial 2 | |
| Lowrise 2 | Neighborhood Commercial 3 | |
| Lowrise 3 | Commercial 1 | |



Map Date: March 2023

Note: *See [Exhibit 2.1-1](#) for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.

Sources: City of Seattle, 2022; BERK, 2022.

Exhibit 2.4-7. 130th/145th Station Area Features—Alternative 1: No Action*

Feature	Alternative 1: No Action (aligns with citywide Alternative 1)	Assumptions
Amount and Pattern of Growth	Growth reflects the baseline amount of growth and continues the current pattern. No new areas will be designated for mixed-use or higher density.	Growth in Housing Units: 840* Growth in Jobs: 716** Activity Units (Existing and Growth): <ul style="list-style-type: none"> ▪ 130th Existing: 4,006, 18.4 per acre ▪ 130th Future: 4,514, 20.9 per acre ▪ 145th Existing: 2,298, 35.3 per acre ▪ 145th Future: 4,229, 64.9 per acre
Building Types for New Construction	Building types will be unchanged; larger single-family structures, accessory dwelling units, and limited multifamily and mixed-use development.	
Building Heights for New Construction	Heights will be unchanged.	Heights would range 45 to 80 feet for multifamily residential and mixed-use buildings, and 30 feet for single-family structures and accessory dwelling units.
Retail and Commercial	The location of retail and commercial uses will be unchanged.	

Notes: *See [Exhibit 2.1-1](#) for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.

** The growth estimates consider the current zoning within a common maximum boundary (Alternative 5).

Sources: City of Seattle, 2023; BERK, 2023.

2.4.2 Alternative 2: Focused

Growth Strategy

Alternative 2 would designate additional areas of focused growth called neighborhood centers to create more housing around shops and services. Neighborhood centers would be similar to urban centers (formally known as urban villages) since they would allow a wide range of housing types and commercial space, but with a smaller geographic size and lower intensity of allowed development. This alternative would result in a greater range of housing options with amenities and services in many neighborhoods. Neighborhood centers could have a range of housing from townhouses to 7 story stacked housing.

Alternative 2 studies a total housing growth of 100,000 housing units (20,000 more than the No Action Alternative) to account for the potential additional housing demand assumed within neighborhood centers. Eighty thousand new homes would be located in a similar distribution to Alternative 1, with 20,000 additional homes accommodated in new housing types within neighborhood centers. Neighborhood centers in areas with low displacement risk are allocated 50% more housing units than those in areas with high displacement risk.

Under Alternative 2, about 3,000 acres currently designated for lower-density residential would change to a neighborhood center designation, and these areas would accommodate the second highest share of anticipated housing growth. A small job shift from the larger centers would occur towards the neighborhood centers. The most housing growth would be in the Downtown/South Lake Union (Area 4) followed by Northwest and Northeast Seattle (Areas 1 and 2). See [Exhibit 2.4-8](#), [Exhibit 2.4-9](#), and [Exhibit 2.4-10](#).

Estimated growth and total housing units and jobs by center are detailed in [Appendix B](#).

Exhibit 2.4-8. Acres and Growth by Place Type—Alternative 2: Focused

Geography*	Approximate Acres	Housing Estimate	Job Estimate
Regional Center	3,707	36,970	99,870
Urban Center (former Hub Urban Village)	1,977	12,885	11,417
Urban Center (former Residential Urban Village)	4,447	14,764	7,535
Manufacturing Industrial Centers	5,857	1,476	18,800
Growth Area (Maritime Industrial)	39	676	—
Neighborhood Center	2,923	24,167	8,628
Urban Neighborhood	—	—	—
Corridor	—	—	—
Outside Subareas**	34,622	9,062	11,750
No Change to Place Type in This Alternative	30,768	2,327	2,133
No Change to Place Type in All Alternatives	3,854	6,735	9,617
Total	53,573	100,000	158,000

Notes: *See Exhibit 2.1-1 for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.

** “Outside Subareas” includes all areas outside of one of the other listed geographies. No change to place type is proposed in these areas though growth will continue to occur throughout the 20-year planning period. Alternative 2 distributes 85% of job growth in the same manner as the No Action Alternative. The other 15% is distributed based on the total housing growth in each alternative—in other words, Alternative 2 assumes a small job shift from the larger centers towards other place types to reflect local demand with the distribution of new housing. Source: City of Seattle, 2023; BERK, 2023.

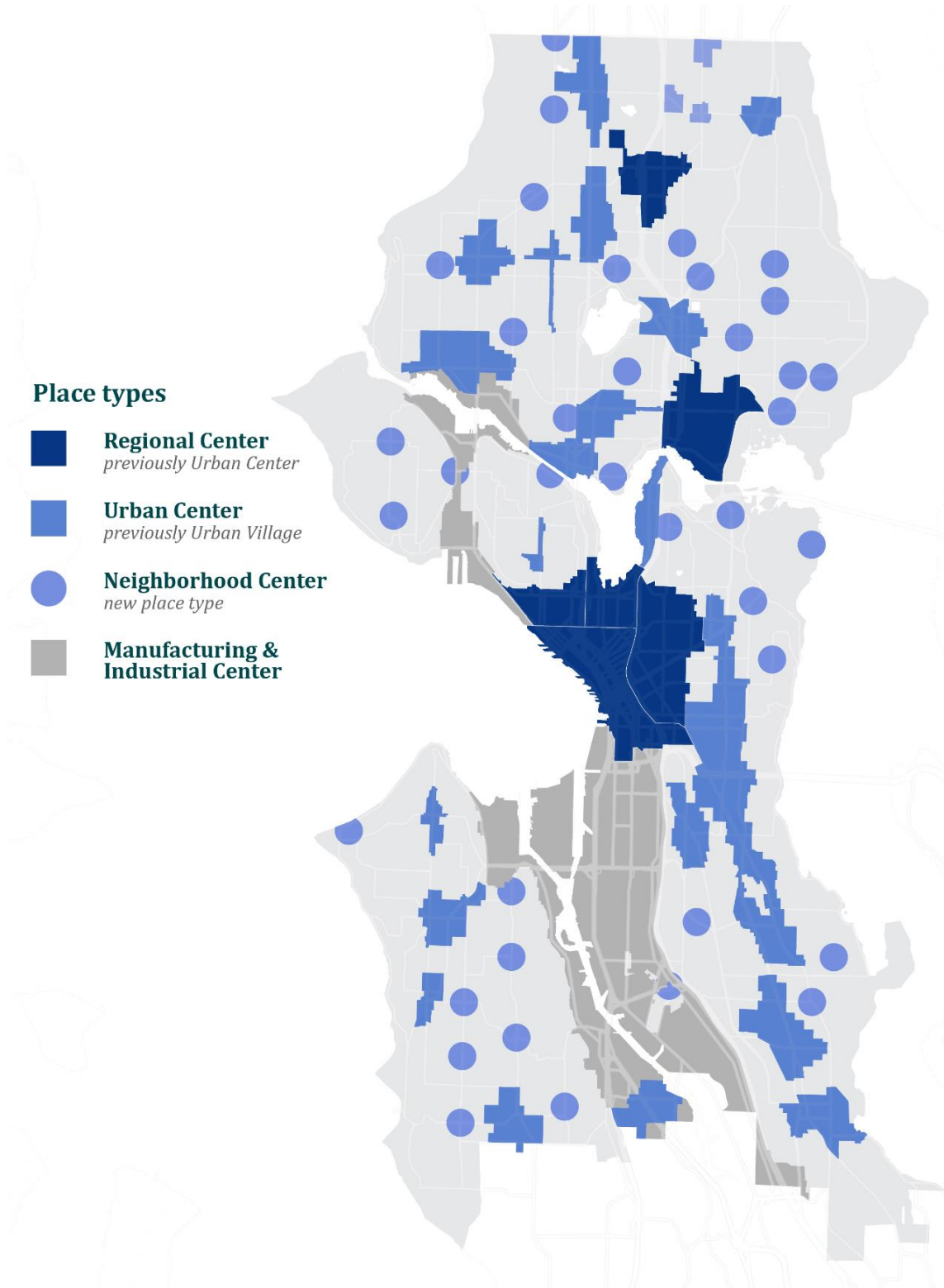
Exhibit 2.4-9. Housing Growth by Location—Alternative 2: Focused

Geography*	1	2	3	4	5	6	7	8	Total
Regional Center	—	6,049	3,595	18,265	9,061	—	—	—	36,970
Urban Center (former Hub Urban Village)	7,588	927	—	—	—	3,128	-	1,242	12,885
Urban Center (former Residential Urban Village)	3,822	1,466	402	1,010	3,193	1,143	259	3,469	14,764
Manufacturing Industrial	—	—	628	—	—	—	848	—	1,476
Growth Area (Maritime Industrial)	—	—	—	—	144	—	392	140	676
Neighborhood Center—Low Risk**	5,394	6,541	2,402	—	3,430	1,706	—	546	20,019
Neighborhood Center—High Risk**	—	453	—	—	—	2,308	506	881	4,148
Outside Subareas— No Change to Place Type in:	1,564	2,828	1,042	138	503	1,142	266	1,579	9,062
This Alternative	262	482	183	—	217	459	4	720	2,327
All Alternatives	1,302	2,346	859	138	286	683	262	859	6,735
Total	18,368	18,264	8,069	19,413	16,331	9,427	2,271	7,857	100,000

Note: *See Exhibit 2.1-1 for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 25. **Risk of displacement.

