

# One Seattle Draft Comprehensive Plan: Initial Thoughts

# Draft One Seattle Plan Open Houses

- Tonight!** Loyal Heights Community Center, 2101 NW 77th St.
- March 19 Cleveland High School, 5511 15th Ave S.
- March 26 Nathan Hale High School, 10750 30th Ave NE
- April 3 Chief Sealth International High School, 2601 SW Thistle St.
- April 16 Garfield Community Center, 2323 E Cherry St.
- April 25 Eckstein Middle School, 3003 NE 75th St
- April 30 Seattle City Hall, (Floor 1, 5th Ave entrance), 600 5th Ave.

<https://engage.oneseattleplan.com/en/events>

## This afternoon's order of discussion topics

<b>Growth Strategy</b>	<b>3:15 – 3:40</b>
<b>Housing &amp; Transportation Elements</b>	<b>3:40 – 4:05</b>
<b>Land Use Element</b>	<b>4:05 – 4:30</b>
<b>Climate &amp; Environment; Parks &amp; Open Space Elements and Public Health</b>	<b>4:30 – 4:55</b>

# Growth Strategy - initial thoughts

# Rebranding Growth Areas

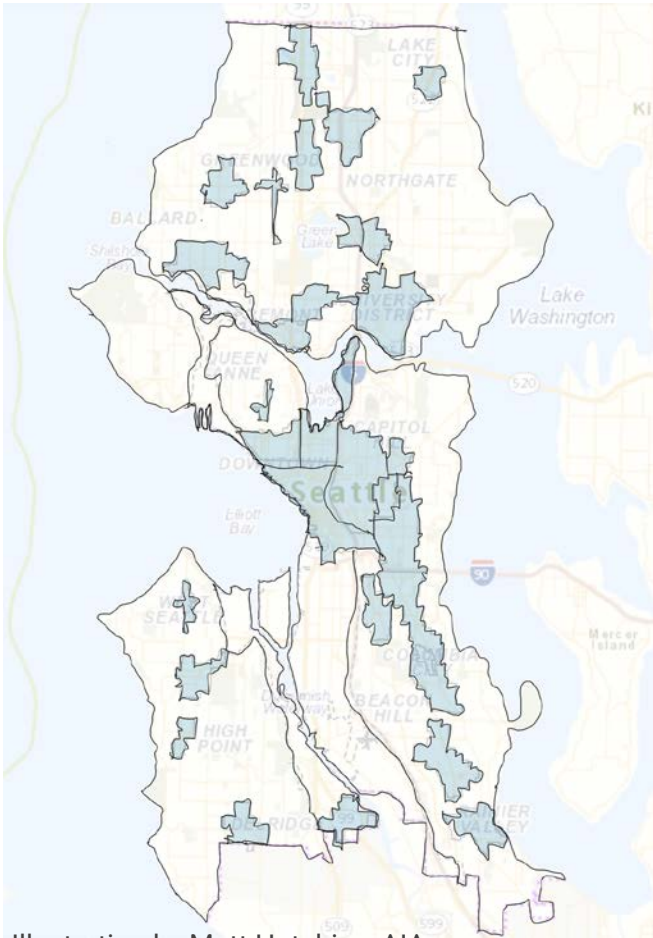


Illustration by Matt Hutchins, AIA

Urban Hubs and Villages are rebranded as Regional Centers and Urban Centers, but not rezoned for most part

Residential Small Lot zoning converts to Low Rise zoning

Nearly all subsidized affordable housing will continue to be produced here

# Expanding Growth Areas

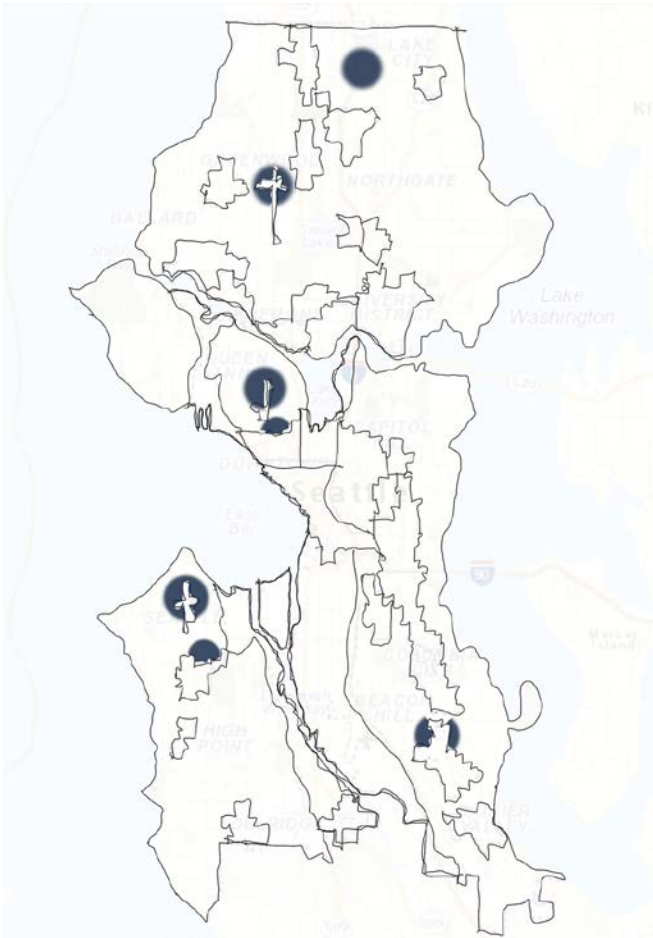


Illustration by Matt Hutchins, AIA

Expands 6 Centers slightly, with 4 to 6 story buildings

1 new Center around light rail station at 130th

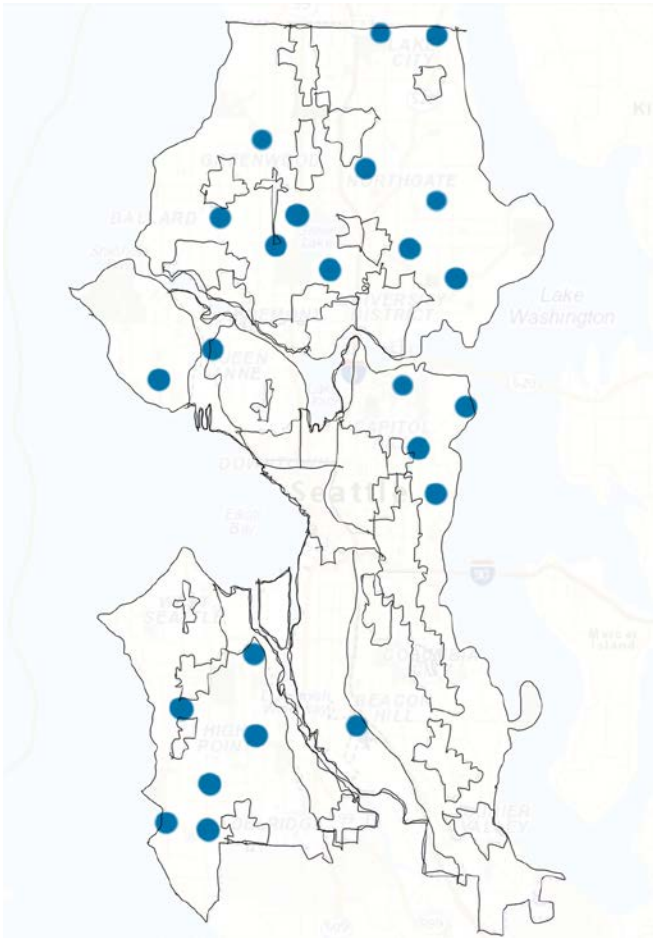
No Center around 145th light rail station