Source: City of Seattle, 2023; BERK, 2023.

Exhibit 2.4-10. Alternative 2: Focused*



Note: *See [Exhibit 2.1-1](#) for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.

Source: City of Seattle, 2023.

130th/145th Station Area

The City has created a final draft subarea plan with several purposes:

- **Create city and community concepts** around land use, transportation and other policies and investments for fast, reliable transit and compact walkable neighborhoods.
- **Align with the One Seattle Comprehensive Plan**
- **Lead with equity** to address past systemic inequities and minimize factors that contribute to displacement.
- **Address climate change** by reducing vehicle miles traveled, car dependency, and greenhouse gas (GHG) emissions.

Alternative 2 would include land use designations, zoning, and policies that would address transit-oriented development near transit investments.

Neighborhood centers would be designated in these areas: (1) near NE 130th Street and Roosevelt Way NE to the east of I-5, (2) NE 125th Street and 15th Ave NE (Pinehurst), and (3) NE 145th Street and 15th Ave NE. Zoning to implement the centers would include a combination of Lowrise Residential, Midrise Residential, and Neighborhood Commercial (NC3). The development would be more mixed use near the 145th Station Area (with NC3) compared to Alternative 1. Heights would be greater at up to seven stories, particularly along the 145th Station Area. See [Exhibit 2.4-13](#).

Both stations areas would see more growth clustered in the newly designated neighborhood centers under Alternative 2 compared to the No Action Alternative. However, housing and job growth would be relatively modest—1,049 housing units and 284 jobs would be added around 130th Street and 1,159 housing units and 695 jobs would be added around NE 145th Street. See [Exhibit 2.4-11](#) and [Exhibit 2.4-12](#). Alternative 2 would provide more housing and jobs and would increase activity units from 18.4 (existing) to 29.6 around NE 130th Street and from 35.3 (existing) to 82.4 around 15th Ave NE and NE 145th St. Activity units means the sum of population and jobs units per gross acre and is used by PSRC for evaluating combined residential and job density.

Exhibit 2.4-11. Station Area Share of Targets 2024-2044—Alternative 2: Focused

Location	Place Type*	New Place Acres**	New Housing Units**	New Jobs**	Activity Units (Existing)/Ac.	Activity Units (Future)/Ac.
NE 130th Street	Neighborhood Center	52	1,049	284	18.4	29.6
15th & 145th	Neighborhood Center	65	1,159	695	35.3	82.4

Notes: *See [Exhibit 2.1-1](#) for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.

**New place acres are the total acres within the neighborhood center boundary under Alternative 2. The growth estimates consider the proposed growth concept under Alternative 2 within a common maximum boundary (Alternative 5). The 130th Street and Pinehurst Neighborhood Centers in Alternative 2 are both part of the 130th Street Urban Center in Alternative 5 and so are listed under NE 130th Street in this table.

Source: City of Seattle, 2023; BERK, 2023.

Exhibit 2.4-12. 130th/145th Station Area Features—Alternative 2: Focused

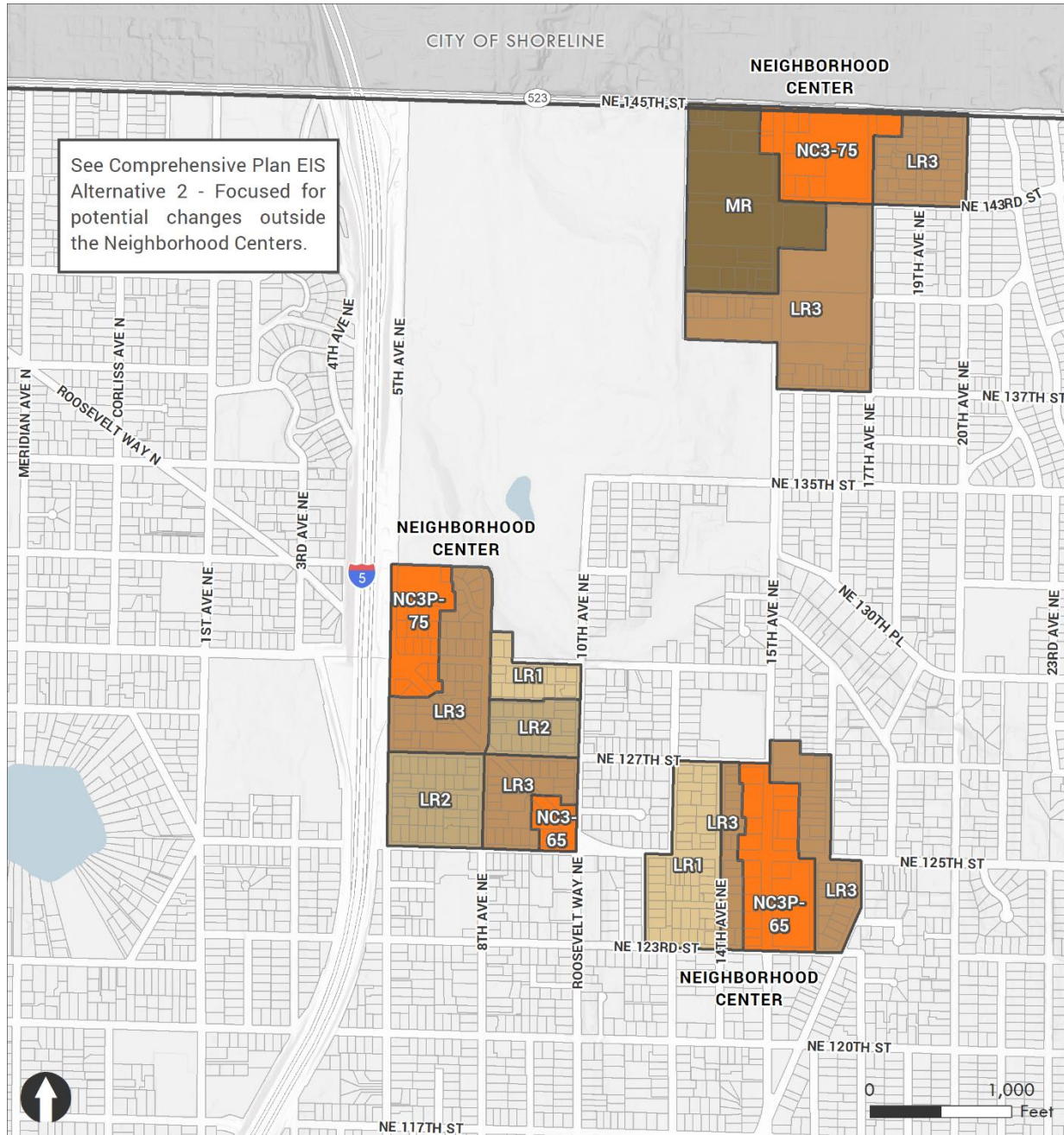
Feature	Alternative 2: Focused (aligns with citywide Alternative 2)*	Assumptions
Amount and Pattern of Growth	Cluster growth in newly designated small mixed-use node(s).	Growth in housing units: 2,208** Growth in jobs: 979** Activity units (existing and future people and jobs) and activity units per acre <ul style="list-style-type: none"> ▪ 130th: 6,441 units, 29.6 per acre ▪ 145th: 5,369 units, 82.4 per acre
Building Types for New Construction	Denser and taller buildings in nodes. More mixed-use buildings.	
Building Heights for New Construction		Neighborhood centers: Potentially up to 40-80 ft
Retail and Commercial	More retail and commercial locations than Alternative 1.	

Notes: *See [Exhibit 2.1-1](#) for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.
 ** The growth estimates consider the proposed growth concept under Alternative 2 within a common maximum boundary (Alternative 5).
 Source: City of Seattle, 2023; BERK, 2023.

In addition to establishing future land use and zoning designations supporting the station area, the City’s Station Area Plan provides direction on key policy issues:

- Land Use/Housing
 - Provide more density/diversity of land uses concurrent with transit.
 - Provide more housing choice.
 - Offer affordable housing options near light rail and Bus Rapid Transit (BRT).
 - Mitigate displacement of current residents and businesses
- Amenities/Public Realm
 - Coordinate update of street types in Streets Illustrated.
 - Establish a strong visual identity for the station areas, including architecture, landscape design, public art, public realm improvements, and neighborhood wayfinding.
 - Provide amenities to support anticipated growth.
 - Retain tree canopy and healthy open spaces/environment.
- Access
 - Provide non-motorized access to the stations (safe etc.).
 - Coordinate with WSDOT, Sound Transit, and City of Shoreline.
 - Address parking regulations.

Exhibit 2.4-13. 130th/145th Station Area Zoning Concept—Alternative 2: Focused*



130th/145th Alternative 2: Focused

Zoning Category

- Lowrise 1
- Lowrise 2
- Lowrise 3
- Midrise Multifamily
- Neighborhood Commercial 3



Map Date: July 2023

Notes: See [Exhibit 2.1-1](#) for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.

Source: City of Seattle, 2022; BERK, 2022.

2.4.3 Alternative 3: Broad

Growth Strategy

This alternative allows a wider range of low-scale housing options, like triplexes and fourplexes, in all Neighborhood Residential (NR) zones as part of a new urban neighborhood place type. This approach would:

- Expand housing choices in all neighborhoods.
- Increase production of homeownership options.
- Address exclusionary nature of current zoning.
- Allow more housing options near existing large parks and other neighborhood amenities.

Housing in the urban neighborhood place type could include duplexes, triplexes, and fourplexes, as well as stacked flats and sixplexes on larger lots. Market-rate development in these areas would continue to have a three-story height limit, consistent with current rules in Neighborhood Residential zones. The City is also considering potential height, floor area, or density bonuses for affordable housing projects.

Alternative 3 studies a total housing growth of 100,000 housing units (20,000 more than the No Action Alternative) to account for the potential additional housing demand that is expected with broad zoning changes. Eighty thousand units would be located in a similar distribution to Alternative 1, with 20,000 additional homes accommodated within urban neighborhood areas.

Alternative 3 studies the same number of jobs as the No Action Alternative but includes a small shift in the distribution of jobs and commercial space toward existing urban neighborhood areas to reflect local demand consistent the distribution of new housing. The City is also considering allowing more flexibility for commercial space in urban neighborhood areas such as allowing corner stores and making it easier to operate at-home businesses. This flexibility supports the development of neighborhoods where more people can walk and bike to everyday needs.

Citywide, most land would remain designated as urban neighborhood, though most housing growth potential would still be in regional centers and urban centers. Most new jobs would occur in the regional centers and the manufacturing industrial centers. See [Exhibit 2.4-14](#), [Exhibit 2.4-15](#), and [Exhibit 2.4-16](#).

Unlike Alternatives 1 and 2, the most growth would be in Northeast Seattle followed by the Downtown/South Lake Union study area. See [Exhibit 2.4-15](#).

Estimated growth and total housing units and jobs by center are detailed in [Appendix B](#).

Exhibit 2.4-14. Acres and Growth by Place Type—Alternative 3: Broad

Geography*	Approximate Acres	Housing Estimate	Job Estimate
Regional Center	3,707	36,970	99,870
Urban Center (former Hub Urban Village)	1,977	12,885	11,417
Urban Center (former Residential Urban Village)	4,447	14,764	7,535
Manufacturing Industrial Centers	5,857	1,476	18,800
Growth Area (Maritime Industrial)	39	676	—
Neighborhood Center	—	—	—
Urban Neighborhood	32,581	22,423	5,906
Corridor	—	—	—
Outside Subareas**	4,907	10,806	14,472
No Change to Place Type in This Alternative	1,052	4,071	4,855
No Change to Place Type in All Alternatives	3,854	6,735	9,617
Total	53,515	100,000	158,000

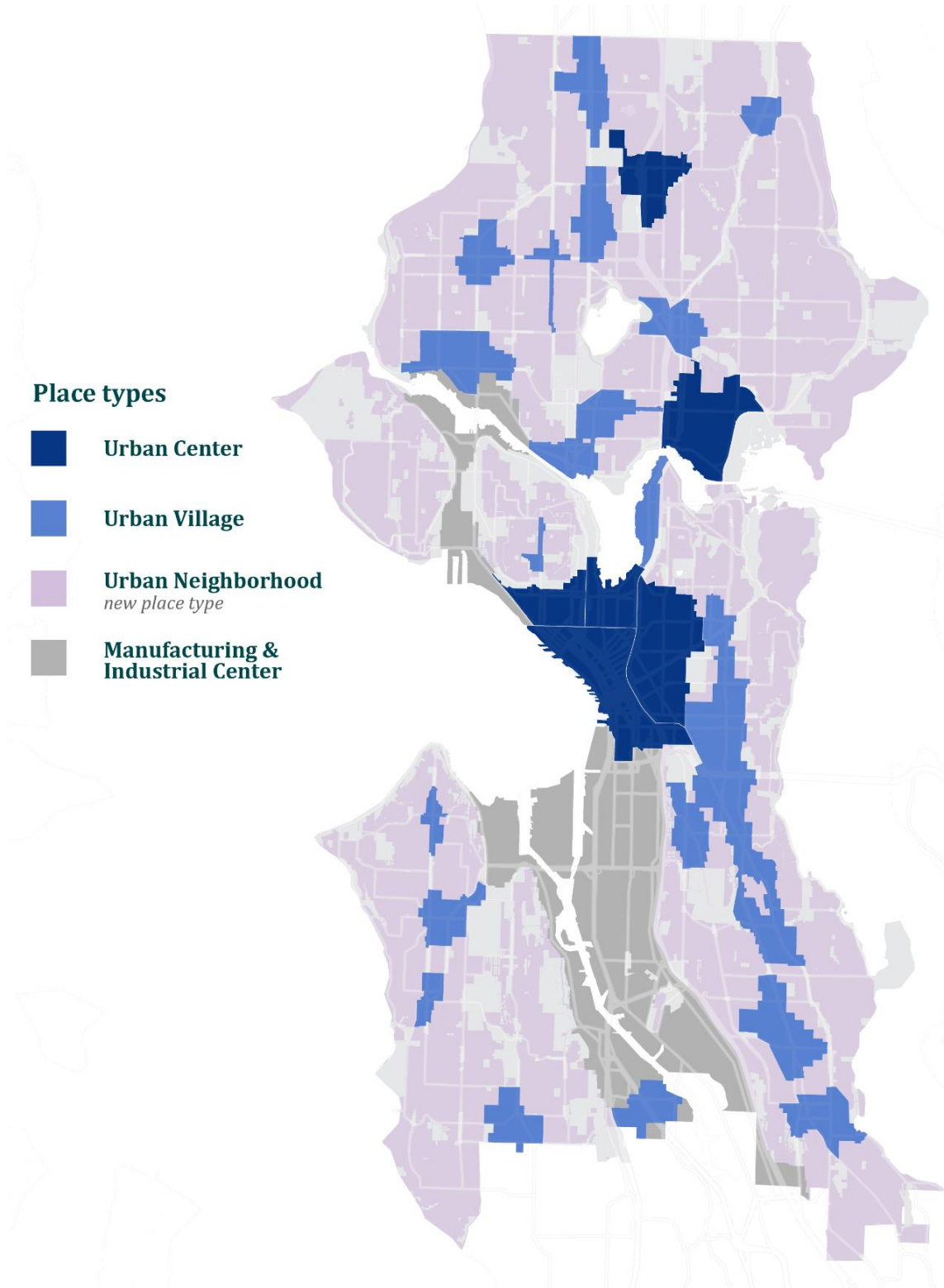
Note: *See [Exhibit 2.1-1](#) for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.
 **“Outside Subareas” includes all areas outside the other listed geographies. No change to place type is proposed in these areas though growth will continue to occur throughout the 20-year planning period. Alternative 3 distribute 85% of job growth in the same manner as the No Action Alternative. The other 15% is distributed based on the total housing growth in each alternative—in other words, Alternative 3 assumes a small job shift from the larger centers towards other place types to reflect local demand with the distribution of new housing.
 Source: City of Seattle, 2023; BERK, 2023.

Exhibit 2.4-15. Housing Growth by Location—Alternative 3: Broad

Geography*	1	2	3	4	5	6	7	8	Total
Regional Center	—	6,049	3,595	18,265	9,061	—	—	—	36,970
Urban Center (former Hub Urban Village)	7,588	927	—	—	—	3,128	—	1,242	12,885
Urban Center (former Residential Urban Village)	3,822	1,466	402	1,010	3,193	1,143	259	3,469	14,764
Manufacturing Industrial	—	—	628	—	—	—	848	—	1,476
Growth Area (Maritime Industrial)	—	—	—	—	144	—	392	140	676
Urban Neighborhood	4,095	7,921	875	—	741	4,480	21	4,290	22,423
Outside Subareas— No Change to Place Type in:	2,062	3,843	1,214	138	620	1,426	427	1,076	10,806
This Alternative	760	1,497	355	—	334	743	165	217	4,071
All Alternatives	1,302	2,346	859	138	286	683	262	859	6,735
Total	17,567	20,206	6,714	19,413	13,759	10,177	1,947	10,217	100,000

Note: * See [Exhibit 2.1-1](#) for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.
 Source: City of Seattle, 2023; BERK, 2023.

Exhibit 2.4-16. Alternative 3: Broad*



Note: *See [Exhibit 2.1-1](#) for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.

Source: City of Seattle, 2023.

130th/145th Station Area

Under this alternative, no changes would occur to the future land use map in the 130th/145th station area, but urban neighborhood areas would have more flexibility for middle housing, corner stores, and at-home businesses.

2.4.4 Alternative 4: Corridor

Growth Strategy

This alternative would allow a wider range of housing options only in corridors to focus growth within a short walk of transit and amenities. This alternative would increase production of both homeownership and rental options in various neighborhoods and support City and regional investment in transit. Corridors could have a range of housing options from duplexes to 5-story stacked housing or higher heights in existing multifamily/commercial areas.

Alternative 4 studies a total housing growth of 100,000 housing units (20,000 more than the No Action Alternative) to account for the potential additional housing demand that is expected within the corridors. Eighty thousand units would be located in a similar distribution to Alternative 1, with 20,000 additional homes accommodated within corridors. Alternative 4 would have the same number of jobs as the No Action Alternative but includes a small shift in the distribution of jobs and commercial space toward corridors, consistent with the distribution of new housing.

Corridor areas would be the largest single place type and would accommodate the second highest housing growth after regional centers. Most jobs would be generated in the regional centers and the manufacturing industrial centers. See [Exhibit 2.4-17](#), [Exhibit 2.4-18](#), and [Exhibit 2.4-19](#).