Implementation TBD based on future subarea plans

**Slight increase to overall capacity (+9149 units\*)**

\* Draft EIS Chapter 5, Appendix B Detailed Estimated Growth by Alternative, pgs 1-3

# Adding Neighborhood Centers



24 new growth areas, '15 minute city' loci

1,600 ft diameter (6-12 blocks)

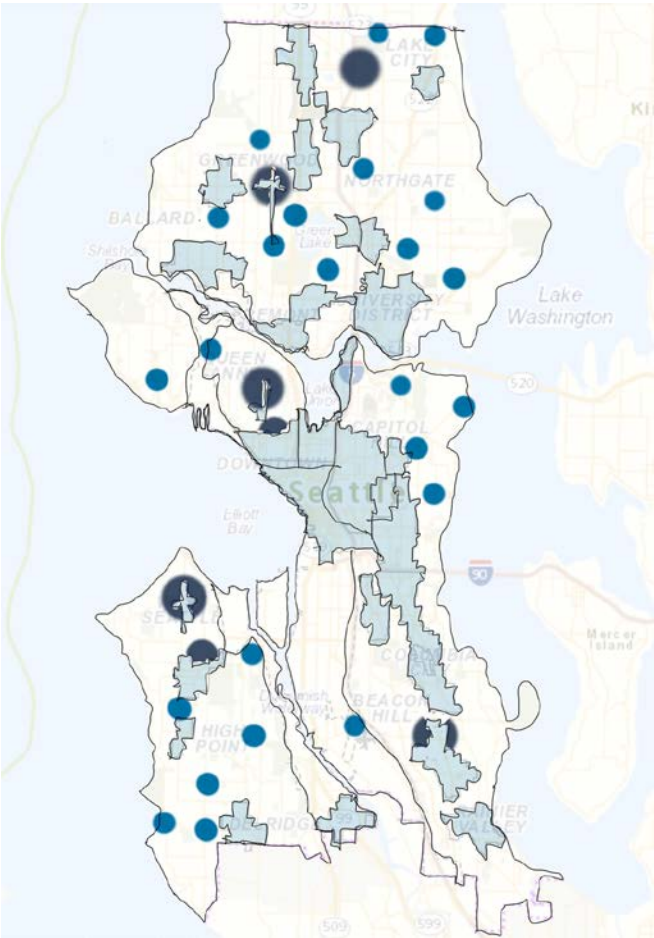
4-6 story mixed-use buildings, taper to 3 stories

**+Adds 19,641 Units\***

\* Draft EIS Chapter 5, Appendix B Detailed Estimated Growth by Alternative, pgs 1-3

Illustration by Matt Hutchins, AIA

# Growth continues to be heavily weighted in Centers



Percentage of all new housing in these growth areas: 78%\*

Outside of Centers, in Urban Neighborhoods:

**+24,439 additional homes\***

\* Derived from Draft EIS Chapter 5, Appendix B Detailed Estimated Growth by Alternative, pgs 1-3

\*\*Draft EIS Chapter 5, Appendix B Detailed Estimated Growth by Alternative, pgs 1-3



# New Housing Units Expected over No Action Alternative

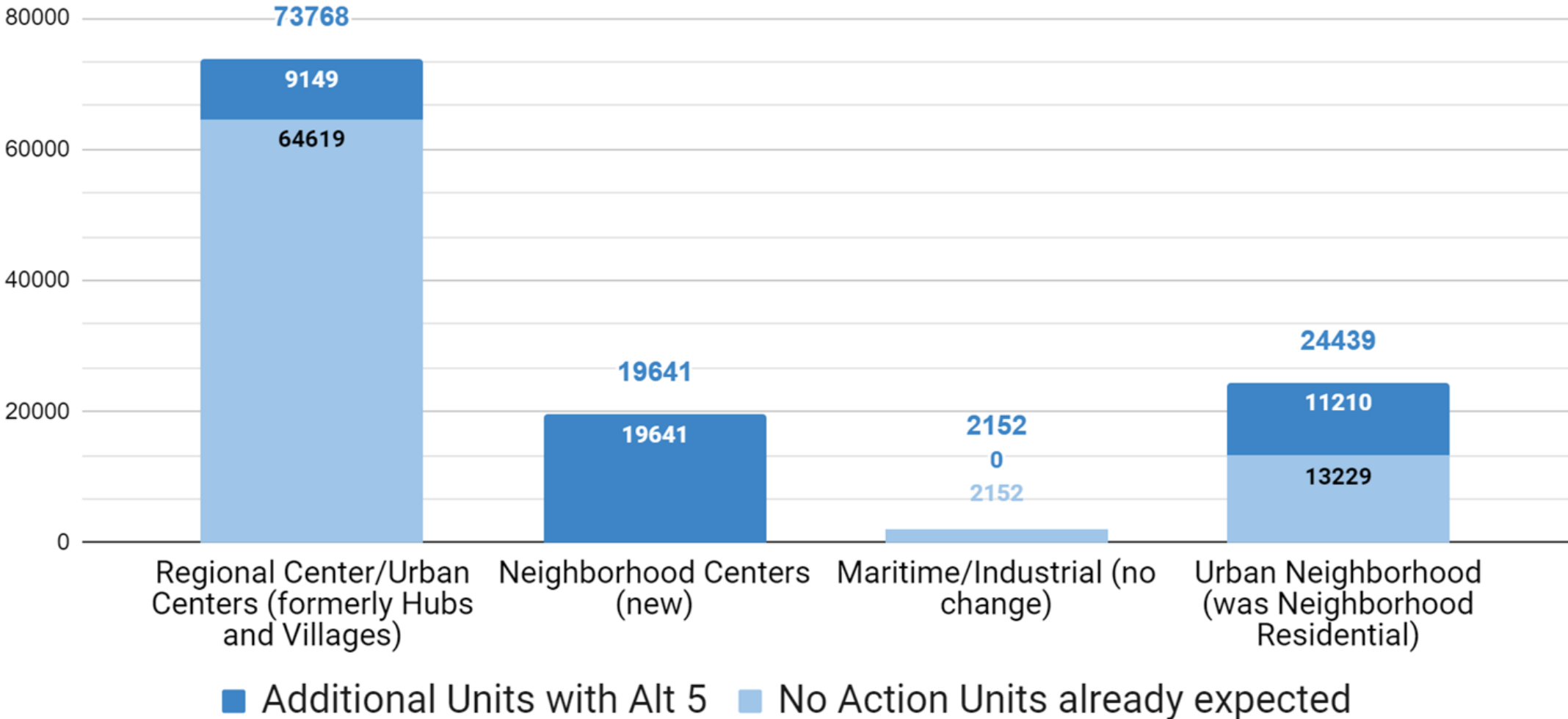
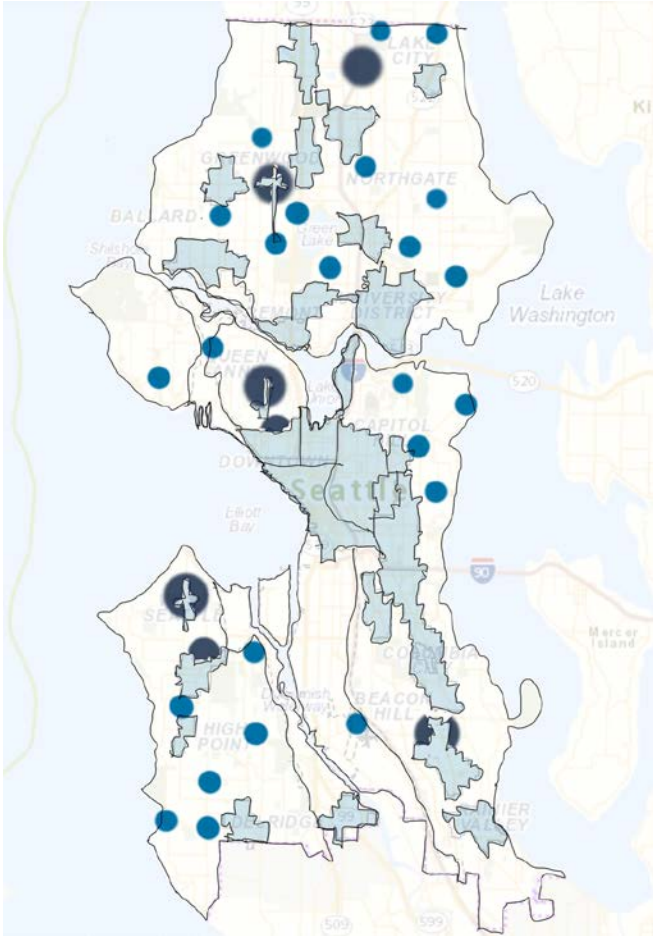