The most housing is proposed in Northeast Seattle followed by the Downtown/South Lake Union study area (similar to Alternative 3 but in a format that densifies corridors). See [Exhibit 2.4-18](#).

Estimated growth and total housing units and jobs by center are detailed in [Appendix B](#).

Exhibit 2.4-17. Acres and Growth by Place Type—Alternative 4: Corridor

Geography*	Approximate Acres	Housing Estimate	Job Estimate
Regional Center	3,707	36,970	99,870
Urban Center (former Hub Urban Village)	1,977	12,885	11,417
Urban Center (former Residential Urban Village)	4,447	14,764	7,535
Manufacturing Industrial	5,857	1,476	18,800
Growth Area (Maritime Industrial)	39	676	—
Neighborhood Center	—	—	—
Urban Neighborhood	—	—	—
Corridor	20,420	21,207	3,910
Outside Subareas**	17,067	12,022	16,468
No Change to Place Type in This Alternative	13,213	5,287	6,851
No Change to Place Type in All Alternatives	3,854	6,735	9,617
Total	53,514	100,000	158,000

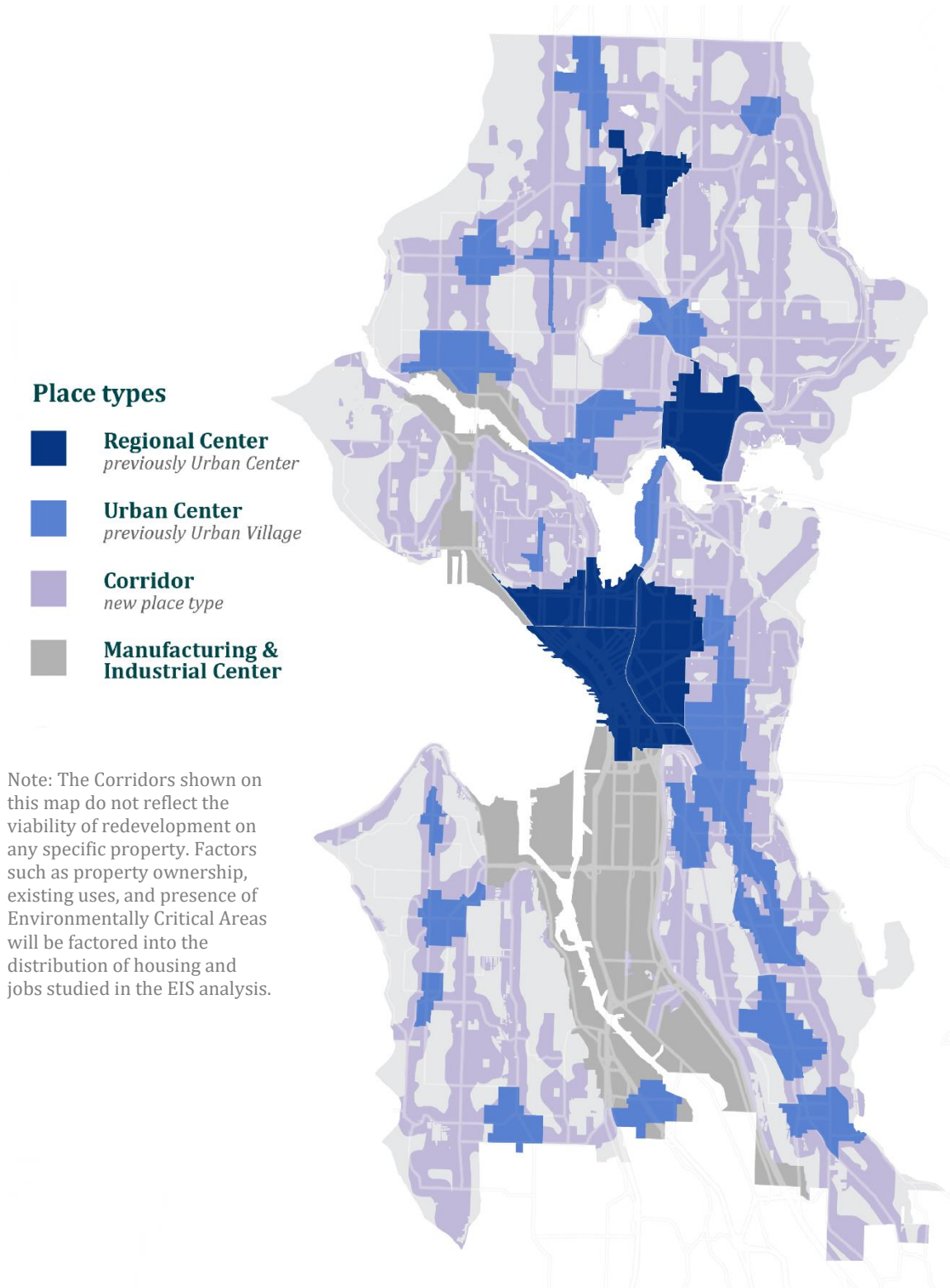
Note: *See Exhibit 2.1-1 for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.
 **“Outside Subareas” includes all areas outside the other listed geographies. No change to place type is proposed in these areas though growth will continue to occur throughout the 20-year planning period. Alternative 4 distribute 85% of job growth in the same manner as the No Action Alternative. The other 15% is distributed based on the total housing growth in each alternative—in other words, Alternative 4 assumes a small job shift from the larger centers towards other place types to reflect local demand with the distribution of new housing.
 Source: City of Seattle, 2023; BERK, 2023.

Exhibit 2.4-18. Housing Growth by Location—Alternative 4: Corridor

Geography*	1	2	3	4	5	6	7	8	Total
Regional Center	—	6,049	3,595	18,265	9,061	—	—	—	36,970
Urban Center (former Hub Urban Village)	7,588	927	—	—	—	3,128	—	1,242	12,885
Urban Center (former Residential Urban Village)	3,822	1,466	402	1,010	3,193	1,143	259	3,469	14,764
Manufacturing Industrial	—	—	628	—	—	—	848	—	1,476
Growth Area (Maritime Industrial)	—	—	—	—	144	—	392	140	676
Corridor	3,579	8,484	694	—	719	4,114	33	3,584	21,207
Outside Subareas— No Change to Place Type in:	2,212	4,115	1,319	138	690	1,676	426	1,446	12,022
This Alternative	910	1,769	460	—	404	993	164	587	5,287
All Alternatives	1,302	2,346	859	138	286	683	262	859	6,735
Total	17,201	21,041	6,638	19,413	13,807	10,061	1,958	9,881	100,000

Note: *See Exhibit 2.1-1 for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.
 Source: City of Seattle, 2023; BERK, 2023.

Exhibit 2.4-19. Alternative 4: Corridor*



Note: *See [Exhibit 2.1-1](#) for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.

Source: City of Seattle, 2023.

130th/145th Station Area

Within the station areas, a wider range of housing options would be allowed only in corridors consistent with the citywide approach.

2.4.5 Alternative 5: Combined

Growth Strategy

Alternative 5 anticipates the largest increase in supply and diversity of housing across Seattle. It includes the strategies for encouraging housing growth in Alternatives 2, 3, and 4 plus additional changes to existing urban center and village boundaries and changes to place type designations. This alternative seeks to:

- Accommodate abundant housing in neighborhoods across the city.
- Promote a greater range of rental and ownership housing.
- Address past underproduction of housing and rising housing costs.

Alternative 5 assumes growth of 120,000 housing units (40,000 more than the No Action Alternative) to account for the potential additional housing growth that could occur under a combination of changes identified in Alternatives 2, 3, and 4 plus designating Ballard as a regional center, expanding boundaries of seven existing urban centers (formerly called urban villages), and designating the 130th Station Area as an urban center. Eighty thousand units would be located in a similar distribution to Alternative 1, with the additional 40,000 homes distributed based on a combination of Alternatives 2, 3, and 4. The distribution of jobs and housing would be a combination of the other alternatives after accounting for expanded urban village boundaries and potential changes to place type designations. See [Exhibit 2.4-20](#), [Exhibit 2.4-21](#), and [Exhibit 2.4-22](#).

Most housing growth would be in Northwest and Northeast Seattle (Areas 1 and 2) followed by Downtown/South Lake Union (Area 4). While most housing would continue to be in regional centers and urban centers, the combined growth in neighborhood centers and corridors would also be substantial. See [Exhibit 2.4-21](#).

Estimated growth and total housing units and jobs by center are detailed in [Appendix B](#).

Exhibit 2.4-20. Acres and Growth by Place Type—Alternative 5: Combined

Geography*	Approximate Acres	Housing Estimate	Job Estimate
Regional Center	3,765	43,051	101,908
Urban Center (former Hub Urban Village)	2,157	7,855	7,273
Urban Center (former Residential Urban Village)	5,606	22,862	8,878
Manufacturing Industrial	5,857	1,476	18,800
Growth Area (Maritime Industrial)	39	676	—
Neighborhood Center	2,830	19,641	7,072
Urban Neighborhood	11,728	8,848	3,113
Corridor	17,736	8,856	1,538
Outside Subareas**	3,854	6,735	9,418
No Change to Place Type in This Alternative	—	—	—
No Change to Place Type in All Alternatives	3,854	6,735	9,418
Total	53,572	120,000	158,000

Note: *See [Exhibit 2.1-1](#) for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.

**“Outside Subareas” includes all areas outside the other listed geographies. No change to place type is proposed in these areas though growth will continue to occur throughout the 20-year planning period. Alternative 5 distribute 85% of job growth in the same manner as the No Action Alternative. The other 15% is distributed based on the total housing growth in each alternative—in other words, Alternative 5 assumes a small job shift from the larger centers towards other place types to reflect local demand with the distribution of new housing.

Source: City of Seattle, 2023; BERK, 2023.

Exhibit 2.4-21. Housing Growth by Location—Alternative 5: Combined

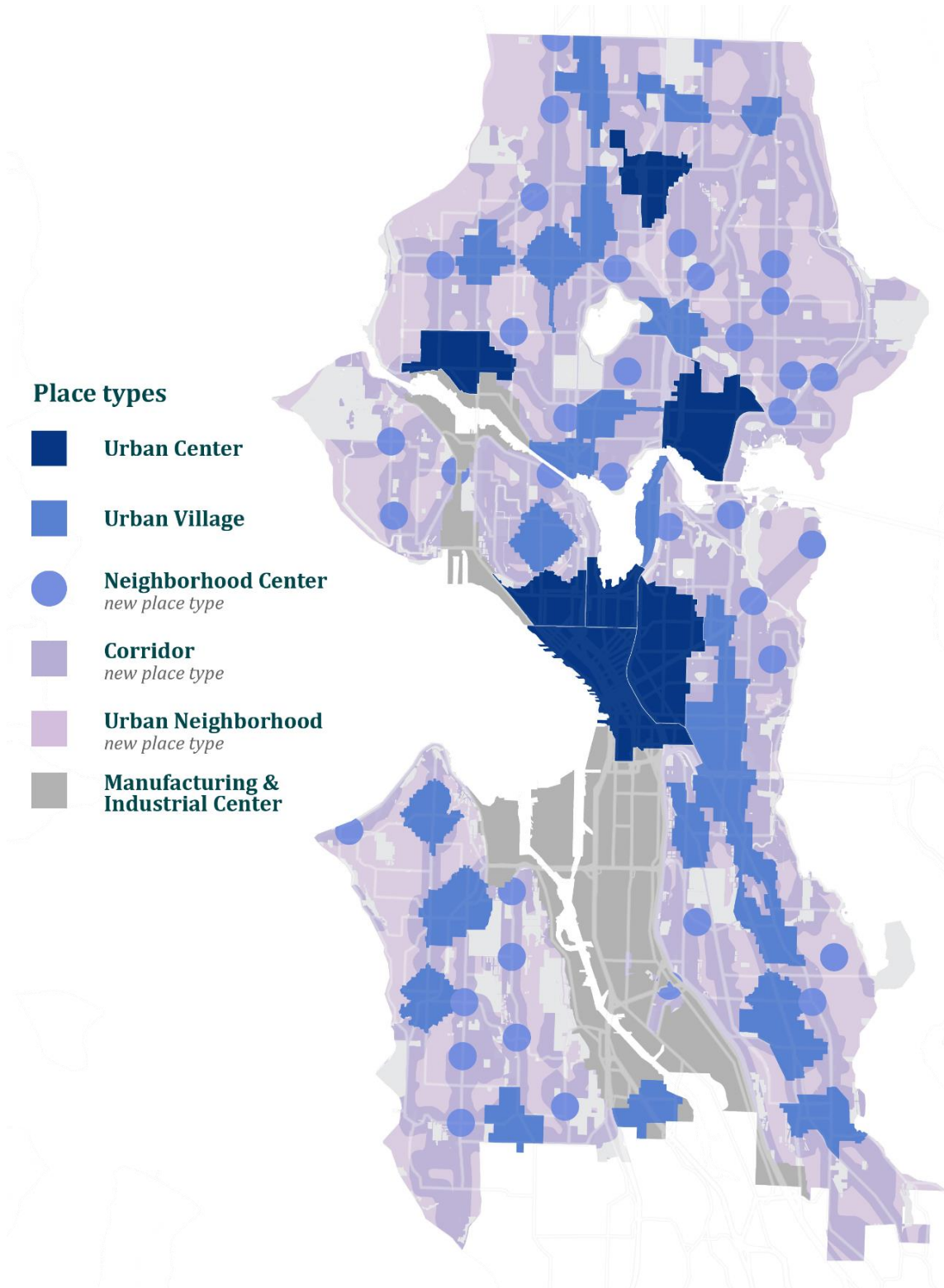
Geography*	1	2	3	4	5	6	7	8	Total
Regional Center	6,042	6,049	3,364	18,265	9,061	—	—	—	43,051
Urban Center (former Hub Urban Village)	2,546	927	—	—	—	3,140	—	1,242	7,855
Urban Center (former Residential Urban Village)	3,838	3,110	429	1,010	3,194	2,884	1,659	6,738	22,862
Manufacturing Industrial Centers	—	—	628	—	—	—	848	—	1,476
Growth Area (Maritime Industrial)	—	—	—	—	144	—	392	140	676
Neighborhood Center—Low Risk**	4,494	5,127	2,002	—	2,830	1,406	—	446	16,306
Neighborhood Center—High Risk**	—	—	—	—	—	2,083	461	791	3,335
Urban Neighborhood	1,885	2,569	310	—	240	1,878	—	1,966	8,848
Corridor	1,390	3,429	305	—	346	1,674	14	1,698	8,856
Outside Subareas— No Change to Place Type in:	1,302	2,346	859	138	286	683	262	859	6,735
This Alternative	—	—	—	—	—	—	—	—	—
All Alternatives	1,302	2,346	859	138	286	683	262	859	6,735
Total	21,498	23,558	8,164	19,413	16,100	13,748	3,637	13,881	120,000

Notes: *See [Exhibit 2.1-1](#) for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.

**Risk of displacement.

Source: City of Seattle, 2023; BERK, 2023.

Exhibit 2.4-22. Alternative 5: Combined*



Note: *See [Exhibit 2.1-1](#) for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.

Source: City of Seattle, 2023.



Source: City of Seattle 130th and 145th Station Area Planning Multimodal Mobility Study, December 2020.

130th/145th Station Area

Under Alternative 5, an urban center would be created straddling the west and east sides of I-5 at the Sound Transit light rail station, with zoning including Lowrise Residential, Midrise Multifamily, and Neighborhood Commercial (NC2 and NC3). This would merge an existing commercial node around Pinehurst with an expanded residential mixed-use area closer to the station. See [Exhibit 2.4-25](#).

Housing and job growth in the 130th Station Area would be greatest under Alternative 5, with more growth clustered in the newly designated urban center—1,644 additional housing units and 356 additional jobs would be added around 130th Street and 1,059 housing units and 648 jobs around 145th Street. Growth in the 145th Station Area would be similar to Alternative 2 in the newly designated neighborhood center. Growth would increase activity units from 18.4 (existing) to 35.5 around NE 130th Street and from 35.3 (existing) to 78.5 around 15th and 145th. See [Exhibit 2.4-23](#) and [Exhibit 2.4-24](#).

Exhibit 2.4-23. Station Area Share of Targets, 2024-2044—Alternative 5: More and Distributed Growth

Location	Place Type*	Acres	New Housing Units	New Jobs	Activity Units (Existing)/Ac.	Activity Units (Future)/Ac.
NE 130th Street	Urban Center	218	1,644	356	18.4	35.5
15th & 145th	Neighborhood Center—Low Risk**	65	1,059	648	35.3	78.5

Notes: *See Exhibit 2.1-1 for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 25. The 130th Street and Pinehurst Neighborhood Centers from Alternative 2 are both part of the 130th Street Urban Center in Alternative 5.

**Risk of displacement.

Source: City of Seattle, 2023; BERK, 2023.