Illustration by Matt Hutchins, AIA. Derived from Draft EIS Chapter 5, Appendix B Detailed Estimated Growth by Alternative, pgs 1-3

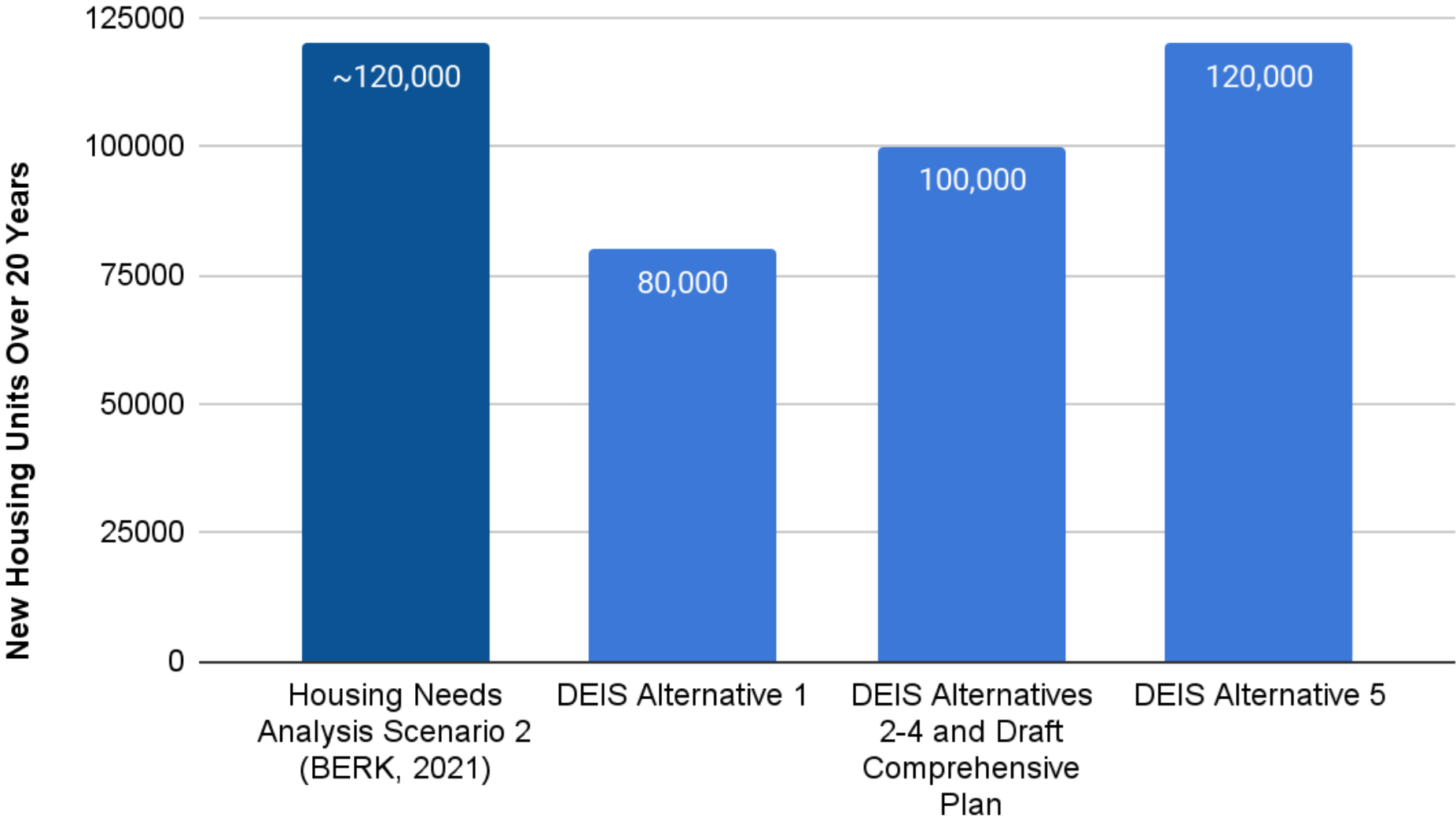
# Does a growth strategy heavily weighted on Centers...