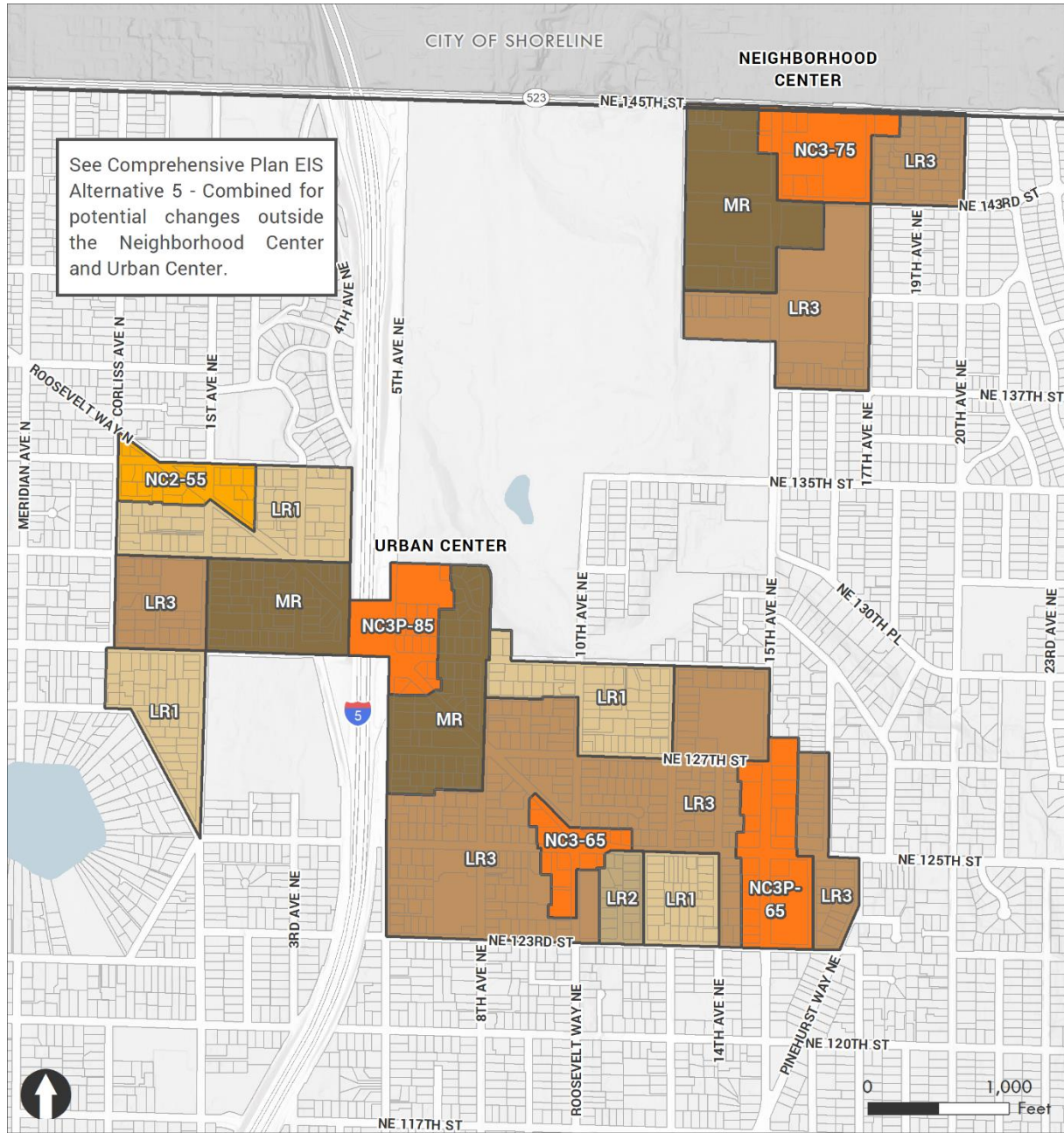
Exhibit 2.4-24. 130th/145th Station Area Features—Alternative 5: More and Distributed Growth

Features	Alternative 5: More & Distributed Growth (aligns with citywide Alternative 5: Combined)*	Assumptions
Amount and Pattern of Growth	Potential new urban center and neighborhood center designations. Residential areas growth.	Growth in housing units: 2,703 Growth in jobs: 1,004 Activity units (people and jobs): <ul style="list-style-type: none"> ▪ 130th: 7,733, 35.5 per acre ▪ 145th: 5,117, 78.5 per acre
Building Types for New Construction	Denser than Alt 2 with more mixed-use buildings and more home type variety.	
Building Heights for New Construction	Greater than Alternatives 1 and 2.	Urban center: 95 ft Corridors: 40-80 feet Urban neighborhood: 30 feet
Retail and Commercial	More retail and commercial locations	

Note: *See Exhibit 2.1-1 for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.

Sources: City of Seattle; 2023; BERK, 2023.

Exhibit 2.4-25. 130th/145th Station Area Zoning Concepts—Alternative 5: Combined*



130th/145th Alternative 5: Combined

Zoning Category

- Lowrise 1
- Lowrise 2
- Lowrise 3
- Midrise Multifamily
- Neighborhood Commercial 2
- Neighborhood Commercial 3



Map Date: July 2023

Notes: *See [Exhibit 2.1-1](#) for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.

Sources: City of Seattle, 2022; BERK, 2022.

2.4.6 Summary of Alternatives

Exhibit 2.4-26 summarize the alternatives studied in this EIS.

Exhibit 2.4-26. Summary of Alternatives and Place-Based Growth and Form—Citywide

Alternative*	Alternative 1: No Action	Alternative 2: Focused	Alternative 3: Broad	Alternative 4: Corridor	Alternative 5: Combined
Addresses Periodic Update Policies and Code	2035 Comprehensive Plan and current municipal code continues. Housing and job growth targets for 2044 can be met.	New One Seattle Plan prepared. Housing and job growth targets for 2044 can be met and higher housing assists in affordability targets and housing costs.	New One Seattle Plan prepared. Housing and job growth targets for 2044 can be met and higher housing assists in affordability targets and housing costs.	New One Seattle Plan prepared. Housing and job growth targets for 2044 can be met and higher housing assists in affordability targets and housing costs.	New One Seattle Plan prepared. Housing and job growth targets for 2044 can be met and higher housing assists in affordability targets and housing costs.
Description of Growth Estimates and Housing	Current plan is retained, and growth occurs under current policies but to the level of 2044 targets.	Allows more housing around existing neighborhood business districts.	Wider range of low-scale housing options in all NR zones.	Allow a wide range of housing types closer to transit in areas currently zoned exclusively for detached homes.	Combination of Alts 2-4.
New Place Types and Areas of Change	None	Neighborhood center	Urban neighborhood	Corridor	Neighborhood centers, urban neighborhood , corridors, and select regional centers and urban centers
Location of Changes	Per adopted plans. Growth strategy is retained with focus on urban centers and villages.	Generally within 1,000-foot radius (~ 3-4 blocks) of certain neighborhood business districts, trimmed to prevent overlap with industrial zoning or other growth areas.	All NR zones.	Near frequent transit and amenities. Within a 10-minute walk from a light rail station or a 5-minute walk from frequent BRT or entrances to large parks. Includes about 50% of areas currently zoned NR.	Combination of Alts 2-4.
Uses in new place types and areas of change	N/A	Mix of residential and mixed-use development in neighborhood centers.	Still primarily residential in urban neighborhood zones with more flexibility for corner stores and home businesses.	Primarily residential in corridors with commercial along major streets.	Combination of Alts 2-4.

Alternative*	Alternative 1: No Action	Alternative 2: Focused	Alternative 3: Broad	Alternative 4: Corridor	Alternative 5: Combined
Common Housing Types in new place types and areas of change	N/A	<ul style="list-style-type: none"> ▪ Duplex, triplex, and fourplex ▪ Townhouse & rowhouse ▪ Sixplex/3-story stacked flats ▪ 4- to 5-story buildings ▪ 6- to 7-story buildings 	<ul style="list-style-type: none"> ▪ Detached home ▪ Duplex, triplex, and fourplex ▪ Townhouse & rowhouse ▪ Sixplex/3-story stacked flats 	<ul style="list-style-type: none"> ▪ Detached home ▪ Duplex, triplex, and fourplex ▪ Townhouse & rowhouse ▪ Sixplex/3-story stacked flats ▪ 4- to 5-story buildings ▪ 6- to 7-story buildings 	<ul style="list-style-type: none"> ▪ Detached home ▪ Duplex, triplex, and fourplex ▪ Townhouse & rowhouse ▪ Sixplex/3-story stacked flats ▪ 4- to 5-story buildings ▪ 6- to 7-story buildings
Base Heights	<p>Urban centers: from 4-story to high-rise buildings (above 12 stories).</p> <p>Urban villages: from townhouse/rowhouse to 12-story buildings.</p> <p>Neighborhood residential: 3-story buildings.</p>	<p>Up to 7 stories in neighborhood centers.</p> <p>No change to urban centers / village boundaries but change to regional center and urban center.</p>	<p>Market-rate development will continue to have a 3-story height limit, consistent with current rules in NR zones.</p> <p>No change to urban centers / village boundaries but change to regional center and urban center.</p>	<p>Up to 5 stories in most of corridors with potential for up to 7 stories in areas already zoned for Commercial or Multifamily.</p> <p>No change to urban centers / village boundaries but change to regional center and urban center.</p>	<p>Combination of Alts 2-4. Additional height up to 5 stories within expanded boundary of regional centers / urban centers.</p>
Bonuses	Per current code.	Per current code.	Potential height, floor area, or density bonuses for affordable housing projects in NR zones	Per current code.	Potential height, floor area, or density bonuses for affordable housing projects citywide.
Regional Center and Urban Center Boundaries	No change.	No change.	No change.	No change.	Designate Ballard as a regional center. Expand boundary of 7 regional centers / urban centers to include a 10-minute (½-mile) walkshed from their central point or light rail station. New 130th Station Area Urban Center (see below).
130th/145th Station Area	No change.	Neighborhood centers with LR, MR, and NC3 zoning.	Develop consistent with the citywide framework.	Develop consistent with the citywide framework.	130th Station Area Urban Center with LR, MR, and NC2/3 zoning. 145th Station Area similar to Alt 2.

Alternative*	Alternative 1: No Action	Alternative 2: Focused	Alternative 3: Broad	Alternative 4: Corridor	Alternative 5: Combined
MICs	Incorporates changes proposed as part of the recent Industrial and Maritime Strategy EIS.	Same as Alt 1.	Same as Alt 1.	Same as Alt 1.	Same as Alt 1.

Note: *Alternative 1 No Action would retain the City’s Seattle 2035 urban village strategy and center/village designations—the existing urban centers and villages are categorized here according to the new place types proposed under Alternatives 2-5 for comparison purposes only. Ballard would remain a “hub urban village” under Alternative 1, would be called an “urban center” under Alternatives 2-5, and would be redesignated as a regional center (as shown here) under Alternative 5. See [Exhibit 2.1-1](#) for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.

Sources: City of Seattle, 2023; BERK, 2023.

Alternative 1, No Action, studies the impact of adding 80,000 new homes and 158,000 jobs over 20 years, based on growth targets adopted by the King County Growth Management Council.⁶ Alternatives 2, 3, and 4 study a total housing growth of 100,000 housing units (20,000 more than Alternative 1, No Action) to account for the potential additional housing that could occur within neighborhood centers, urban neighborhood areas, or corridors. Alternative 5 assumes growth of 120,000 housing units (40,000 more than the No Action Alternative) to account for the potential additional housing that could occur within the areas of change identified in Alternatives 2, 3, and 4 as well as changes to existing and new centers. All alternatives assume the same overall growth in jobs. See [Exhibit 2.4-27](#).

Exhibit 2.4-27. Summary of Housing and Job Growth Share—Citywide Alternatives

	Alternative 1: No Action	Alternative 2: Focused	Alternative 3: Broad	Alternative 4: Corridor	Alternative 5: Combined
Housing	80,000	100,000	100,000	100,000	120,000
Jobs	158,000	158,000	158,000	158,000	158,000

Sources: City of Seattle, 2023; BERK, 2023.

Under all alternatives, 80,000 units would be located in a similar distribution to Alternative 1, primarily in existing centers. Under the action alternatives, 20,000 or 40,000 additional housing units would be accommodated within new place types located throughout the city. This results in a shift in the percentage share of growth among study areas. For example, while absolute housing growth in Downtown/South Lake Union (Area 4) is constant at 19,413 housing units, the percent share of housing growth in Area 4 is lower under all the action alternatives than the No Action Alternative. Under Alternative 5, both Areas 1 and 2 in North Seattle receive greater percent share of housing growth than Area 4. [Exhibit 1.4-7](#) and [Exhibit](#)

⁶ Growth targets were set for the years 2019-2044, but in the EIS have been adjusted to match the required 20-year planning period for 2024-2044, to account for population, housing, and employment change for the years 2019-2023.

2.4-30 show percent share of housing target growth by study area and alternative, with the two highest study area percent shares under each alternative highlighted orange.

Exhibit 2.4-28. Housing Growth Estimates Percent Share by Study Area—Citywide Alternatives

Study Area	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5
Area 1 Northwest	17.2%	18.4%	17.6%	17.2%	17.9%
Area 2 Northeast	16.0%	18.3%	20.2%	21.0%	19.6%
Area 3 West	7.5%	8.1%	6.7%	6.6%	6.8%
Area 4 Downtown/South Lake Union	24.3%	19.4%	19.4%	19.4%	16.2%
Area 5 East	16.6%	16.3%	13.8%	13.8%	13.4%
Area 6 Southwest	7.7%	9.4%	10.2%	10.1%	11.5%
Area 7 Duwamish Manufacturing Center	2.4%	2.3%	1.9%	2.0%	3.0%
Area 8 Southeast	8.3%	7.9%	10.2%	9.9%	11.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Note: The two highest percent shares under each alternative by study area are highlighted orange.
Sources: City of Seattle, 2023; BERK, 2023.

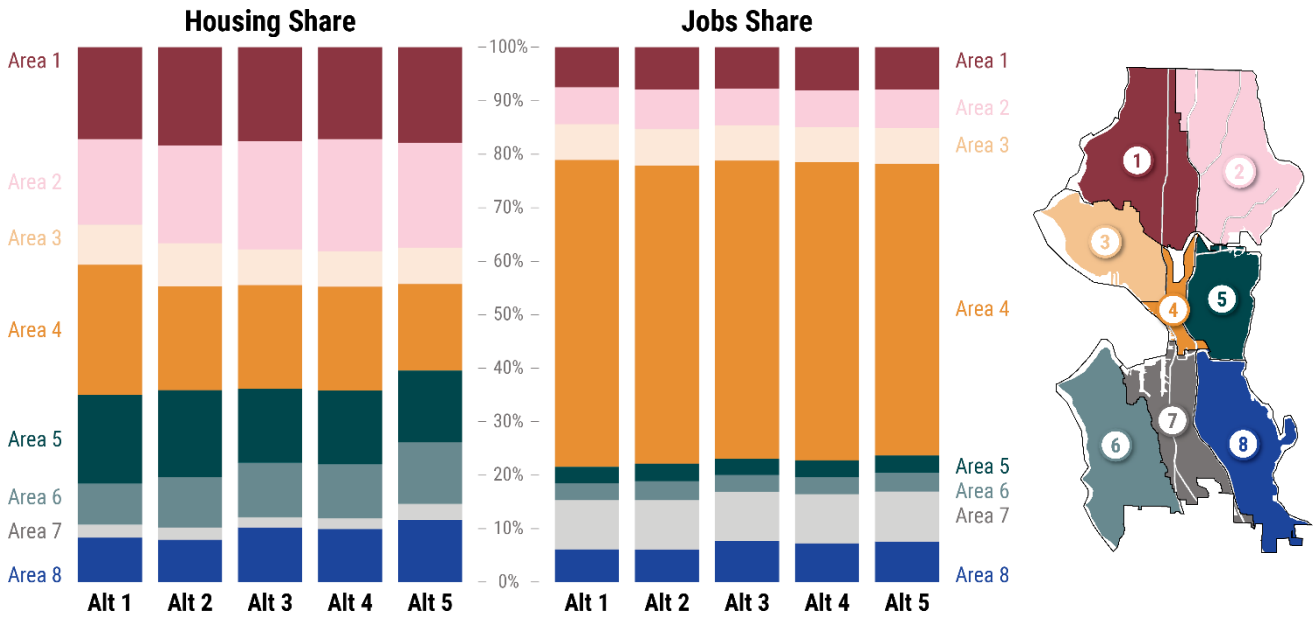
All alternatives assume the same overall growth in jobs with a little over half of job growth in Downtown/South Lake Union (Area 4) and about 9% in the Duwamish Manufacturing Center (Area 7). Alternatives 2, 3, and 4 assume a small job shift from the larger centers towards other place types to reflect local demand consistent with the distribution of new housing. The distribution of jobs and housing under Alternative 5 would be a combination of the other alternatives after accounting for expanded regional and urban center boundaries and potential changes to place type designations. See [Exhibit 2.4-29](#) and [Exhibit 2.4-30](#).

Exhibit 2.4-29. Job Growth Estimates Percent Share by Study Area—Citywide Alternatives

Study Area	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5
Area 1 Northwest	7.5%	7.9%	7.8%	8.1%	7.9%
Area 2 Northeast	6.9%	7.4%	6.9%	6.9%	7.2%
Area 3 West	6.7%	6.9%	6.6%	6.6%	6.7%
Area 4 Downtown/South Lake Union	57.4%	55.7%	55.7%	55.7%	54.6%
Area 5 East	3.0%	3.3%	3.1%	3.2%	3.2%
Area 6 Southwest	3.2%	3.5%	3.2%	3.2%	3.5%
Area 7 Duwamish Manufacturing Center	9.2%	9.2%	9.2%	9.2%	9.3%
Area 8 Southeast	6.1%	6.1%	7.7%	7.2%	7.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Note: The two highest percent shares under each alternative by study area are highlighted orange.
Sources: City of Seattle, 2023; BERK, 2023

Exhibit 2.4-30. Comparison of Housing and Jobs Growth Estimates Percent Share by Study Area—Citywide Alternatives



Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 2.4-31 and **Exhibit 2.4-32** compare estimated total housing units and jobs by center.

Exhibit 2.4-31. Comparison of Estimated Total Housing Units by Center—Citywide Alternatives

Center ¹	Existing	Alt. 1	Alt. 2	Alt. 3	Alt. 4
Regional Centers					
Downtown	34,696	48,354	48,354	48,354	48,354
First Hill/Capitol Hill	40,139	49,200	49,200	49,200	49,200
University Community	11,792	15,654	15,654	15,654	15,654
South Lake Union	11,199	15,806	15,806	15,806	15,806
Uptown	8,837	12,432	12,432	12,432	12,432
Northgate	5,171	7,358	7,358	7,358	7,358
Hub Urban Centers					
Ballard ²	12,259	17,301	17,301	17,301	17,301
Bitter Lake Village	3,439	4,448	4,448	4,448	4,448
Fremont	3,990	5,527	5,527	5,527	5,527
Lake City	2,834	3,761	3,761	3,761	3,761
Mt Baker	4,295	5,537	5,537	5,537	5,537
West Seattle Junction	6,452	9,580	9,580	9,580	9,580
Residential Urban Centers					
23 rd & Union-Jackson	8,577	10,554	10,554	10,554	10,554
Admiral	1,265	1,680	1,680	1,680	1,680
Aurora-Licton Springs	4,268	5,220	5,220	5,220	5,220
Columbia City	4,023	5,507	5,507	5,507	5,507
Crown Hill	2,636	3,279	3,279	3,279	3,279
Eastlake	4,090	5,100	5,100	5,100	5,100
Green Lake	2,791	3,600	3,600	3,600	3,600
Greenwood-Phinney Ridge	2,546	3,047	3,047	3,047	3,047
Madison-Miller	3,770	4,986	4,986	4,986	4,986
Morgan Junction	1,549	1,878	1,878	1,878	1,878
North Beacon Hill	3,138	3,620	3,620	3,620	3,620
Othello	4,357	5,486	5,486	5,486	5,486
Rainier Beach	2,365	2,739	2,739	2,739	2,739
Roosevelt	3,540	5,006	5,006	5,006	5,006
South Park	1,368	1,627	1,627	1,627	1,627
Upper Queen Anne	1,564	1,966	1,966	1,966	1,966
Wallingford	3,425	4,342	4,342	4,342	4,342
Westwood-Highland Park	2,486	2,885	2,885	2,885	2,885
MICs					
Ballard-Interbay-Northend	138	766	766	766	766
Greater Duwamish	204	1,052	1,052	1,052	1,052

1 Organized by proposed place type under the action alternatives. See [Exhibit 2.1-1](#) for a cross-walk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.