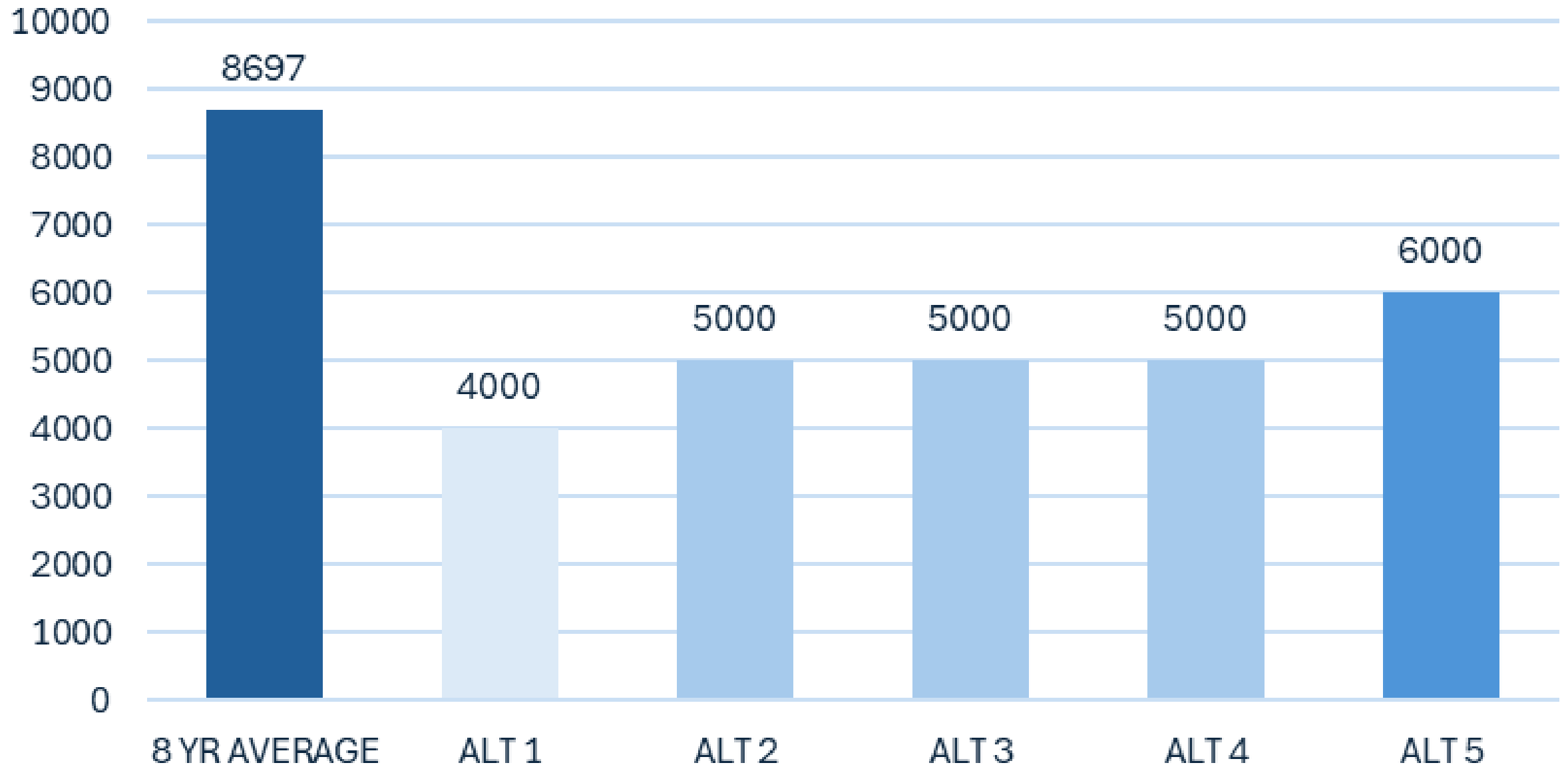
- Address **anti-displacement**?
- Promote more **affordable homeownership** opportunities?
- **Diversify** housing types?
- Increase housing choices in neighborhoods with **high access to opportunity**?
- Meaningfully **repair the harms** caused by racially exclusive and discriminatory housing and land use practices?

# Housing Growth Target Over 20 Years

Market Rate Housing Needs Analysis vs. DEIS Alternatives



# NEW UNITS PER YEAR



## Connecting transportation to the growth strategy: **Prioritize network connections based on place type**

- **Local connected networks** for short, sustainable trips **within** neighborhoods
- Prioritize trips by **transit between** Urban Villages and neighborhoods
- **Move goods and services** between MICs, Urban Villages/neighborhoods, and regionally significant transportation facilities (e.g., I-5)

Operationalize with policy guidance on how to allocate street space based on land use characteristics and street mobility function

## Growth Strategy Initial Takeaways (H&T group)

- Neighborhood Centers - positive step toward building a more **polycentric city** with walkable neighborhoods
- Apart from new neighborhood centers, it appears **growth patterns will remain largely the same as they are now**
- Plan claims to center increasing the supply and diversity of housing, but it appears **growth strategy limits** both
- Still evaluating whether equity is adequately studied and addressed in Growth Strategy

# Growth Strategy Initial Takeaways (LU group)

1. We are not planning for existing unmet housing needs with the current growth target. Planning for 105,000 housing units would bring housing and jobs closer to being in balance.
2. More locations should be designated as Neighborhood Centers. The criteria for this designation is not clearly articulated.
3. Response to displacement could be more robust.
  - Does the Plan address the social and cultural aspects of displacement?
  - We haven't seen policy support for alternative forms of land ownership or other models for affordability – maybe elsewhere in draft Plan?
  - The Plan does not appear to address commercial displacement.
4. The plan does not appear to recognize the changed relationship between job centers and neighborhoods and the opportunity.
5. More clarity on the designation of Regional Centers is needed. Expanding the regional and urban centers in Phinney Ridge, Queen Anne, and Admiral are good additions. Missed opportunity in West Seattle for instance.

# Housing Element - initial thoughts



## Housing Element Goals (paraphrased)

**H G1** - Provide stability, expand access to opportunity, close racial and class disparities

**H G2 & G3** - Expand housing supply to meet needs for all economic and demographic groups, including those whose needs are not met by the market

**H G4** - All people seeking housing have fair and equitable access

**H G5** - Displacement - communities can remain in place and thrive

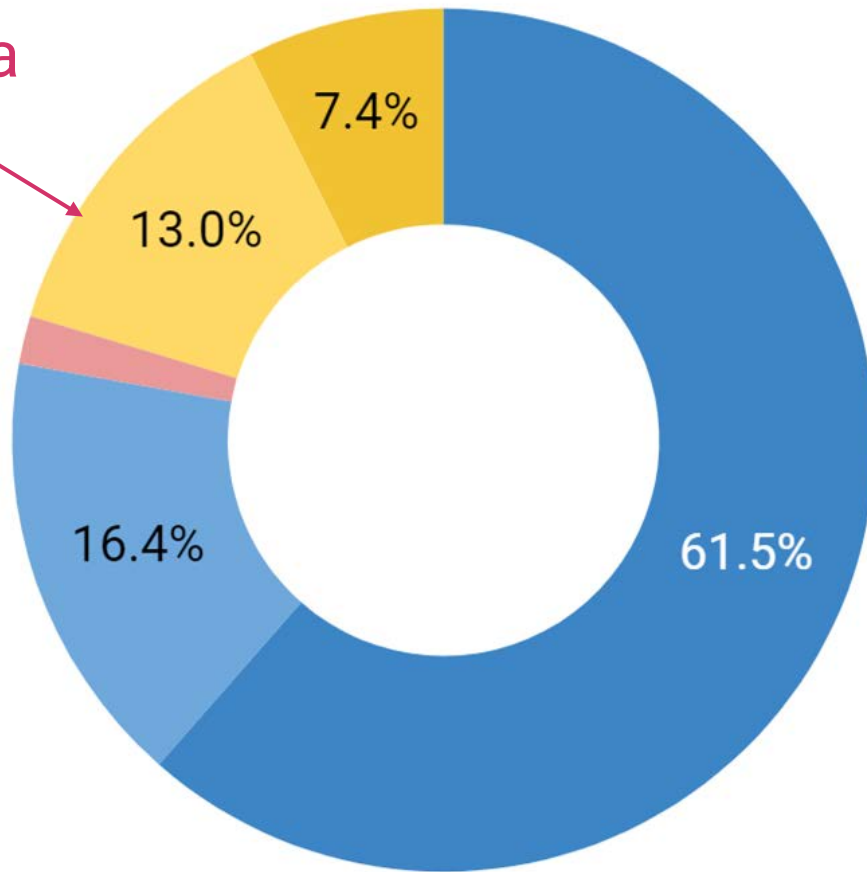
## Housing Element Goals (paraphrased)

**H G6** - Housing choice in all neighborhoods for all household sizes and incomes

**H G7** - Housing quality and design - safe, healthy, carbon-neutral

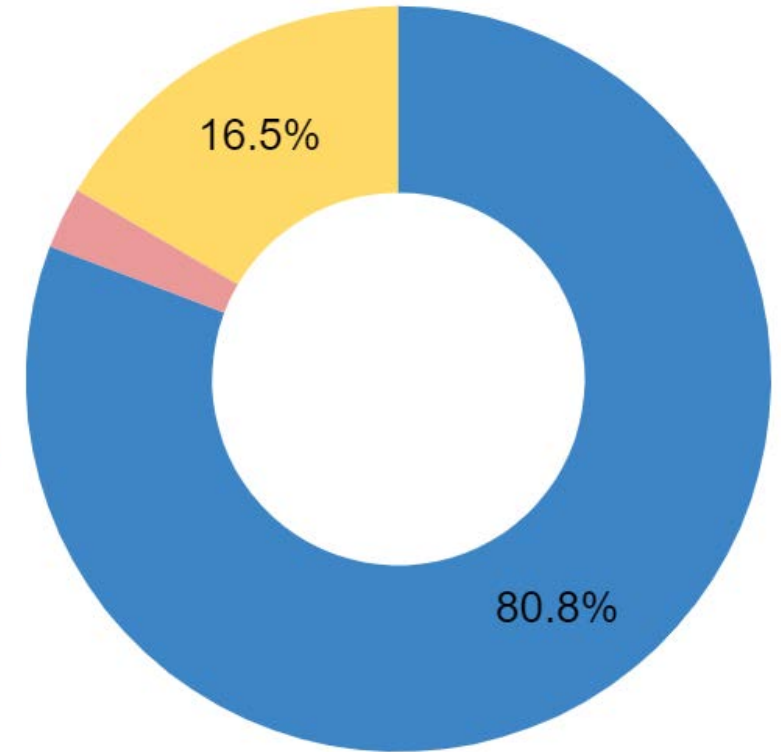
**H G8** - Homelessness is rare and brief, people experiencing homelessness secure housing and supportive services, shelter is a brief step toward permanent housing

## Alternative 5 New Housing by Zone



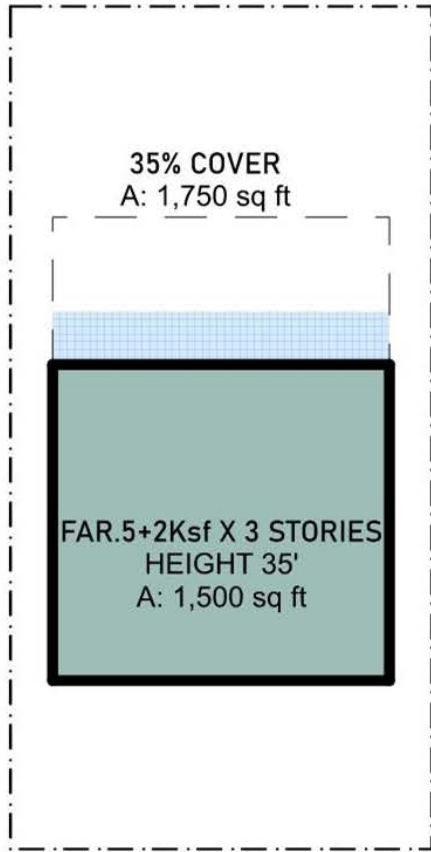
New middle housing types have a limited impact on overall new supply

## No Action Alternative New Housing by Zone



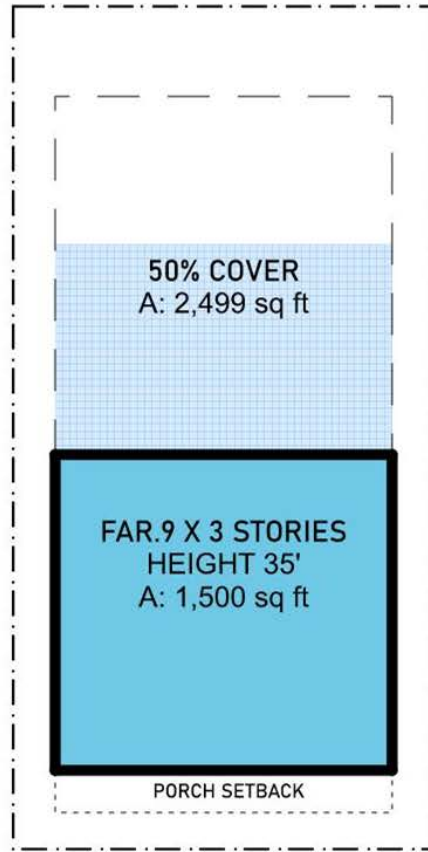
- Regional Center/Urban Centers (formerly Hubs and Villages)
- Neighborhood Centers (new)
- Maritime/Industrial (no change)
- Urban Neighborhood (was Neighborhood Residential)
- Urban Residential - Corridor