2 Ballard would be redesignated as a regional center under Alternative 5.

Sources: City of Seattle, 2023; BERK, 2023.

Exhibit 2.4-32. Comparison of Estimated Total Jobs by Center—Citywide Alternatives

Center ¹	Existing	Alt. 1	Alt. 2	Alt. 3	Alt. 4
Regional Centers					
Downtown	288,234	351,383	349,489	349,489	349,489
First Hill/Capitol Hill	45,527	48,886	48,785	48,785	48,785
University Community	16,911	20,799	20,682	20,682	20,682
South Lake Union	57,498	84,563	83,751	83,751	83,751
Uptown	25,643	28,289	28,210	28,210	28,210
Northgate	13,010	15,862	15,776	15,776	15,776
Hub Urban Centers					
Ballard ²	8,434	12,563	12,439	12,439	12,439
Bitter Lake Village	8,965	11,029	10,967	10,967	10,967
Fremont	7,251	7,562	7,553	7,553	7,553
Lake City	2,387	3,009	2,990	2,990	2,990
Mt Baker	8,884	11,937	11,845	11,845	11,845
West Seattle Junction	5,745	7,342	7,288	7,288	7,288
Residential Urban Centers					
23 rd & Union-Jackson	6,765	7,444	7,424	7,424	7,424
Admiral	2,249	2,499	2,492	2,492	2,492
Aurora-Licton Springs	5,679	6,095	6,083	6,083	6,083
Columbia City	3,105	4,153	4,122	4,122	4,122
Crown Hill	1,459	1,787	1,777	1,777	1,777
Eastlake	5,601	5,882	5,874	5,874	5,874
Green Lake	1,953	2,120	2,115	2,115	2,115
Greenwood-Phinney Ridge	2,737	3,320	3,301	3,300	3,300
Madison-Miller	1,759	2,147	2,135	2,135	2,135
Morgan Junction	690	861	856	856	856
North Beacon Hill	1,073	1,775	1,754	1,754	1,754
Othello	2,892	3,234	3,257	3,257	3,257
Rainier Beach	3,119	3,400	3,392	3,392	3,392
Roosevelt	3,191	3,557	3,546	3,546	3,546
South Park	1,075	1,525	1,512	1,512	1,512
Upper Queen Anne	1,503	1,784	1,776	1,776	1,776
Wallingford	3,847	4,373	4,357	4,357	4,357
Westwood-Highland Park	2,572	3,048	3,034	3,034	3,034
MICs					
Ballard-Interbay-Northend	17,377	23,477	23,477	23,477	23,477
Greater Duwamish	61,917	74,617	74,617	74,617	74,617

1 Organized by proposed place type under the action alternatives. See [Exhibit 2.1-1](#) for a cross-walk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5.

2 Ballard would be redesignated as a regional center under Alternative 5.

Sources: City of Seattle, 2023; BERK, 2023.



Sidewalk with landscaped buffer along Meridian Ave N at N 140th Street. Source: City of Seattle 130th and 145th Station Area Planning Multimodal Mobility Study, December 2020.

130th/145th Station Area

Exhibit 1.4-10 summarizes the land use concepts under the Alternative 1, No Action, and the two alternatives that have a more detailed approach in the 130th/145th Station Area. Alternative 1 retains the current Comprehensive Plan and zoning designations. No new areas would be designated for mixed-use or higher density, and building types outside existing commercial zoning would remain primarily detached homes with some 4- 8-story multifamily uses near the 145th BRT station. Under Alternatives 3 and 4, changes in the 130th/145th station areas would be consistent with the changes described citywide. Under Alternative 2, three neighborhood centers would be designated in the station areas with Low-rise Residential, Midrise Residential, and Neighborhood Commercial (NC3) zoning. Compared to Alternative 1, development under Alternative 2 would be more mixed use near the 145th Station Area and to the east of I-5 in the 130th Station Area (including both the 130th Street and Pinehurst centers). Most of the housing proposed under Alternative 2 would be near the 145th Station Area and job growth would be modest. Under Alternative 5, an urban center would be created on both the west and east sides of I-5 at the Sound Transit light rail station at 130th with Low-rise Residential, Midrise Multifamily, and Neighborhood Commercial (2 and 3) zoning. The 130th Station Area would see the greatest increase in housing and job growth under Alternative 5. Similar to Alternative 2, the 145th Station Area would be designated as neighborhood center under Alternative 5 with similar zoning and housing growth and slightly fewer jobs. Key policy issues are described under Alternative 2.

Exhibit 2.4-33. Summary of Alternatives—130th/145th Station Areas

Feature	Alternative 1: No Action (aligns with citywide Alt 1)*	Alternative 2: Focused (aligns with citywide Alt 2)*	Alternative 5: More & Distributed Growth (aligns with citywide Alt 5)*
Amount** and Pattern of Growth	Baseline growth and pattern. Growth in housing units: 840 Growth in jobs: 716	Cluster growth in newly designated small mixed-use node(s) and near transit. Growth in housing units: 2,208 Growth in jobs: 979	Potential new Urban center and corridor designations. Residential areas growth. Growth in housing units: 2,703 Growth in jobs: 1,004
Building Types for New Construction	No change (single family, accessory dwelling units, limited multifamily and mixed use).	Denser and taller buildings in nodes. More mixed-use buildings.	Denser than Alt 2 with more mixed-use buildings and more home type variety.
Building Heights for New Construction	No change Multifamily and mixed use: 45–80 ft Neighborhood residential: 30 ft	Nodes: Potentially up to 40 – 80 ft	Urban center: 95 ft Corridors: Potentially up to 40-80 ft Urban neighborhood: Same as Alt 1 or 2
Retail and Commercial	No change	Could include more retail and commercial locations than Alt 1	More retail and commercial locations than Alt 2

* Note: Alternative 1 No Action would retain the City’s Seattle 2035 urban village strategy and center/village designations—the existing urban centers and villages are categorized here according to the new place types proposed under Alternatives 2-5 for comparison purposes only. See [Exhibit 2.1-1](#) for a crosswalk of existing place types (existing and Alternative 1) versus proposed place type names under Alternatives 2-5

** The growth estimates consider the current zoning within a common maximum boundary (Alternative 5). The 130th Street and Pinehurst Neighborhood Center from Alternative 2 are both within the 130th Street Urban Center boundary in Alternative 5.

Sources: City of Seattle, 2023; BERK, 2023.

2.4.7 Transportation Planning & Alternatives

As described in the One Seattle EIS Scoping Notice in 2022, the One Seattle Comprehensive Plan EIS is intended to evaluate the effect of the Comprehensive Plan land use and growth on the transportation system and identify impacts and mitigation. The Seattle Transportation Plan (STP) process provides a separate EIS to test multimodal transportation system changes.

The One Seattle Comprehensive Plan Update Draft EIS evaluates the effect of the Comprehensive Plan land use and growth on the city’s transportation system holding the network constant to adopted plans (the No Action network), and it identifies associated impacts and potential mitigation measures.

The STP provides a separate EIS to test multimodal transportation system changes. The STP considers how the level of investment in infrastructure for people walking, biking, and riding

transit could improve transportation outcomes. Network alternatives under consideration in the STP EIS include:

- No Action: Reflects currently adopted transportation plans.
- Moderate Pace: This alternative envisions a future with moderate growth in funding for new multimodal infrastructure in Seattle’s transportation system.
- Rapid Progress: This alternative envisions a future with strong growth in funding for expanded and enhanced multimodal infrastructure in Seattle’s transportation system.

The City issued a Draft EIS for the STP with its own comment period followed by a Final EIS (see Seattle Transportation Plan website at <https://seattle.gov/transportation/projects-and-programs/programs/seattle-transportation-plan>). The STP EIS tests the same Alternative 1 and Alternative 5 growth alternatives in relation to the alternative multimodal networks to consider the potential network in relation to a range of growth to identify an optimal network that advances city multimodal goals and objectives.



University Community. Source: City of Seattle, 2023.

2.5 Benefits & Disadvantages of Delaying the Proposed Action

The benefits of delaying the proposed action are to retain a growth strategy that meets the minimum growth targets, which would create less capacity for housing and potentially less conversion of tree canopy. There would also be a lower demand for public services and utilities, and less reduction in travel time on the transportation system.

The disadvantages of delaying the proposal would include less housing capacity and future housing supply, potential continued pressure on the housing market, and lack of consistency with affordable housing targets. There would be less consistency with State requirements to address racial disparities and undo harm, particularly in creating housing opportunities including ownership housing. A capital facilities plan would not be updated to direct resources to address demand due to growth, or to address emerging needs for climate adaptation.

If growth is more restricted in Seattle and otherwise occurs in the region, this could result in impacts to air quality and greenhouse gas emissions, greater energy consumption, erosion of ecosystem functions and pressure on natural resources, and other impacts identified in VISION 2050. With more dispersed regional growth there could be greater household transportation costs and costs to extend utility infrastructure.