## SEATTLE TODAY



TYPICAL 5000 SF LOT  
PRINCIPAL + 2 ADUs

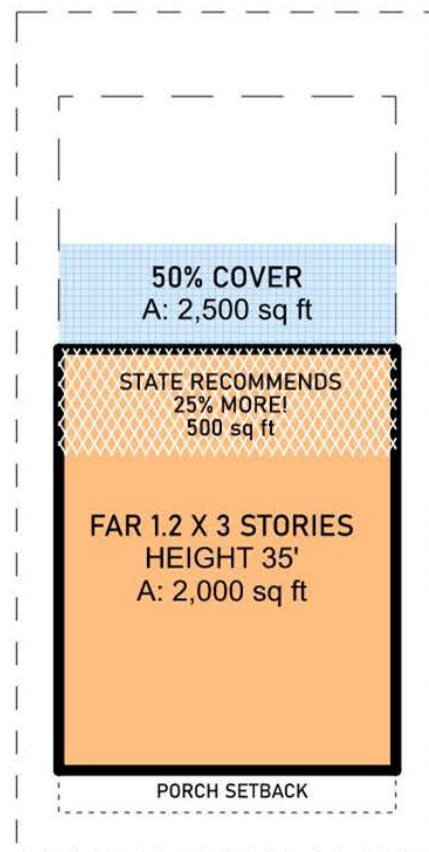
## ONE SEATTLE PLAN



TYPICAL 5000 SF LOT  
UP TO FOUR UNITS

Equivalent to 4  
backyard cottages  
under today's rules

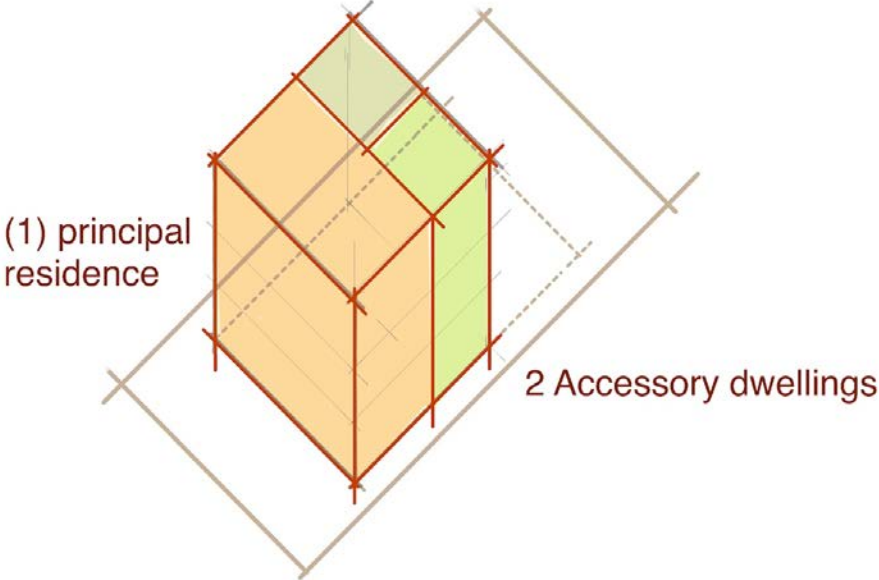
## STATE MODEL CODE



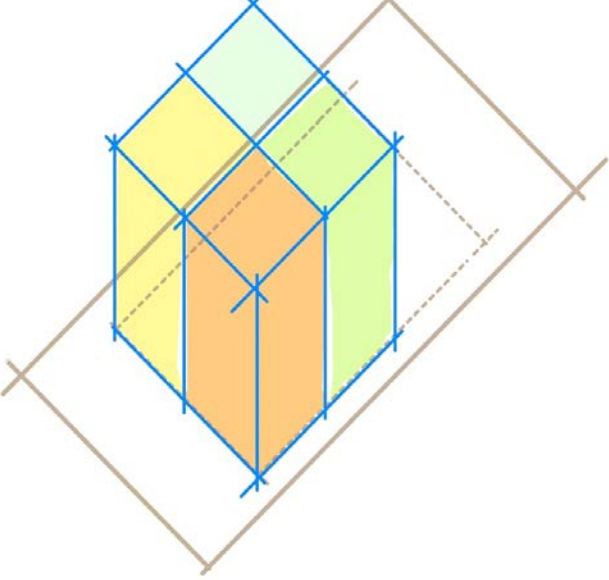
TYPICAL 5000 SF LOT  
UP TO FOUR UNITS

Uses 1400SF units as  
the baseline

# Urban Neighborhood: Same size, one more unit

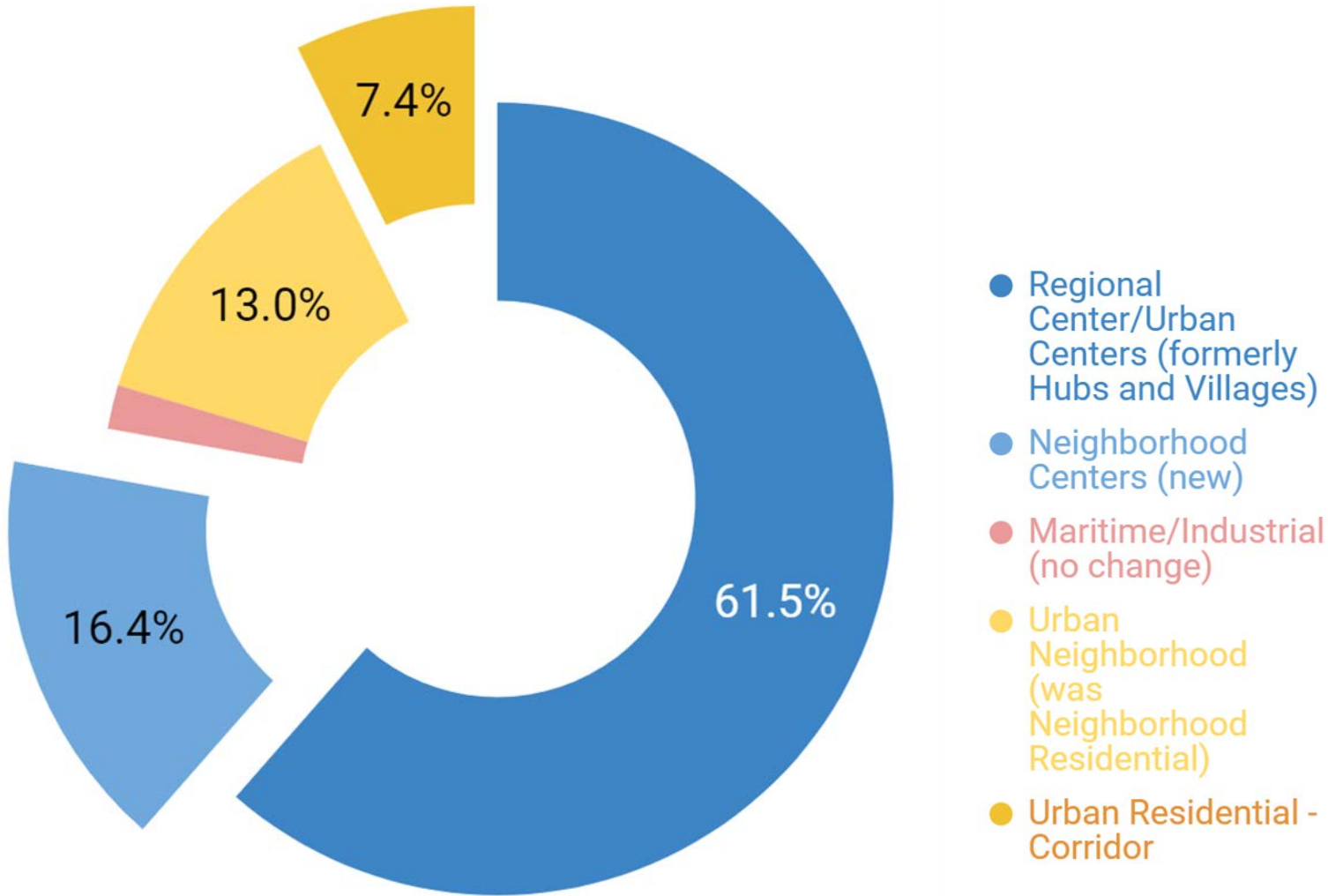


$2500\text{sf} + (2)1000\text{sf} = 4500\text{sf}$  or .9FAR



(4) units @ 1125sf or .9FAR

## Alternative 5



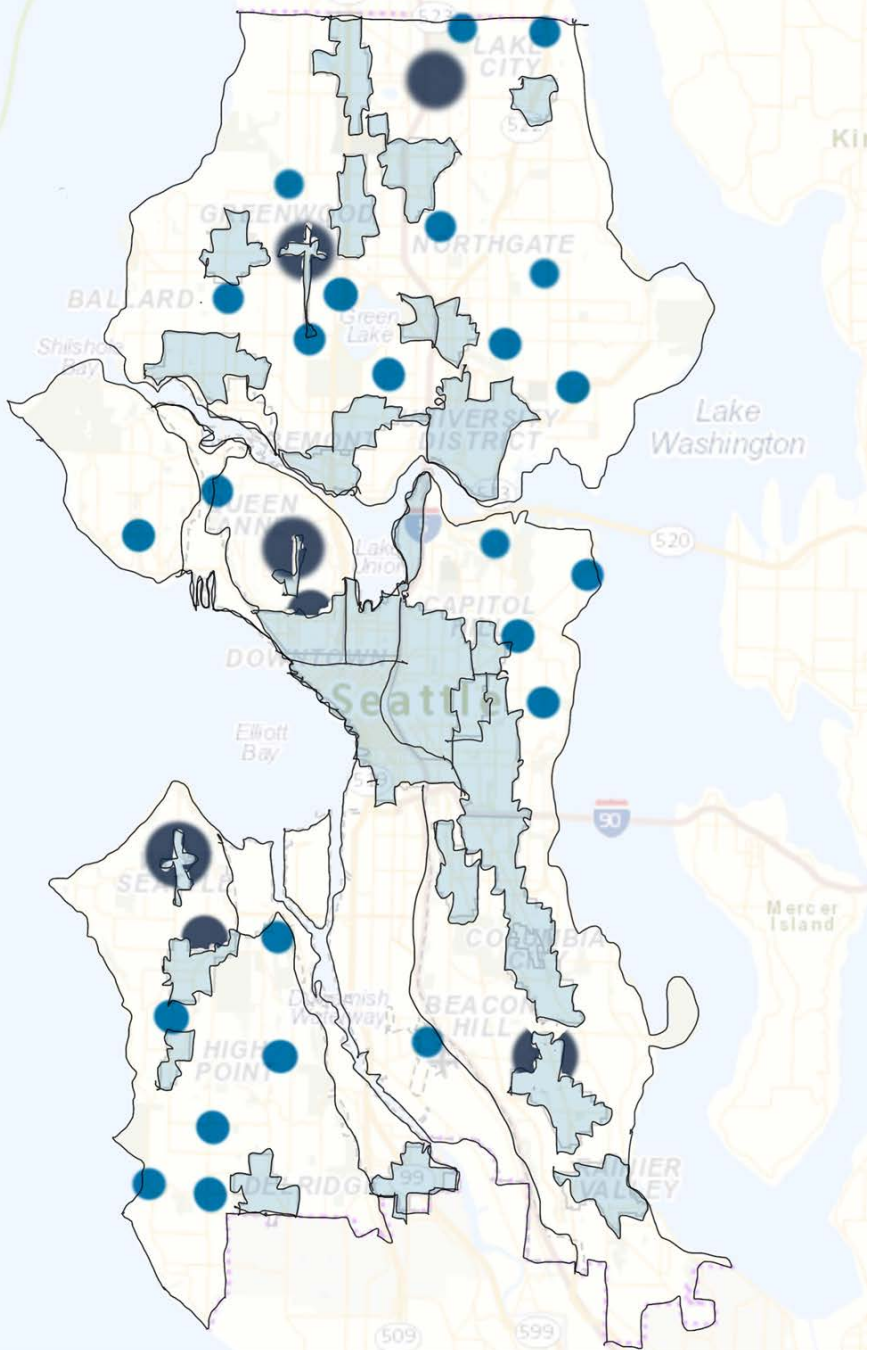
We need more information about **Urban Residential Corridors** and **Neighborhood Centers** to evaluate intent and implementation, (about 25% of all new housing)

# New Growth by Housing Type

**Exhibit 1.6-14. Projected Net New Housing Units by Housing Type**

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
<b>Stacked Housing</b>					
Condominiums	2,261	2,977	3,730	3,127	3,626
Apartments	73,109	93,815	76,652	88,662	110,079
<b>Non-Stacked Housing</b>					
>2,000 sq. ft.	1,389	698	1,111	1,111	1,111
>1,200 – 2,000 sq. ft.	648	533	4,260	1,578	1,128
≤ 1,200 sq. ft.	2,593	1,977	14,247	5,522	4,056
<b>Total Net New Housing</b>	<b>80,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>120,000</b>

Note: Non-stacked housing refers primarily to unit types expected to be built in Urban Neighborhood Residential zones. These may include detached homes, attached, or detached accessory dwelling units, townhomes, or other low to moderate density formats. All of these units could be sold separately or as condominiums to support homeownership opportunities.



**LU 1.6** Seek to reduce the potential health impacts of air pollution on residential populations and other sensitive uses near corridors with high volumes of vehicle traffic, the King County Airport, major rail yards, freight routes, and point sources of pollution.



# Housing Element Initial Takeaways

- Strong goals and policy language but ideas do not appear to be supported by growth strategy
- Great job of acknowledging past harms and racial discrimination, yet plan should follow through to identify adequate strategies to repair harm
- Appreciate attention to displacement but want to hear from communities experiencing displacement on whether these policies are the right fit
- Will need to see more capacity and growth overall to change housing trends
- Challenging to make full assessment without the data in housing appendix

# Transportation Element – initial thoughts

## Transportation Goals (paraphrased)

**T G1** - Transportation decisions **support the growth strategy** and the region and coordinate with land use goals

**T G2** - Streets promote safe, comfortable movement of people and goods and include **inviting spaces within the right-of-way**

**T G3** - People's mobility needs are met with **equitable access to multiple options**

**T G4** - Transportation system promotes **healthy communities**, environmental quality, and future free of carbon pollution

## Transportation Goals (paraphrased)

**T G5** - Improve mobility and access for goods and services to promote **economic activity** throughout the city

**T G6** - Transportation system is **safe for everyone**, particularly the most vulnerable travelers

**T G7** - **Coordinate regionally** and help to connect the city with surrounding region

**T G8** - Transportation assets are **maintained** and renewed

**T G9** - Transportation **funding is sufficient** to operate, maintain, and improve the system

# Transportation Element Initial Takeaways

- **Personal vehicles** are no longer the main focus of the element
- **Ambitious network** for active transportation and transit to accommodate growth and provide choice, but encourage to make stronger tie to managing SOV trips
- Addresses **racial and social inequity** but encourage to include maps that layer plans with Race and Social Equity Index
- Difficult to fully assess this plan without access to appendices (data)

# Transportation Element Initial Takeaways

## Opportunities:

- Provide a **clear right-of-way allocation guidance** and decision making hierarchy support growth strategy and land use
- Establish **visionary goals** with measurable targets as a compass/accountability
- **Elevate safety** (Goal 6) and place more focus on the high-crash network
- Establish policy on **green infrastructure** to support resilience

# Connecting transportation to the growth strategy: **Prioritize network connections based on place type**

- **Local connected networks** for short, sustainable trips **within** neighborhoods
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Operationalize with policy guidance on how to allocate street space based on land use characteristics and street mobility function

# Include Aspirational Goals with **Measurable Targets**

- **Vehicle-Miles Travelled:** Reduce total vehicle-miles travelled (VMT) on city streets by at least **37%** by 2044.
  - Relevant Comp Plan goal area: TG1, TG3, TG4, TG6
- **Mode Share:** Increase trips by active and shared zero-emission modes to represent **70%** of all travel by 2044. Reduce travel by single-occupancy vehicles to represent up to **30%** of all trips.
  - Relevant Comp Plan goal area: TG1, TG2, TG3
- **Street Space for People: Double** the person throughput on Seattle's busiest streets by 2044 by implementing connected multimodal networks.
- **Climate Action:** Reduce transportation related emissions by at least **XX%** by 2044
  - Relevant Comp Plan goal area: TG1, TG3, TG4, TG6



# Land Use Element

- initial thoughts

# Land Use Element Sections

**Overarching Goals and Policies**

**Urban Design**

**Uses**

**General Development Standards**

**Off-Street Parking**

**Public Facilities and Small Institutions**

**Telecommunication Facilities**

**Downtown Zones**

**Seattle Mixed Zones**

# Land Use Element Sections

**Downtown Zones**

**Seattle Mixed Zones**

**Multifamily Zones**

**Commercial Zones**

**Neighborhood Residential Zones**

**Industrial Zones**

**Location-Specific Regulations**

**Major Institutions**

**Historic Preservation and Cultural Resources**

**Environmentally Critical Areas**

# Land Use Element Initial Takeaways

## General Impressions

- Would like to see clear articulation of how the policies achieve the desired outcomes and overall vision.
- Draft Plan is doing the minimum required by the state; it should be more ambitious and go beyond what already exists.
- Would like to see more evidence of how community input was incorporated in each element
- Appears to retain the same balance between impacts of growth and the need for housing without adequately addressing the severity of the housing crisis
- Expanding notions of what constitutes family housing is important
- Changing nature of work and overemphasis on centralized employment in Downtown and the Regional Centers

## Land Use Element Initial Takeaways - continued

- **Would like to see Plan more directly address affordability and access to neighborhoods** – interested to see Housing element.
- **It is no longer enough to name the harm that has been done.** More actions and specifics are needed.
- **Suggest City use its existing Frequent Transit Network map for the number of units allowed.**
- **Allowing middle housing is not the same as encouraging it.** We need stronger policy language and commitments to this type in Urban Neighborhoods.
- **What is the policy vision for corner stores? What problem are they solving?** Allowing corner stores will not make them so. The population density must be adequately increased to make them financially viable.
- **There should be acknowledgement of the market's role in parking and a more nuanced parking strategy**

# Climate and Environment, Part 1: Carbon Pollution Reduction - initial thoughts

# Climate and Environment Part 1: Carbon Pollution Reduction Sections

- Setting goals and measuring progress
- Transportation
- Development pattern
- Buildings and energy
- Solid waste

# Climate and Environment Part 1: Carbon Pollution Reduction Initial Takeaways



# Climate and Environment, Part 2: Healthy, Resilient Communities and Environment – initial thoughts

# Climate and Environment Part 2: Healthy, Resilient Communities and Environment sections

- Planning for resilience
- Community-based climate resilience
- Extreme heat and wildfire smoke
- Sea-level rise and flooding
- More Frequent Intense Storms and Longer Dry Periods
- Tree canopy
- Water
- Healthy food system

# Climate and Environment Part 2: Healthy, Resilient Communities and Environment initial takeaways

# Parks and Open Space – initial thoughts

## Parks and Open Space sections

- Access to public space
- Recreation, activation and programming
- Operations and maintenance
- Partnering with communities
- Climate resilient open space

## Parks and open space initial takeaways

- Language is broad, focusing on access to existing open space as opposed to meeting a goal of x acres per population (given limited available land)
- Encouraged to see specific reference to indigenous land stewardship
- Encouraged to see reference to repurposing right of way for gathering space

# Public Health – initial thoughts

# Public health initial takeaways

- Public health related goals and policies are throughout the draft Plan, rather than in one element.
- Acknowledge different kinds of high-capacity transit when promoting the location of housing (including affordable housing) in proximity to high-capacity transit if that transit is on a high polluting arterial/corridor.
- Consider noise issues in addition to pollution when identifying where to place affordable housing.
- Consider adding a long-term goal to eliminate all minimum parking requirements throughout the city.
- Examine how well planning for schools is integrated into the comp plan considering that school boards do separate planning.
- Incentivize use of health-promoting building certification standards for all buildings in city, such as Fitwel and WELL standards, in addition to green standards.